

From: [Jay Tobias](#)
To: [Butler, Chris](#)
Cc: [Shellenberger, Adam](#); [Culbertson, Renee](#)
Subject: Zoning signs at the end of Southcoate - Rezoning Application
Date: Tuesday, March 3, 2020 12:17:30 PM

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Adam, Supervisor Butler, etc:

Please use this email as a formal indication of an objection to the rezoning application filed by Elm Street development for the parcel adjacent to Southcoate Village Drive and connected to Liberty Run Subdivision.

I represent my family of 6 who reside at 11188 Callie Jo Court who are totally against the additional traffic flow, noise, congestion and burden on services within our community. We already suffer from poor water service, including water pressure and quality which the County fails to address. Adding more homes to tax the system would hinder our own well being.

Additionally, as someone who was unable to get emergency services to my home in a timely manner on March 2, 2019, I fear what adding an additional group of homes will do to burden our already strained emergency services team of law enforcement and rescue personnel. Adding more homes without adding emergency services is poor planning.

Thirdly, where would the children who live in these new homes go to school? Varying reports show the elementary school (Pierce) is at or near capacity, the middle school is run down and needs refurbishing...why add more students to Taylor?

Our county, and the Town of Remington, needs more restaurants, more grocery shopping and more things to do rather than take our business to Culpeper County. In addition, by attracting businesses to this area, our personal tax burdens would be eased a little and allow for more disposable income to be spent on goods and services.

Thank you for your time,
James Tobias
11188 Callie Jo Ct

Sent via iPhone

To: Adam Shellenberger, Chief of Planning
Fauquier County Community Development
Planning Division
10 Hotel Street, 3rd Floor
Warrenton, VA 20186

RE: Rezoning-REZN-19-011292-Red Maple Properties, LLC

Dear Mr. Shellenberger,

I am writing in regards to Plan Number REZN-19-011292. I understand a public meeting will be held and I would like this letter to be submitted to be added to the staff report as a public comment.

I am a new resident to Liberty Run. I have four children and we moved from Prince William County in July of 2019. We searched long and hard for a community that was quiet, did not have crowded streets lined with cars and one that provided the serenity that Fauquier County offers. We looked for a home that offered cul-de-sac living and our prayers were answered when the last home on Southcoate Village Drive went up for sale. We jumped at the chance to have a lot that gave us the privilege of having only one home on one side of us and gave us this amazing pavement space for our children to ride bikes, roller skate and play basketball right in front of our house.

As you can imagine, we are devastated to hear about the potential addition of homes and road cut through that will be added at the end of Southcoate. In addition, we will be losing our amazing cul-de-sac. This entire notion will quash all of the efforts and patience my family endured when we were looking for a home back in July. We finally have our dream home only to hear that the very quiet lot we purchased will possibly have many homes around it and a possible cut through which will provide access for commuters on route 29 and route 28.

We experienced a very similar situation when we decided to move from Woodbridge. Eighty homes were approved to be added to our subdivision and after it was approved and construction started, our daily life became difficult. Getting in and out of our neighborhood was a task itself. There were loads of construction vehicles on and off the street with workers directing traffic which delayed our school buses, made us late for work and prevented our children from going outside to play. It caused dust which got on everything and mud which did the same. Everyday, we watched as more and more trees were cut down forcing bears and other wildlife out of the woods just to have to animals wandering down our paved streets seeking shelter and food. We saw strange things like piles and piles of tires that were dug from underground from people dumping them in the woods for years which we had to look at as we drove by for months. Once the homes were complete, they had to rezone our school because there just simply wasn't enough room to add that many children to our school. As we in our community know, we should be going to Grace Miller but we are zoned for M.M. Pierce which is in Remington. This addition to our community could potentially change things up for us even though we are already going to a school that is not in the same town our children reside in.

I will not make this entire letter a rant about how this will inconvenience my family personally but I will provide some thoughts that I think we should all be considering when thinking of potential change to our neighborhood. Even if adequate sidewalks are in place, pedestrians and bicyclists may feel uncomfortable traveling along a road with drivers moving at higher speeds coming from route 29 to connect to route 28. It will be used as a shortcut to connect to route 28 because of frequent traffic and accidents. I am particularly concerned about drivers speeding through neighborhood streets where children may be at play. These concerns are valid, as research shows that the higher the driver speed, the less likely his or her ability to stop in time for pedestrians (or bicyclists) and the more severe the injury in the event of a crash. Regardless of where we live in the U.S., neighborhood streets are safer by preventing excessive cut-through traffic. Let's face it, we can pretend that the cut through will only be exclusively used by our neighborhood but we know that with all the commuters on route 28 and route 29, there will be cut thru's, which will bring strangers on our street and give them access to our neighborhood which could lead to more traffic, unwanted parked cars and our children not feeling safe to ride bikes and play. Obviously, there will more noise coming from the highway because there will be no forest to block the noise since 40 plus acres will be chopped down to build these homes. Accidents involve a substantially higher percentage of pedestrians and cyclists when compared to those occurring on other roads. Excessive cut-through traffic is a key factor jeopardizing the safety of our neighborhood streets. As main roads become more congested, cut through traffic increases. Main road congestion is a result of poorly managed growth. As main roads become increasingly congested, drivers seek out ways for getting around traffic jams. Unfortunately, the alternative usually involves a neighborhood thru-street which will be Southcoate Village Drive. This cut-through traffic makes neighborhood streets noisier and more dangerous. Cut-through traffic tends to operate at a higher speed, which increases the likelihood of accidents and the severity of injury because a pedestrian is nearly twice as likely to die if struck by a car traveling at 30 mph compared to 20 mph, as speed increases driver field of vision narrows, which makes it more likely that pedestrians will not be seen nearby until it's too late to avoid an accident, and a car travelling at 30 mph requires twice the distance to fully stop compared to 20 mph. As traffic volume increases on a neighborhood street so does vehicle speed, accident frequency, noise, and even crime. All of these impacts then decrease property value. The combined effect of cut-through traffic increased speed and volume makes a neighborhood street even more dangerous. It is generally true that as traffic volume increases, the values of homes decline. This is especially true for those living on courts and other cul-de-sac streets where homes can sell for 20 % more than those located on through streets. Commuters begin seeking alternate routes when congestion cuts main road. For example, if free-flow speed is 40 mph then drivers begin seeking out alternates when congestion causes average speed to drop to 20 mph. Of course the alternate route is frequently a through-street passing through a residential neighborhood.

In addition, converting cul-de-sacs to through streets interferes with the close neighbor relations that adds so much to quality of life. For example, research found that people who live in traditional bulb cul-de-sacs have the highest levels of attitudinal and behavioral cohesion (covering both how they feel about their neighbors and how much they actually interact with them). People who live on your average residential through-street have the lowest levels. For parents living on courts or other low-volume streets, a rise in traffic volume may increase anxiety about allowing children – particularly younger kids – to play outside. Children between the ages

of 5 and 9 are particularly at risk to traffic-caused injury. Converting cul-de-sacs to through-streets robs both children and their parents of a sense of safety and freedom many cherish. With regard to crime, one study noted that hierarchical, discontinuous street systems have lower burglary rates than easily traveled street layouts; criminals will avoid street patterns where they might get trapped. For example, the troubled Five Oaks district of Dayton, Ohio, was restructured to create several small neighborhoods by converting many local streets to cul-de-sacs by means of barriers. Within a short time traffic declined 67 percent and traffic accidents fell 40 percent. Overall crime decreased 26 percent, and violent crime fell by half. At the same time, home sales and values increased. While every thru-street will carry traffic from one main road to another, neighborhood quality of life suffers when the volume crosses a certain threshold. To put this in perspective, each single-family detached home generates one peak-hour trip and ten trips per day. This includes not just the cars and SUVs driven by residents but delivery trucks and all other traffic entering-exiting a neighborhood. One would anticipate that those who live on a residential street prefer that traffic volume remain in the good to excellent range or less than 600 vehicles per day. In other words, land use decisions should not cause traffic volume to exceed 600 vehicles per day on a neighborhood street.

The following is a summary of research demonstrating why cul-de-sacs and other dead-end neighborhood streets should not be converted into thru-roads. In a paper entitled *The Cul-de-sac Effect: Relationship between Street Design and Residential Social Cohesion*, published in the *Journal of Urban Planning and Development*, Volume 141 Issue 1 – March 2015, sociologist Thomas R. Hochschild reported:

“This study utilized a quasi-experimental design to assess differences in residential social cohesion for residents of “bulb” cul-de-sacs, “dead-end” cul-de-sacs, and through streets. Data revealed that bulb residents experience the highest levels of attitudinal and behavioral cohesion, followed by dead-ends, then through streets.”

In addition, it reported these findings:

1. Cul-de-sacs are dead-end streets. There is no drive-through or commuter traffic speeding down the street. Because there is no reason to pull into a cul-de-sac unless your destination is on that street, the flow of traffic is reduced.
2. Safer streets for residents and children: Due to the reduction of traffic on a cul-de-sac, the streets are safer for children and residents on the street. Cars also tend to drive much slower on a cul-de-sac because they are approaching their destination. They realize the street is a dead-end and this adds to the safe environment for families and their kids.
3. Promotes a neighborly environment: A cul-de-sac emphasizes the closeness of homes and families. With a quieter street, the opportunity for playing on the sidewalk, front yard and even the street is more appealing. This environment promotes more interaction with other residents and invites block parties and other cul-de-sac events creating a closer bond between the families.
4. Lower burglary and vandalism rates: In addition to the safety provided by the lack of speeding traffic, the homes on cul-de-sacs themselves experience lower crime rates. With more street play and activity, the families are more connected and this adds

protection to the homes. Criminals are denied easy access and egress and with the increased visibility, cul-de-sacs have a significantly lower rate of burglary than their neighbors on the drive-through streets.

5. Increased house values: All this adds up to increase property values for homes situated on a cul-de-sac. Due to the layout of the street, more homes can take advantage of the extra space. The lifestyle and curb appeal of a quiet street appeal to buyers and results in higher sales prices.

In addition, research show that residents also preferred the cul-de-sac as a place to live, even if they actually lived on a through or loop street. Cul-de-sac streets are safer and quieter because there was no through traffic and what traffic was there moves slowly. Pets and kids are safer when there is a no-outlet street. Kidnapping is less likely and there is more of a sense of neighborhood. Research supported claims that cul-de-sacs are more frequently and more safely used by children. Because cul-de-sacs tend to have fewer homes than traditional streets, it is easier for people to get to know their neighbors in the cul-de-sac. Cul-de-sacs also are a natural place for neighbors to plan block parties or picnics because with proper permits from the local authorities, a cul-de-sac can be blocked off to any incoming or outgoing traffic during the block party. Homes in a cul-de-sac generally face outward toward the other homes, creating a greater sense of community for the residents as they can see their neighbors' front doors from their own. A literature review of policy, guidance and research on residential street design and its influence on children's independent outdoor activity shows that both traffic speed and volume have been found to have an effect on how streets are used. A study of three similar streets in San Francisco showed that residents' quality of life was measurably affected by the volume of traffic in the street (Appleyard, 1981). Those living on a light-trafficked street knew more of their neighbors, felt a greater sense of belonging and were more familiar with its physical features. The study was replicated on residential streets in Bristol in 2011 and the findings resonated strongly with Appleyard's (Hart & Parkhurst, 2011)."

It is understandable that a cul-de-sac resident would become irate when a proposal is made to open their street to cut-through traffic. It's even more infuriating when this is done to allow an adjacent property to be developed. Usually the justification for the extension is to provide a second means of emergency vehicle access should the main entrance ever be blocked by a downed tree, floodwaters, vehicle accident, etc. Another justification is to increase road connectivity to relieve congestion on main routes. The relief is achieved, of course, by increasing neighborhood street cut-through traffic. As stated above, increasing neighborhood cut-through traffic to relieve congestion is a symptom of poor growth management. While a second means of emergency access is certainly a legitimate need, there are ways of accommodating this need without forcing residents to sacrifice the safety and tranquility of their neighborhoods. Before a cul-de-sac conversion is considered, all other options must be exhausted.

It's simply wrong to ask people to sacrifice the safety and tranquility of their neighborhood without exhausting all other options. After all, those who live on these cul-de-sacs pay up to 20% which generates higher property-tax revenue. I suspect that if elected officials were aware of the higher accident rates, lower tax revenue, and injustice then more responsible policies would be adopted with regard to the conversion of cul-de-sacs into through streets.


This leads me to my next concern which is cutting down 40 acres of trees which can lead to a direct loss of wildlife habitat as well as a general degradation of habitats. The removal of trees and other types of vegetation reduces available food, shelter, and breeding habitat. Animals may not be able to find adequate shelter, water, and food to survive within remaining habitat. Animals might die as their habitat is destroyed, and face competition for food, water and other resources as they're forced to migrate to neighboring regions. For these reasons, habitat destruction is one key reason animals become endangered or extinct. Many animals do not survive the initial destruction of their habitats. Many animal species can remain unaware of the deforestation of their area until it is underway. When the tree falls it can kill many of the animals that live in its trunk and canopy. Other animals that survive the initial destruction may not know where to go. Without the food and shelter the tree afforded them they sometimes die of exposure. Animals that lose their native habitats are forced into new areas in search of shelter and food. When animals move to different parts of the forest they combine with populations already living in that space, increasing the number of animals occupying a relatively small area. This causes overconsumption of food resources, and animals can starve although they have escaped the initial destruction.

As I stated before, we moved from Prince William County. Our neighborhood expanded which caused major disruptions to our daily activities. One of which, seeing dead animals on the side of the roads because they were forced out of their habitats when trees were cut down. It was horrible to watch and was devastating to see. People need connectivity to the natural world and sadly, in a host of ways, that's being lost. In most cases, the loss of these urban ecosystems is not happening in large tracts, but in bite-sized chunks, a few trees here, a parklet there. What ends up happening is green space becomes relegated to the edges of cities, threatening the more fragile species—like the spotted owl—who rely on larger, more centralized habitats. When those habitats are carved up to make way for a highway or a development, owls and other species may leave urban areas altogether. Animals are forced to the next canopy of trees in the neighborhood or farther afield. Animals who move sometimes come into contact with humans while searching for an area with a better food supply. Sometimes these animals are simply a nuisance, but other times they can attack humans. Sometimes humans relocate the displaced species to an area where they will not interfere with human habitation, but other times humans respond by attacking or killing the threatening or annoying animal. Habitat loss due to destruction, fragmentation, or degradation of habitat—is the primary threat to the survival of wildlife in the United States. When an ecosystem has been dramatically changed by human activities—such as agriculture, oil and a bulldozer pushing down trees, it is the iconic image of habitat destruction. Much of the remaining terrestrial wildlife habitat in the U.S. has been cut up into fragments by roads and development.

I strongly oppose the application being approved for this plan. I hope the Board of Supervisors consider all my facts and thoughts and research regarding this matter to ultimately deny the application.

I thank you for your time and consideration in this matter.

Sincerely,

A handwritten signature in cursive script that reads "Teresa Hogan". The signature is fluid and elegant, with the first name "Teresa" and last name "Hogan" clearly distinguishable.

Teresa Hogan

10922 Southcoate Village Drive

CC: Chris Butler, Fauquier Co. Board of Supervisors
Jay Tobias

To: Adam Shellenberger, Chief of Planning

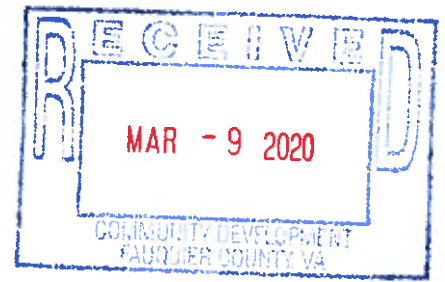
From: Robert and Leslie White

Zoned area 9371

11081 James Madison Hwy

Bealeton VA 22712

March 3, 2020



This letter is in reference to the rezoning proposal by Red Maple Properties/Elm Street Development to change area 6326 (41.35) from RA to R3.

Is this area in the Bealeton service district? If not, what is the point of having service districts if the boundaries get extended to accommodate the wishes of developers? What improvements will be done on an already congested Rt 28, and what improvements to other services such as schools, police and fire? Who will pick up the long term costs of these improvements? With the development in Bealeton, do we have a demonstrable need for more housing?

This is a repeat of the circumstances years ago when boundaries were extended to allow Southcoate Village to come in directly behind our farm. My family has lived on this farm for four generations.

We feel we already have our share of McMansions on postage stamp lots to look at every time we go out in our yard. We are obviously opposed to the proposed rezoning.

Respectfully,

Dr. Robert White

Leslie White

Robert and Leslie White



*Promoting and protecting the natural resources, rural economy,
history and beauty of the Virginia Piedmont*

August 28, 2020

Fauquier County Planning Commission; Chairperson Adrienne Garreau
Warren Green Building
10 Hotel Street, Suite 208
Warrenton, VA 20186

Comments Regarding the Rezoning - REZN-19-011292 – Pelham Village

Dear Chairperson Garreau and Planning Commissioners,

Piedmont Environmental Council has a broad mission, which includes advocating for the protection of natural and historic resources, conservation of rural lands, and development of thriving communities. The Pelham Village application seeks to rezone a 41.35 acre parcel from RA to R-3. The parcel is located at the edge of the Service District with part of it located in the No Water or Sewer Area. We believe the Pelham Village rezoning application does not meet the vision of the Bealeton Service District Plan and fails to contribute to the development of a thriving community in Bealeton. The proposal is excessive for the site, does not mitigate capital impacts effectively, and fails to adequately address transportation concerns. Outlined below are our major concerns with this proposal.

Transition from Town Center to No Water and Sewer Area

The County Comprehensive Plan guides growth into the Service Districts but that growth should still meet the vision for that Service District. The Bealeton Service District Plan identifies a Town Center and lays out a transition from the denser urban core to rural land outside the service district. The western edge of Bealeton is particularly important due to the close proximity to the northern edge of the Remington Service District. Transitioning to lower residential densities and maintaining a clear division between the two communities prevents the creation of one sprawling suburb that is no longer identifiable as two distinct places.

To the northeast of this site is the Southcoate Village subdivision which is zoned R-2 and to the southeast are subdivisions zoned R-1. Rezoning this site to R-3, a higher density zoning than the areas to the east, fails to provide a transition to the semi-rural No Water and Sewer Area to the west. It creates a higher density at the edge of the service district far from the core straining infrastructure and increasing the number of automobile trips necessary.

Floodplain and High Water Tables

The layout of the proposed subdivision would create housing highly susceptible to flooded basements and poorly designed amenities that would be costly for residents in this future community to maintain.

This development is located on soils with seasonal high water table and shallow bedrock meaning basements are not recommended here. Instead of committing to homes without potentially problematic basements, the proffers will include language about disclosing the high water table to potential homebuyers. In the real world, where homeowners may not appropriately maintain the engineered pump out system or the construction of the system might be flawed, homeowners with basements in high water tables are likely going to experience water damage and the explanation that this was disclosed in their deed will provide little comfort.

A five foot gravel trail is planned along Craig Run. Most of this trail and some of the exercise stations are located in the floodplain of Craig Run. With climate change causing more frequent and intense storm events the 100-year floodplain has likely shifted out farther making these areas are all that much more susceptible to frequent flooding. Gravel trails in particular are problematic in floodplains because not only do they need expensive continued maintenance they also pollute the water body. Generally, concrete trails are preferred in floodplains. Understanding the initial cost for building this is high (although maintenance cost is much lower) and likely not something the applicant would be willing to do, we would suggest either pulling the trail and exercise stations out of the floodplain or paving the trail and anchoring exercise stations with concrete and appropriate flow-thru design.

Access and Traffic Movement Concerns

Rt. 29 is designated as a Corridor of Statewide Significance (CoSS) meaning it connects major centers of activity and accommodates inter-city travel between these centers as well as interstate traffic. Creating a new access point, especially one that will enable access from other subdivisions beyond the one proposed, should be carefully studied to ensure it won't cause safety issues or other problems.

The access proposed would be an unsignalized partial access with no left out. VDOT has requested additional information from the median break where U-turn movements would take place which the applicant has stated they can't/won't provide. This response seems wholly inadequate given the magnitude of this request for a fairly significant new access onto a CoSS. We are also concerned about PM peak traffic using this new access to avoid the Rt. 29/Rt. 28 signal and the potential dangerous conditions that may cause.

Finally, the County and VDOT prefer a roundabout at the intersection of Southcoate Village Drive Extended and Pelham Court with a four-way stop as the fallback option. The applicant indicated that they agreed in their written response so we were confused to see that the CDP dated March 26, 2020 still showed the four-way stop and noted the roundabout as an alternative

option. Is there a reason the CDP can't show the roundabout being that everyone seems to agree that option is preferred?

Extension of Water into No Water and Sewer Area

Proffer 8.C. states that the, *"Applicant will install a fire hydrant on the Property south of the connection of Southcoate Boulevard Extended at Route 29 in order to provide a location at which firetrucks may resupply themselves with water."* First, why place a fire hydrant in the No Water and Sewer Area rather than in the subdivision? Second, why is the water line to this hydrant not shown on the CDP? Finally, anything needed for adequate fire protection is required by the subdivision ordinance, so why proffer a fire hydrant at all?

Capital Impact Mitigation

We again would like to express our concern about the County accepting proffers under the current state legislation. It is our interpretation that from a practical point of view little has really changed since 2016 when the state adopted new proffer legislation that essentially broke Virginia's proffer system. Presumption and judicial deference remains shifted to the applicant's benefit rather than the locality's. Regardless of the realities on the ground such as aging infrastructure, out-of-date facilities, and combined impact of multiple applications received, you can only accept "capacity triggered" capital impact proffers for new facilities. Now we see that even an analysis done within a model created directly in response to the 2016 proffer legislation by a reputable firm like Tischler Bise, will be challenged by attorneys that understand just how much the system has been rigged in their favor.

We continue to encourage you to be very careful about accepting cash proffers under this system and to push the general assembly to fix the proffer legislation either by returning to pre-2016 rules or adopting an impact fee model.

Thank you for the opportunity to share our thoughts on this application. Please feel free to reach out to me if you have any questions or concerns.

Sincerely,

Julie Bolthouse
Field Representative, Fauquier County
Piedmont Environmental Council

From: [Meixner, Meredith](#)
To: [Shellenberger, Adam](#)
Subject: FW: Pelham Property Rezoning
Date: Friday, September 4, 2020 3:11:52 PM

FYI...

Meredith S. Meixner

Planning Associate
Fauquier County Community Development
10 Hotel Street, 3rd Floor
Warrenton, VA 20186
540-422-8200



Please consider the environment before printing this email.

From: Culbertson, Renee <Renee.Culbertson@fauquiercounty.gov>
Sent: Friday, September 4, 2020 3:05 PM
To: Meixner, Meredith <meredith.meixner@fauquiercounty.gov>
Subject: FW: Pelham Property Rezoning

Hi Meredith –

I believe this message is also intended for the Planning Commission records.

Thank you,
Renee

From: Jay Tobias [<mailto:JETobias75@msn.com>]
Sent: Friday, September 4, 2020 1:27 PM
To: Culbertson, Renee <Renee.Culbertson@fauquiercounty.gov>
Subject: Pelham Property Rezoning

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Dear Board of Supervisors and Planning Commissioners:

I would like to request that this email be entered into the record for the rezoning hearing on September 17th for the Pelham Property consisting of approximately 41.35 acres to be changed from Rural Agriculture to Residential R-3.

My wife and I are adamantly opposed to this proposed rezoning and the potential

construction of residential units on this property. There are several reasons why, but I will try to summarize the main points we have.

1. The County roads surrounding this property are severely stressed by heavy traffic and adding extra volume brought by residential properties will add to the congestion, the traffic accidents and danger of these roads. The 29 corridor from Remington to Opal is already a mess and fraught with a number of terribly tragic accidents and by adding more homes, you would be adding more cars and that is a recipe for trouble. Mr. Jacobs has show us some traffic studies, but I question the validity and the accuracy of those studies.
2. The County schools serving this area of the County are already at or over capacity in attendance and the buses are already stressed to get kids to schools on time. Adding more houses would mean adding more children which continues to stress the school and transportation systems. Mr. Jacobs has numbers to refute this claim, but just ask the teachers, the students and the parents. My middle school kids are often riding 3 to a seat which puts them in danger in case of sudden stops or an accident.
3. Our Fire/EMS services are already lacking in this area and adding more houses without first adding more First Responders would put an unnecessary burden on the responders and potential cause loss of life issues in case of dire emergencies. Again, Mr. Jacobs refutes this claim, but in March of 2019, my wife waited over 12 minutes on the line with 911 while I was having chest pain issues and we decided to hang up and she drove me to the Hospital ourself. Mind you, we live less than 6 minutes from the most local Fire department.
4. The water quality and service that is delivered to our community, Liberty Run, is already subpar in so far as the quality, the taste and the water pressure. In most of our homes, having 2 water sources running concurrently provides terrible results in the water pressure...especially for showering or washing dishes.
5. Lastly, in a time where Fauquier is attracting more people to the County to get away from Fairfax and Prince William, it is the trees and the farmland that is attracting them here. Demolishing this rural land and adding more houses will take away from the peace and tranquility that attracts so many to the County. It will also disrupt the wildlife that is clinging to the land as a place to live. Continuing to take away trees in favor of homes is a leading cause of traffic collisions involving wildlife and this would just add to the littered carcasses along Rt 29 and Rt 28. If more homes are desired, put them in New Baltimore where congestion is normal and Gainesville is nearby. We all know that we don't have the grocery stores, restaurants, etc. to support a growing community in the part of the county. Why clutter the land with more houses?

My wife and I urge you to deny this rezoning and keep Fauquier County green. Mr. Jacobs is not a friend of the County and has not been a good friend to our Liberty Run community.

Thank you,

James Tobias
11188 Callie Jo Ct
703-868-0085