

1. If elected, during your term you will have to make a decision regarding how the Lynnhaven River will be dredged. As part of this project, do you support the use of the Lynnhaven Boat Ramp and Beach Facility as a PERMANENT INDUSTRIAL DREDGE TRANSFER STATION for dredging needs outside the immediate area of the Lynnhaven Inlet or do you support using several transfer stations located in the areas receiving the most benefit from each dredging project? Please explain?

If elected, I will continue my opposition of the proposal to put any type of permanent dredge transfer station at the LBR because of public safety issues it poses, both in the water as well as in the facility itself. This project was improperly designed and misrepresented to the public by Public Works, and would have ultimately cost taxpayers much more in cost for the overall project and future dredging projects by only having one transfer station instead of multiple strategically placed temporary stations throughout the Lynnhaven waterway. Environmental concerns were essentially ignore by the City, and this too should have been properly addressed.

2. One of the last remaining parcels of open space in the most densely populated section of Virginia Beach is a 69 acre property along Shore Drive known as Pleasure House Point (Indigo Dunes), what future for this property would you support and why?
  1. The Sandler's current "Indigo Dunes" project of 1,069 homes.
  2. Acquisition of the property for open space as recommended in the City's Outdoors Plan.
  3. Some other alternative.

I am opposed to the current plans presented for this property and believe it should be purchased by the City as open space. The Shore Drive corridor cannot handle the proposed density that is being requested, especially in the failing stormwater infrastructure for this area. As an open space, the public benefit to cost payers far outweighs development, it will serve to enhance water quality of the Lynnhaven River and provide the natural setting needed for our wildlife that resides in the area as well as migratory birds.

3. Bayfront beaches both east and west of the Lynnhaven Inlet are in desperate need of sand replenishment. Sand from upcoming 2009/2010 Lynnhaven Inlet dredging can be used for this purpose. Will you support the necessary funding, litigation and policy changes required to make this replenishment happen?

I would support the necessary funding for sand replenishment. However, I do not believe it is in the best interest of homeowners to relinquish their property rights for sand replenishment to the City. A simple easement allowing the disposal of sand is a sounder solution.

4. It is well documented that Shore Drive is one of the deadliest corridors in Virginia. Ninety lives have been lost over the past 30 years. In an effort to stop these unnecessary tragedies, the SDCC, BAC and City created a safety task force. Task force recommendations are being implemented as part of 4 Shore Drive improvement projects. 2 of these projects are fully funded. If elected, would you support fully funding the remaining 2 projects so they are completed in less than 4 years?

I would definitely support the funding for the remaining 2 projects, however, due to current economic uncertainties, I cannot guarantee funding would be available in 4 years. With that being said, projects promoting safety or other neighborhood projects that have been put on the back burner will be given priority if elected.

5. The Bayfront area is the most densely (residents/acre) populated in the city. Much of this uncontrolled growth is a direct result of rezoning to increase densities. If elected, will you support or oppose rezoning requests in the Shore Drive area that allow densities greater than those currently allowed? Examples (R-10 to A-24, B-2 to B-4 Multi-family)

If elected, I will oppose projects whose density exceeds those currently in place as the current infrastructure cannot handle heavier density.

5. Given the facts that Shore Drive is one of 3 major East-West corridors and that the Hampton Roads Metropolitan Planning Organization has a long range transportation plan showing the need for a 6 lane Shore Drive from North Hampton to Great Neck Road, would you support and help implement any community effort to eliminate this possibility and keep Shore Drive 4 lanes?

As I stated at the forum, I would oppose 6 lanes unless those additional lanes were walking or bike paths. If we can't afford to make Shore Drive safe right now by providing sidewalks and lights, additional lanes would only make this road more dangerous. .

7. Lynnhaven River NOW has been making heroic advances in cleaning up the Lynnhaven River. If elected, what would you do to keep this effort going?

As a steward of the waterways to begin with and my knowledge of the stormwater management program the City currently has in place, I would work on designing and implementing a model long-term dredging program for BMP's and all tidal watersheds in Virginia Beach. Emphasis must be put on preventing silt, chemicals, etc. from entering our watersheds in order to improve and maintain water quality. Our current stormwater management program utilizes out-dated data and timely inspections and repairs to the infrastructure are not being made.

8 Another major problem experienced by the community is the City's lack of public involvement and public participation on all City and Private projects. The City seems to only do the bare minimum required by law regarding notices, meetings and public discussion. Do you feel public involvement and participation need to be improved and if so, what would you do to make this happen?

New guide lines must be implemented in order to properly inform communities of projects that will affect their quality of life in their neighborhoods, and that their feedback will be utilized to improve the proposal presented. A minimum of 3 public hearings should be held with an open question and answer period within these meetings. In certain projects, one-on-one meetings between the individual homeowner and the City should be mandatory so that there are no misunderstanding as to the work being performed, especially if it involves private property and easements.

9. The City has been recognized and won awards for its attention to open space and parks. With the Open Space Acquisition Fund drying up and no apparent planned replacement funding stream, should a new money stream be identified and if so, what would that be? If not, why?

Public benefit and property values in areas of open space are why we need to make sure we have funds for purchasing property when it becomes available for open space. I think residents would much prefer a small portion of their real estate taxes to be reallocated to the Open Space Acquisition Fund versus some economic development project in which the return on investment to the tax payer would take 20 or more years.

10. How specifically are you going to address the local impact resulting from the coming drastic state/federal budget cutbacks? By identifying wasteful spending within our City budget, improving employee productivity and moral, and thinking "outside the box" for innovative ways to bring new small businesses to the City.

I would also investigate the 509 taxes, fees, and assessments we have currently, and identify which ones we can reduce to promote more small businesses, and which ones should not be increased if they will have a negative impact on our local economy.

11. Like much of the City, the Shore Drive area is beginning to see the signs of gang activity in our neighborhoods. Could you please comment on the extent of the expanding gang problem in VB and what the city is/should be doing to diminish it?

The first thing we need to do is get communities together to know their neighbors through active civic leagues. Then we need to educate neighborhoods as to gang signs and related issues. Once educated, then the neighborhoods can work together with the local businesses and police to eliminate gang presence in their area.

12. Currently the City tax breakdown percentage is 87% Resident and 13% Business. It has always been the goal of the City and residents to shift this percentage to a 70/30 ratio and help lessen the burden on the residents. If elected, what would you do to make this happen? If elected, I'd like to see a redistribution of the many taxes (meals tax, entertainment tax, sales tax) we have so that their appropriation is fair throughout the City and not just benefiting one area with all contributing. We also need to look at how our assessors are assessing homes as well as businesses (both along our tourism area and throughout the City), to make sure the assessments are fair. City spending must be reduced, especially with difficult economic times on the horizon.

13. Do you support the extension of Light Rail along the abandoned Norfolk Southern right of way (ROW)? Please explain why or why not.

I support the concept of light rail for Virginia Beach, but not without referendum approval by the taxpayers. If agreed to by taxpayers, the land must become available for purchase, it must become part of the comprehensive plan, benefit the identified strategic growth areas, receive approval from the Navy as parts of it fall into the AICUZ, and then have a full and detailed business plan with financial data presented and reapproved by the taxpayers before I would vote for it in final form. THE SHORE DRIVE CORRIDOR NEEDS A NEW LESNER BRIDGE DUE TO ITS STRUCTURAL INTEGRITY BEFORE VIRGINIA BEACH NEEDS LIGHT RAIL. THE LESNER BRIDGE IS ONLY 1 OF 3 HURRICANE EVACUATION ROUTE S AND SHOULD BE A PRIORITY FOR PUBLIC SAFETY REASONS.

14. Our city is rich with history; some examples include the First Landing, several colonial period houses and various other sites. If elected, what would be your commitment to historic preservation in the city?

This is the one funding area that I believe we will have to seek outside funding for, especially in the next few years. I would like to see a City-wide committee established with their specific goal in getting private funds for the preservation of our local historical sites with them investigating state and federal funds that may be available. A review of current City funds and future costs projections should be initiated so that we have a clearer idea of the amount we will need to maintain these historic sites, and then work with the committee from there.

15. Given the most recent U.S. Army Corp of Engineers Hurricane Evacuation Study (March 08), how would you provide for the timely evacuation of Shore Dr. and North Beach areas if residential building and population densities are further increased with Indigo Dunes and other proposed properties?

We need to be very mindful of all hurricanes approaching our area, and be pro-active in starting a necessary evacuation on a timely basis, versus waiting until the 36-hour window

that is put out by the National Hurricane Service on strike probability. Areas along the Shore Drive corridor that are the most vulnerable, should be notified and given priority in evacuating well ahead. Projects such as Indigo Dunes should not be approved because they are in the highest flood zone area, and projects such as the dredge transfer station at the Lynnhaven Boat Ramp should never be consider if there is any chance of damaging the Lesner Bridge in its current structural state.

**The SDCC understands that one minute is not nearly enough time to discuss these topics to the degree necessary, so we have asked the candidates to take the questions home with them and asked that they provide written responses to them. All written responses will be posted on the SDCC's website ([www.sdcc.info](http://www.sdcc.info)) sometime during the week of Oct 26<sup>th</sup>.**