

STAFFORD COUNTY PLANNING COMMISSION MINUTES

December 13, 2017

The meeting of the Stafford County Planning Commission of Wednesday, December 13, 2017, was called to order at 6:30 p.m. by Chairman Tom Coen in the Board of Supervisors Chambers of the George L. Gordon, Jr., Government Center.

MEMBERS PRESENT: Tom Coen, Crystal Vanuch, Sherry Bailey, Steven Apicella, Roy Boswell, Darrell English, Mike Rhodes

MEMBERS ABSENT: None

STAFF PRESENT: Jeff Harvey, Rysheda McClendon, Stacie Stinnette, Mike Zuraf, Brian Geouge, Susan Blackburn

DECLARATIONS OF DISQUALIFICATION

Mr. Coen: Now we go to any disqualifications? Seeing none, we move forward from there. We now move to Public Presentations. At this time, members of the public can come forward to talk about any item other than the two public hearings that we have this evening. The public hearings this evening, technically three, are on the Cardinal Meadows, the Auto Salvage Yard, and then the Zoning Ordinance. So, if you wish to speak on those, you'll have an opportunity to speak during that time period when we discuss those items. So this is just if you'd like to talk about any other item. We ask that you come forward; as you come forward at the mic, then if you'll give us your name and address as soon as you do that the green light will come on. You'll have 3 minutes to speak. When you hit 1 minute, the yellow light goes on, and then when you see the blinking red light we ask that you wrap up your comments. So, young lady, come on down. Good evening.

PUBLIC PRESENTATIONS

Ms. Barnes: Hi, my name is Kristen Barnes and I want to talk about the concerns I have with development in general in this County. And the way I wanted to talk about that with you today is to talk about a concept called surface tension. And, if you remember back when you were a kid, either in science class or at your kitchen counter at home, you would fill a glass with water, and you'd fill it all the way to the top and that glass was full. It looked like you can't put anything else in it. But, then you go in and you add one more drop, and one more drop, and one more drop, until the level of the water is actually above the glass line. That is a concept called surface tension. The water molecules are barely holding on. And then if you're naughty, you keep adding the water and you keep adding the water, and you add one drop too many and you have a mess, and it falls all apart. The water lets go and it spills. I believe that Stafford County is currently in a great state of surface tension. Our glass, our infrastructure, is full, but we keep adding more -- drop by drop, house by house, student by student, development by development. And now our infrastructure is barely holding on and we are about to make a big mess. Now some would say that we've already made a big mess. Overcrowded schools, constant road construction, overwhelming traffic congestion, strained EMS services, and on and on and on. We all know how on we can go with that. Yet we haven't changed the size of our glass. Our infrastructure has stayed the same while we continue to add to it, drop by drop. Stafford essentially is trying to pour 3 gallons of water in a 2 gallon bucket. And to make this little surface tension analogy even more interesting, we still have over 8,000 drops to add to that glass. These are houses that are already approved to be added to the glass that is already so full that it's spilling all over the place. Even a small child could tell you, if the glass is full, you stop adding water. So, where does that leave us? What can we do? In the rezoning application appendix prepared by the Stafford Department of Planning and

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Zoning, it states, applicant should be aware that any and all project impacts can serve as a basis for denial. So let's make this very simple. Either build us a bigger glass or stop adding to it. Thank you.

Mr. Coen: Thank you Ms. Barnes. Anyone else wishing to speak about anything in general? Good evening.

Ms. Hall: My name is Amy Hall. This is a general comment about rezonings and conditional use permits. Stafford County is at a crossroads regarding residential development. At a recent Board of Supervisors work session, County Administrator Tom Foley gave a sobering overview of the 5-year financial outlook for our County. Bottom line -- the development of our infrastructure is falling dramatically behind our residential development, and our quality of life is suffering. There's been a lot of talk about the new proffer guidelines. They make things difficult for counties like ours to accept proffers to mitigate the impacts of residential development. These new guidelines are bad and they need to be changed. But let's not fool ourselves -- these new proffer guidelines didn't cause our problems. We've been making bad development decisions for decades. We've only seen the tip of the iceberg that we've already created with these bad decisions. In recent years, it seemed that the goal of our elected and appointed officials has been to make the deal the best that it can be before approving it. It was never good enough. It was just the best that it could be. I'm sure you know, but it bears repeating, that rezonings and conditional use permits are not a by-right benefit for developers. The appendix of the rezoning application instructions, that Kristen just mentioned says applicants should be aware that any and all project impacts can serve as a basis for denial even though not all impacts can be mitigated by proffers under the statute. I urge you to find new ways of evaluating rezonings and conditional use permits. What we've been doing is clearly not working. The new proffer guidelines force us to relook at the process. Please take a long range look at how to balance the need for new residential development and the need to provide required infrastructure so that our quality of life is not degraded. Thank you.

Mr. Coen: Thank you Ms. Hall. Alright, anyone wish to speak on any general topic? Alright, seeing none, we will close the public presentation part of the evening. We now move to our first public hearing, the reclassification for Cardinal Meadows. I see Mr. Zuraf coming up but always I ask Mr. Harvey first. Mr. Harvey?

PUBLIC HEARINGS

1. RC16151556; Reclassification - Cardinal Meadows - A proposed reclassification from the A-1, Agricultural Zoning District to the R-1, Suburban Residential Zoning District, to allow for the development of a single-family detached dwelling unit subdivision, of up to 97 units, to be developed on Tax Map Parcel Nos. 28-130 and 28-130A. The property consists of 48.29 acres; is located at the western termini of Kinross Drive and Nugent Drive in the Stowe of Amyclae Subdivision, within the Rock Hill Election District. **(Time Limit: March 23, 2018)**

Mr. Harvey: Thank you Mr. Chairman. Mike Zuraf will be making the presentation for staff.

Mr. Coen: Thank you. Good evening Mike.

Mr. Zuraf: Good evening Mr. Chairman, members of the Planning Commission, Mike Zuraf with the Planning and Zoning Department. If I could have the computer please? This item is a zoning reclassification for a project known as Cardinal Meadows. The request is for a reclassification from the A-1, Agricultural Zoning District to the R-1, Suburban Residential Zoning District to develop up to 72 single-family homes. There's two properties subject to this request, and those two properties cover a site area of 48.29 acres. Wakefield Development is the application. Charlie Payne is the agent for the

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applicant. And the Fitzhugh family is the current property owners. The site itself is at the western termini of Kinross Drive and Nugent Drive. Those streets are in the Greens at Amyclae subdivision. Also, the site's west of Rodney Thompson Middle School and to the north of Courthouse Road. This is an image of the current zoning map. The property, as mentioned, is zoned A-1, Agricultural. There are no proffers on this site. And the site has not been the subject of any zoning changes in the past. The R-1 zoning does exist to the east and west, with existing and proposed single-family residential uses and a public school in those areas to the east and west. To the north and south are A-1 zoned properties. The property to the north is undeveloped. The current A-1 zoning density requirements would permit up to 16 single-family dwelling units on this land. This aerial photo shows that the site consists of a mix of open fields and forested land cover with a mix of mature deciduous and coniferous trees. The site's bisected by a perennial stream that flows from north to south, ultimately into Accokeek Creek. The stream includes wetlands and a 100-foot CRPA, Critical Resource Protection Area, buffer. The topography includes rolling terrain with a few areas of steep slopes across the site. On the southern end of the site is a brick rambler style single-family dwelling built in the early 1980s. Access to the property is by a private access easement driveway off of Courthouse Road. Also bisecting the site is a Dominion powerline easement that runs east to west. In this easement are underground powerlines. Also, the site includes a family cemetery known as the Garrison Family Cemetery. It's centrally located in a wooded area of the property. This is a view of the southern half of the site with the existing dwelling; you can see that in the view. It's looking northeast from the southwest corner of the property along the access driveway. The General Development Plan shows how the 72 single-family homes are proposed to be developed on the site. I'll note that the orientation of the site on this GDP is flipped from the prior images that you saw; the image is flipped 90 degrees counterclockwise, so for orientation, Amyclae is at the top of the screen. A perennial stream bisects the development. Five of the lots would be accessed from the planned unbuilt Shelton Knolls development. That's on the bottom of the screen. And then the remaining 67 lots would be accessed from two neighborhood streets in the adjacent Greens at Amyclae subdivision, and also an inter-parcel access is proposed to an undeveloped property to the north of this site. The applicant is proposing an R-1 cluster development which maintains the maximum 1.5 dwelling unit per acre density that's permitted, but also does provide approximately 28 acres of open space; 58% of the site would be an open space that exceeds the 30% minimum requirement. The open space includes the powerline easement, RPA buffers, wetlands, stormwater management facilities that would be required, community recreation area, and family cemetery that was mentioned. The cemetery would be preserved with a 35-foot buffer, fencing, signage, and an access path from one of the nearby proposed streets. The community recreation area is proposed to include two tennis courts and multi-purpose court and gazebo. Its location you can see highlighted in green near the bottom of the screen is separated from the homes by the RPA stream buffer and would include a trail that provides access from the homes to the site. Staff notes that the relatively remote location of the amenities may create some challenges. Potential crime and/or vandalism may occur as the amenity is out of view from the residents of the development. It would also actually be in closer proximity to the homes proposed in the Shelton Woods neighborhood. The Comprehensive Plan Future Land Use Map classifies the property as Suburban as a Future Land Use designation. This is identified by the yellow shading across the entire map in this area. The Comprehensive Plan states that Suburban areas of the County are areas where suburban scale of development is most appropriate. The proposed development is generally consistent with many of the recommended development standards for the Suburban designation as described in the Plan. Some of those include sites consistent with infill development policies. It's adjacent to established residential development in two planned and approved neighborhoods. The development density of 1.5 units... dwelling units per acre is within the maximum recommended density of three dwelling units per acre. The average lot size of .2 or two-tenths of an acre is slightly under the recommended lot size range of one-quarter to half-acre lots. It does exceed open space recommendations. The site layout and building design complements and is in scale with the existing neighborhoods. The sidewalks would connect to the existing adjacent sidewalks and eventually to nearby commercial development. And also the site

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preserves sensitive environmental features with lots located outside of the RPA buffer, and proffers requiring revegetation of the RPA where an established buffer does not exist. Staff has evaluated how this request will impact these listed public facilities, which residents rely on. The Comprehensive Plan does include policies that recommend that new development proposals should be phased to coincide with infrastructure and not developed until the projected infrastructure and services have been implemented or scheduled to be phased concurrently with demand. So, in the next few slides I'll review the impact evaluation for these different facilities. First, review schools, the proposed development would generate approximately 69 school-aged children according to estimated student generation factors for new development. Students residing in this development would be in two different attendance zones because of that split created by the stream that bisects the site. So the chart breaks out the number of students anticipated at each school. You can see the majority of the students would be in the attendance zone that would be served by Winding Creek Elementary, Rodney Thompson, and Colonial Forge High. The remaining five units would be served by Garrisonville Elementary, A.G. Wright, and Mountain View High. So this chart identifies the available capacity at the receiving schools based on 2016/17 enrollment data and its relation to design capacity at each school. The schools that have a deficit with no available capacity are highlighted in yellow. The application estimated a per-dwelling contribution amount for the schools shown to have a capacity deficit, which I'll review those amounts later in the report. On this last point that I have, I would note that we have learned that the School Board is finalizing some new student population data and school capacity methodology that utilizes program capacity in place of the currently used design capacity. State Code does require proffers to be based on the latest available data, so the proposed proffers may need to be re-evaluated should the new proffer methodology be approved by the School Board prior to approval of the rezoning. Now, looking at Parks and Recreation, the closest County park facilities are located at Autumn... there's Autumn Ridge Park, and then there's also park facilities on the adjacent Rodney Thompson Middle School. The Comprehensive Plan does have a recommended ratio for the amount of park land recommended per capita for 72 lots. This amounts to 4.5 acres as being recommended. Despite this, staff has determined that there is adequate park capacity in this location at this time. To determine the capacity of parks by geographic areas in the County, there is a year 2017 Parks Utilization Plan. It identifies service levels, which identifies and includes where park facilities are lacking and assigns priority areas where additional parks are most needed. This area is defined as having adequate parks at this time. Looking at public safety, the site's within the first response area of the North Stafford Fire and Rescue Station, known as Station 14. This is the station that is on Shelton Shop Road. Staff has determined that there are current service level deficits, and any additional homes here would further add to the current service level deficits experienced at the station. This is based on Stafford's fire and rescue response time standards where they have goals to respond to calls within 8 minutes 90% of the time. So the 90th percentile response time is 10 minutes 49 seconds. So this is the basis to conclude that there are current service level deficits as it relates to public safety. So, in this case, it would be reasonable to receive a proffer to mitigate fire and rescue impacts. Staff has estimated a reasonable proffer amount to mitigate the impact to be approximately \$1,048 and change per dwelling unit. So, looking at transportation, vehicles from this project would utilize existing streets in the Greens at Amyclae development to access 67 of the lots. And 5 of the lots again would access the property via Shelton Knolls subdivision that's currently planned. It's estimated that the use would generate up to 776 vehicle trips per day. Of those trips, there's... 60 would occur in the morning peak hour and 78 in the afternoon peak hour. A Transportation Impact Analysis was not required with this application as the development would generate under 1,000 vehicle trips per day. No transportation improvements are proposed at this time. Due to the design of the development, the vehicle trips would be unevenly distributed with the majority of the trips likely utilizing Kinross Drive. Staff has estimated the amount of traffic that would utilize the different connections based on the design of the development and likely travel patterns. The corresponding daily and peak hour trips are estimated based on the standardized trip generation rates that are commonly used. So this is how the 776 trips would be divided among the access points. Here's

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the AM peak hour trip distribution, and the afternoon peak hour trip distribution. A few additional points regarding transportation - currently in the Greens of Amyclae with 200 homes there is an estimated 2,154 vehicle trips per day in total utilizing all the streets, so it's distributed among those streets. The additional 776 trips from Cardinal Meadows would result in a 33% increase in vehicle trips on streets in the Greens at Amyclae. Walpole Street, which this development would lead out to, the majority of it, is a minor collector street where much of the traffic would feed into this, and it has approximately 4,300 vehicle trips per day based on VDOT estimates.

Mr. English: Mike, I have a question for you real quick in reference to transportation.

Mr. Zuraf: Mm-hmm.

Mr. English: The two streets that are coming up, are they state maintained or are they taken care by the subdivision?

Mr. Zuraf: Which...

Mr. English: The Kinross?

Mr. Zuraf: Yeah, they're state maintained.

Mr. English: They are state maintained. Okay, thank you.

Mr. Zuraf: So, without a traffic study, staff is unable to determine if service level deficits exist. As I noted, a traffic study is only required for projects with greater than 1,000 vehicle trips per day. Generally, lower traffic generating uses that do not require a traffic impact analysis are less likely to have a negative impact on levels of service. The multiple access points will serve to somewhat minimize some of the impacts to the existing streets. And the applicant will be required to pay transportation impact fees in the amount of \$2,999 per dwelling units for all the new homes within the development. That helps towards countywide transportation mitigation efforts. Looking at general government, the general government category includes facilities such as the County Government Center and Courthouse Complex. Staff notes that there's no specific formula to determine if government service levels are adequate; rather, the County has determined though that a deficit does exist with general government services based on the current capacity issues with the courthouse as a specific reason. The courthouse has run out of room to accommodate regular operations. To address this, the County's Capital Improvement Program does include construction of a new courthouse facility programmed in and it's scheduled to be completed in the year 2022. The County... looking at libraries, the County does include two libraries that are part of the Central Rappahannock Regional Library network. The Comp Plan identifies average library space needs per capita. Currently, the libraries are identified as having an adequate level of service. The Comp Plan does project the future needs and does not identify the need for a new library until the year 2023. According to the State Code, it would be considered unreasonable to accept any cash proffer contributions to offset impacts to general government or library services that might be identified. So, in general, with monetary proffers, this rezoning is subject to the new proffer legislation which applies to proffers relating to new residential uses and makes it unlawful for localities to suggest, request, require, or accept an unreasonable proffer, so a proffer needs to be reasonable. For a proffer to be reasonable, it can only address transportation, public safety, schools, and parks; those specific public facility types. The proffer can only be tied to a need that is in excess of existing public facility capacities, and the residential use has to receive a direct benefit from the proffer. So, the public facility impact evaluation we just reviewed is how staff is determining if public facility deficits exist in or are created by the proposed use. So, in kind of a

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summary of that impact analysis, there are no level of service deficits identified or generated through the build-out of the project for parks and recreation and libraries. A determination could not be made regarding the impact to transportation level of service. The project would generate immediate level of service deficits upon schools, public safety, and general government. The impacts to schools and public safety would be mitigated with cash proffers, and general government level of service deficits would not be mitigated until the year 2023 after the projected 2020 build-out of this development. So these are representative images of the general type, character, and quality of the architectural design of the homes in the proposed development. In this regard, the renderings depict a commitment to the general details and materials; the general type of architectural and decorative elements and features, and the design standards are in conformance with several of the recommendations in the Neighborhood Design Standards Plan of the Comprehensive Plan. Looking at the proposed proffers that have been submitted, development would be in general conformance with the GDP that was provided. There'd be a maximum of 72 single-family detached dwelling units permitted. The character and quality of the architectural design would follow those images that were provided and I reviewed. Cash contributions are provided for schools and public safety. And there would also be a proffer to restore a portion of the RPA buffer. And then also they would be required to grant access to the Historic Resource Commission for them to be able to go and catalog existing structures on the site before development occurs. Also, a requirement to install the recreation amenities shown on the GDP, and those would be maintained by the HOA. And then also a required secondary emergency vehicle access road, and that's shown as following the current access road, access driveway off of Courthouse Road. Looking at the staff findings, the proposal has many positive aspects. It is consistent with the land use recommendations in the Comprehensive Plan; consistent with the established development patterns in the area; proffers would ensure the use would be consistent with the surrounding properties; mitigation of schools and public safety impacts are considered reasonable; it would be consistent with infrastructure phasing policies in the Comp Plan related to parks, libraries, and transportation; and the building designs are consistent with the architectural design guideline recommendations. Negative aspects: it is inconsistent with infrastructure phasing policies in the Comp Plan relating to general government service deficits, and there are potential safety and maintenance concerns with the location of the community recreation amenity on the site. With the staff recommendation at this time, staff is recommending deferral. Additional time should be given to allow for consideration of the new school capacity projections when they're made available. And also, staff recommends the Planning Commission consider the concerns expressed regarding the community recreation amenities. And I'll take any questions at this time.

Mr. Coen: Okay, before we go to questions, a great number of people have entered into the chambers. So, first of all, we're still on the first public hearing for the reclassification for Cardinal Meadows, just to let you have some idea what's going on. And we also have some seats up in the front and people are very friendly; I'm sure they'll let you sit down. Alright, any questions for staff, for Mr. Zuraf? Ms. Vanuch?

Ms. Vanuch: I do have some questions, but I think it'd just probably be easier if we went through the process first.

Mr. Coen: Alright, any other questions? Alright, thank you Mr. Zuraf. Alright, it's customary for us to have the applicant come forward. I believe he's being represented by Charlie Payne.

Mr. Payne: Just one second Mr. Chairman. I'm sorry Mr. Chairman. Can you hear me? Mr. Chairman, other members of the Planning Commission, my name is Charlie Payne with the law firm Hirschler Fleischer. It's always a pleasure to be in Stafford County. We represent the applicant. I think the last time I saw you it was a lot warmer, so winter is definitely here. There's a little chill in the air this evening. I appreciate your time. I know we have a packed house with some interested members of the

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community who may want to opine on this project or other projects. I want to be as quickly as I possibly can. I appreciate staff's presentation and all the hard work this evening in that process. I'm going to reiterate a few comments made by staff and to highlight a few points as well. And I do have a PowerPoint so if I can have that up please, thank you. As staff has stated, this project includes two parcels; totals about over 48 acres between the two. It is a rezoning request from A-1 to Suburban R-1 Residential to allow for 72 single-family detached unit single-family homes. It will be a clustered subdivision. The density for this project is about 1.49 units per acre as compared to what is under your Comprehensive Plan of 3 units to the acre. So it's almost one and a half units less than what's encouraged under your Comprehensive Plan. It does include over 28 acres of open space, or about 58% of the site is preserved for that purpose. You'll see there's also some natural resources as part of that. And the purpose for the R-1 district, I thought this was important to provide to you and as a quick reminder is to provide areas which are in close proximity to existing or future development of equivalent or higher densities, which we are, and which are intended for low density residential development where public water and sewage facilities are available, which we are. Surrounding properties, as staff had noted briefly, is property located to our east is Shelton... I'm sorry, located to our east is Shelton Shop Road, north of Courthouse Road, and west of Walpole is where we're located. The property is surrounded by vacant wooded properties and similar single residential properties, including the Greens at Amyclae which staff noted much of the traffic will be going through. With the density at Amyclae, just a reminder of almost two and a half units to the acre to our immediate east. Other approved subdivisions in the immediate vicinity include Shelton Woods and Shelton Knolls, which were approved a few years ago. Shelton Woods is about 1.4 units to the acre and Shelton Knolls at 1.97. There is a 35-foot wide landscape buffer along the property's southeast corner which buffers us from the middle school property. As stated a little bit earlier, there are cultural resources and environmental. The project has been designed to preserve environmentally sensitive features including wetland streams and a large portion of the existing mature trees are located on the property. RPA areas are located outside of buildable areas of the lots. We will not impact any RPAs. There will be no adverse impacts threatened... to threaten or endanger species or critical habitat in the area. There is no archaeological sites or archaeological resources located on the property. There are two cemeteries which will be buffered in accordance with state law. Comprehensive Plan - I think this is very important, certainly in regards to this project. The applicant's proposal does conform strongly with your Comprehensive Plan. The future land use for this area designates it as Suburban, which encourages low density residential development. Again, we're about 1.49 units to the acre and we're much less dense than developments, similar developments to our east and west. The Suburban Land Use designation promotes preservation of sensitive environmental features, which we do, and innovative techniques to cluster, which we do. The Suburban designation supports the applicant's proposed development consisting of dwelling units of 1.49 units to the acre which clearly satisfies the Comprehensive Plan of encouraging up to 3 units to the acre. So, we're about one and a half times less. Under the Comprehensive Plan we are also preserving open space; about 58% as I just noted earlier. We are within the Urban Services Area so we connect into public water and sewer. The proposed residential development is compatible with other similar developments around us, as I stated earlier, including Amyclae, Shelton Woods, Shelton Knolls, Liberty Knolls. It is a positive infill residential development which is encouraged in this particular part of the County. The proposal will also enhance the housing stock in this area and maintain its rural character. We're proposing, for this particular project, for the average home to be about \$525,000 a unit, which as many of you know more than pays for itself from an operating perspective. Here is the GDP which you have seen. It includes obviously an overview of the layout of the development. You'll see to the east, 67 of the units on the other side of the creek are located. We will access through Amyclae and I'll get to a little more details about that, and then 5 units will go through Shelton Knolls. And you can probably see the power line that runs, sort of bifurcates the... part of the development on the east and the creek that runs between the two portions. Fiscal benefits - always important to understand the fiscal benefits of any project. The applicant submitted a market and fiscal benefit analysis in regards to full build-out

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of the project. It will gross at full build-out over \$750,000 annually in tax revenues. It will net about \$193,000 at full build-out in net tax revenues. Again, the average home sales price will be about \$525,000 and that's with the \$475 base; very similar to the new homes that are coming up along that corridor at Shelton Knolls and at Shelton Woods. Additionally at build-out, all site expenditures by residence. Again, a spin-off if you will, will generate offsite tax revenues and about 180 jobs. Schools - generally, the project will have modest impact on schools and will generate anywhere from 47 to 69 school-aged children. I know that staff is using the 69 number. We did utilize that as part of our analysis. The 47 number is what the School Board uses for its per unit pupil generation. Sixty-seven of these units will attend... 67 of these unit students will attend Winding Creek Elementary, Rodney Thompson Middle, and Colonial Forge. That's our so-called major attendance zone and that's how we've broken up the proffers. The five units on the west side will attend Garrisonville Elementary, A. G. Wright, and Mountain View. That's our minor attendance zone. The applicant is proposing reasonable cash proffers. They offset any impacts we may have for schools, and I'll show that in just a second. Transportation - again, access is proposed for a portion of the project through Kinross Drive and Nugent Drive, which are connected to Amyclae. And we'll show a photo as well about that future connection notice. Additionally, the final lots will be served by an extension on Edmond Drive and Shelton Shop as you've seen in the GDP. Based on the VDOT ITE models, the project will generate an estimate of 60 new trips during the AM peak hours and 78 during the PM. The low level of anticipated trips that staff had noted does not require a County Transportation Impact Analysis. Again, these models determine whether or not these type of projects below a thousand trips will have impacts on level of services. The assumption is they won't, which is why the TIA is not required. Since the project will not degrade current level of services within the immediate transportation impact area, the applicant is not required to offer offsite transportation proffers. However, this project is subject to transportation impact fees. So each unit will pay \$2,999 per unit in transportation impact fees. So, if there are any concerns about impacts, these transportation impact fees will address those. And again, that's outside of the proffer legislation. Public safety - it is anticipated the proposed project will be served by North Stafford Fire and Rescue Station 14, which is about 2.2 miles away. The applicant will add a connection for fire and safety access at lots 57... 56 and 57 as shown on our GDP. And a proffer analysis does show a minimal impact to Fire and Rescue which we have addressed with proffers as required under State Code. Parks and Rec - the proposed rezoning will have minimal impact on parks and recreation facilities. The project will provide a certain onsite passive and active recreational areas in the development, including a gazebo, two tennis courts, and a multi-purpose court. We did review and we do hear staff's concerns about perhaps some potential public safety issues. We're investigating what those may be. We have contacted the Sheriff's Office just to sort of get our arms around what the potential issues may be, how we can improve that particular area. We're also going to open the area up to our neighbors, especially those at the Greens at Amyclae if they want to utilize those facilities. And we'll get into a few more details about that because we do have an agreement with the HOA in regards to amenities and additional resources we're willing to provide them as well. Proffer analysis shows the project will have, as staff noted, no impact on parks and recreational services. Cash proffers - I know this is an interesting concept for us in this new world. This is my first case with you guys regarding the new proffer legislation. The prior process was I thought much more flexible and much more to my desire quite honestly. But the fear had always been that the proffers would be so low that they would not be tenable, they would not be acceptable, they would be problematic. I think what you're seeing here, at least in this part of the County of the analysis that that's not the case. We are paying or proffering to pay over \$1.7 million in the aggregate of cash proffers, which includes \$25,134 in the major attendance area. You may recall that your proffer guidelines for schools under the old guidelines was about \$20,000 a unit. So this exceeds that by about... by quite a bit, by over 20%. And then in the minor attendance area, because it's less of an impact, it's \$8,376 per unit. We're also providing public safety proffers of \$1,049 and, of course, all 72 units will be applicable to that. And as I stated earlier, traffic impact fees will also be applied. So, if you look at your total package here in cash proffers, and

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remember the traffic impact fees get paid up front when the subdivision plan is approved and recorded, you're almost \$2 million for the 72 units that are being proposed; close to \$27,000 a unit which is actually quite honestly in line with prior approved projects under the old proffer guidelines. Which I thought this was interesting, whether you think it is or not, I thought that was really interesting. Other key proffers - architecture and materials. We have proffered architectural design and renderings which will be in a slide to follow. We are preserving cultural resources. We are preserving the Garrison Family Cemetery and the other cemetery that's just offsite. Recreational amenities, as I stated earlier, we're going to construct a gazebo, two tennis courts, and a multi-purpose court, and we're providing emergency access. Here are the renderings; these renderings obviously are part of our proffers and have been submitted for purposes of the same. As you can see, these are very attractive well-designed homes and they're in accordance with your Neighborhood Design Standards in Stafford County. In closing, the project is consistent with the County's Comprehensive Plan. In fact, it's less dense than as the Comp Plan goals provide, and is less dense than adjoining developments, including the Greens at Amyclae, by almost an entire unit. The development on this site is reasonably anticipated and includes an infill residential development in accordance with the County's planning and suburban land use district. So, again, consistent with the underlying zoning district, consistent with your Comprehensive Plan. The applicant is proffering over \$1.7 million to mitigate impacts on schools, and we have a total proffer cash package, if you will, of over \$1.9 million by \$27,000 a unit. Again, in accordance with State Code and in accordance with the County's ordinance regarding impact fees for transportation. The home prices will be in the range of about \$500,000 to \$525,000 per unit. This will have a positive net tax revenue generation for the County and also will benefit surrounding properties as well. Traffic generation is low and anticipated not to affect level of services in the immediate transportation area, plus again we are paying impact fees for each unit. The project responsibly preserves open space as areas, including 58% onsite. The project satisfies, or to a certain extent not applicable to some of them, all of the County's project evaluation criteria in 28-206. You know, the staff report does a very good job of laying this out. If you look at all 12 of those, we satisfy each and every one of them. It also has positive features clearly... the positive features of this project also clearly outweigh the negative, to the extent that some of the negative are applicable. Again, the courthouse general services component is not applicable under State Code, and there's a new courthouse plan for 2020. So it's already in place. So with that, I'm happy to answer any questions you may have. I do want to show you a quick slide here real quick. This is the natural resource that runs between the two portions of the development. There has been some folks who are wondering whether we'll ever cross that to add traffic going east. Not going to happen; can't do it. So I just wanted folks to see how wide that is and what a huge impact that would be in even attempting to try to cross it. Here are the signs that are at the end of the cul-de-sac in Amyclae about future development. That's been there for over 20 years, so obviously having that connection, you see it better here. A future extension connection has been something that's been part of the neighborhood for over 20 years.

Ms. Vanuch: Charlie, is that on Kinross or Nugent?

Mr. Payne: I'm sorry?

Ms. Vanuch: Is that sign on Kinross or Nugent?

Mr. Payne: Kinross.

Ms. Vanuch: Okay.

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Mr. Payne: That's on Kinross, yep. And real quick, if you don't mind, I'm going to have Matt Murphy who's the representative of the applicant, just talk real quick about his discussions with the HOA because I know that's been a question too.

Mr. Coen: Yeah, rather quickly; we have a vast number of people that would like to speak.

Mr. Payne: Yeah. I thought you'd want to hear that real quick and then we can address whatever those questions are after.

Mr. Coen: Quickly would be good.

Mr. Murphy: Good evening folks. My name is Matt Murphy and I am the managing member of Wakefield Development and also the applicant for the Cardinal Meadows subdivision, proposed subdivision. I just wanted to mention briefly that I've been working with Mrs. Fitzhugh and her family on this application for over two years. Their family has been exemplary as far as working with the community, working with all of the team members and coming up with a well thought out and respectful plan, not only for their property but also for the Amyclae community as well. Mrs. Fitzhugh wanted to make sure that there wasn't a lot of units piled on top of each other. Density, as Charlie Payne had mentioned and staff mentioned, is at 1.5 units per acre, one of the lowest density driven communities in the area. The Fitzhugh family has been on this property since 1946. They've lived there... as I've said, they've been exemplary neighbors and longstanding citizens of Stafford County. They're good folks and they're only looking for fair treatment. That's all they're looking for. And that should be brought out because I think that story is important as well. Mrs. Fitzhugh and her family were here long before any of the other communities were even conceived of. Amyclae was zoned back in 1989. Mrs. Fitzhugh and her family did not object. They were approached at the time and they didn't have any problem; they took a positive outlook towards growth. There were plenty... if you look at the minutes for that zoning for Amyclae back in 1989, and I read them, there were a lot of folks that came out and said no schools, no capacity, roads are a mess, and we don't like it. Well, it was approved and Amyclae is a great community, okay. Nobody disputes that, especially the Fitzhugh family and myself. What we wanted to do was come up with a plan that was reasonable, safe, providing for a nice addition to the community. And I stand behind the plan a hundred percent. Staff explained it better than anybody, so, it is what it is. And I would ask the Planning Commission to just look at the facts of this matter. And we'll talk about working with the community and being good neighbors. I absolutely welcome additional meetings with the HOA. We had one meeting that was very productive. I can talk about that and what happened at that meeting was we requested a meeting with the HOA, with the Amyclae HOA. And we contacted the President of the HOA, there was an official notice put out, and we gathered on April 25th of this year and had an hour long meeting. It was attended by the President of the Amyclae HOA, as well as a representative from the HOA management company, Tagaré Management. Mr. King from Bowman Engineering was there, and I attended as well. The meeting was handled very professionally. A full presentation was made. The presentation that you've just seen is actually much more than what we presented at the meeting because we didn't have as much analysis completed at the time. So, everything that we have to show and to talk about has been put out there. We want to be a hundred percent transparent. As I've said, we're willing to work with the community. This meeting that we had resulted in a number of questions to myself and to our engineer, not the least of which was, alright, what are you going to do about construction traffic, for instance. Well, first of all, if this project's approved, the development won't commence for at least two years from today because of the process and engineering and approvals, okay. And then number 2, I get it, I totally understand. Nobody wants trucks and construction equipment going through their community. We're going to... we propose to go ahead and divert all the construction traffic away from the Amyclae community and actually bring it around off of Courthouse Road for a temporary construction... during the temporary construction

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cycle of the project. So, there won't be any construction vehicles going through the Amyclae community during the land development or home building construction. We came back... a question was brought up about, well, what are you going to do for us, you know, at the Amyclae community. And that was a very good question. We went back, we looked at all of the impacts and the construction that we're going to be doing, and we recognized that folks have concerns. So we came up with a whole list of contributions and improvements to the Amyclae community, which we actually put in writing, submitted it to the board and the management company, the board and the management company gave it to their legal counsel, Mr. Bob Sagen, and they came back and Mr. Sagen sent me a letter stating this confirms that the Board of Directors of the Greens of Amyclae Homeowner's Association is willing to support the zoning application for Cardinal Meadows submitted by Wakefield in exchange for Wakefield providing the following benefits and contributions to the association. And this is absolutely out there for public. I hope that this is in the record. We've got five or six items here that we propose to offer the Amyclae Association, including monetary contributions for buffering any road calming devices if there are concerns about extra traffic. There's about \$100,000 worth of contributions and improvements.

Mr. Coen: Alright, thank you. Because now we're getting into material that I don't think is actually in the proposal. And you let us know about the meeting, so thank you.

Mr. Murphy: Absolutely. You know, 100% transparency and we're willing to meet and talk with the Amyclae Association at any time. We reached out to them at multiple times, so we're willing to do that.

Mr. Coen: Thank you sir.

Mr. Murphy: Thank you for your time.

Mr. Coen: Any questions for the applicant? Seeing none, I will now open up the public hearing part of the meeting. I have a stack of individuals that have indicated they would like to speak. After we've gone through the stack of individuals, if you would like to speak, you can just line up. If you'll give that to that nice young lady right there and she'll forward it over to me. I remind you that the way this works is that when you come up you state your name and address. As soon as you give your name and address, you get 3 minutes to speak. The green light will turn on, when you have hit 1 minute left the yellow light starts going on, and then when the red light blinks we ask that you wrap up your comments. The first speaker, and I'll go through 3 so you can line up behind each other, Jennifer Lowe, Michael Shoup, and Kristen Barnes.

Ms. Lowe: Good evening. My name is Jennifer Lowe. We have lived here in Stafford for a couple years now. I am one of the two recent members of the HOA community board. This August I heard a rumor that a development was being planned to add 67 homes at the end of our neighborhood. Myself and several residents did our own research and discovered a plan was underway to rezone the property adjacent to Amyclae. I found no other residents who were aware of this plan. Due to the concern this was moving forward unbeknownst to residents, I asked for information and I asked to join my HOA. I asked our management company, Tagaré, to provide answers to basic questions, which were denied. I met with our HOA President on November 20th of this year, along with Chad Bignell who is the other member of the HOA board along with our President. At that meeting, the HOA President did not provide answers to my questions, refused to have an official meeting again with the developer and with concerned citizens of my community, and I was not told about a letter that was dated on November 15th in support of this development on behalf of my HOA. Then, inexplicitly, a self-serving packet arrived on my mailbox this past Monday, and in it was a packet of information that was delivered to all the homes in my development, which still did not answer key questions that my residents are asking the

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answers from. And I still don't have answers to give them. I don't know why are HOA President persists in support of this development. I don't know why I had been obstructed from learning about this development plan, and no one will even tell me who my legal representation is as an HOA Board member. This entire experience of trying to find out simple and reasonable information has been outrageous. It isn't in the best interest of our community to push this plan through without answers to basic questions and ultimately transparency in the process, which we have not been afforded that luxury to date. I ask you to defer this matter until the residents of Amyclae have their questions answered and the information they need to make an informed decision. Thank you.

Mr. Coen: Thank you Ms. Lowe. I am going to ask that you refrain from applauding; that's just because it slows down the process. It also may intimidate other people who may want to speak. So, I appreciate you being that considerate. Respect -- it's a wonderful concept. Mr. Shoup.

Mr. Shoup: Hi. Mike Shoup. Points real quick, I'd ask that you defer the approval on this until we do conduct a transportation analysis given the fact that this development has access through established residential roads. Although the numbers may be small overall, you show it impacts an increase of 33% of traffic locally, which is significant to the local community. And in particular, I'd like to highlight that we have walking students from Berkshire and Amyclae that go to Rodney Thompson, and we have crossing guards in the area at Walpole, and particularly, the increased traffic and impact to that school I think should be looked at. On a side note, to echo a little of what Jenny said, particularly I'd like to highlight the gate that they said after its construction will go into HOA maintenance -- given the fact that I have a HOA President and board that doesn't answer phone calls or communicate with residents, I think it's probably a bad idea and the gate should be maintained by the County instead of leaving it to HOAs, which aren't as responsive. Also, I received my first communication from the HOA on Monday. In there, because I didn't rely on them, but I saw other paperwork that talked about how the safety proffer had gone from \$22,030 to \$10,049 per unit, I'd like to know why, again, based on earlier comments about maximized infrastructure capacities in Stafford County, why maybe we should use that money to increase our safety infrastructure capacity with that extra money. Next, I think the density methodology used in the study was... took advantage of using unusable land. When you do your calculations using wetlands, it kind of distorts it and makes the community look favorable. I noticed, in fact, the average lot size was .21 per acre which is, if we were to compare that, I think there ought to be comparison between that and the other surrounding communities for more apples to apples comparison, as well as what the proposed average house size should be so we can judge... better judge what kind of neighborhood will be going in there. I would like to make one comment sir. Thank you for your comments on construction traffic and believing those concerns of mine. And last, I've been in Stafford County for 15 years, two different neighborhoods, three school zoning fights including most recently one they went through with high schools, and where Amyclae was on the chopping block to relocate, and again, increasing the size of this will simply make Amyclae once again a big target for relocating and switching schools next time around which will drive me to distraction. Thank you.

Mr. Coen: Thank you Mr. Shoup. Ms. Barnes. And then we'll have Julia Spencer, Shawn Callahan, and Phil Fickes.

Ms. Barnes: Again, Kristen Barnes, and I'll skip the science lesson this time around. I have been a member of the Superintendent's, Dr. Benson's, Parent Advisory Committee for three years. And in those three years we have extensively discussed matters pertaining to conditions of our schools. Over the last few years, we would occasionally hear that dreaded term "learning cottage." That's a trailer. This year, however, Dr. Benson really got our attention and tonight actually is the Parent Advisory Committee meeting and I'm missing it. He got our attention and our eyes grew very wide when he stated that we are going to need trailers at Winding Creek to handle the ever increasing number of

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students due to the rate of development in our County. Taken into consideration the residential units already approved, why are we even considering this? Is this the kind of school system we want? Kids stuffed into trailers because we don't have enough seats in our classroom? Can we not manage our growth any better than this? The so-called generous proffers the developer has offered -- what's he going to do with those at Winding Creek? Is it just going to buy us some more trailers because the halls are crowded? You can't walk through them. The cafeteria is impossible, not to mention what's going on at Forge. I volunteer there on a weekly basis and I'm sure that everybody knows that when that bell rings, you step aside because there is a herd coming through there that you will get mowed over. It is very crowded. Now, I'm sure that we have seen the developer has worked up some really pretty numbers on how insignificant the addition of the kids from Cardinal Meadows will be. These numbers will, of course, be skewed to their advantage because that's not hard to do, but I challenge anyone who thinks that just one more small development, in addition to the more than 8,000 units already approved, isn't going to matter much. I would encourage you to go and try to navigate the halls of Winding Creek and Colonial Forge. Try and find an open seat in a classroom at Winding Creek, or even a pot to... a spot to park in when you go to pick up your kids. It's a nightmare. So, Mark Twain very aptly stated, there are three kinds of lies. There are lies, damn lies, and statistics. Because, you see, the wonderful thing about statistics is that they are so malleable. And the terrible thing about statistics is that they are malleable. So, when this developer tries to tell you that one more tiny little development isn't going to hurt, think about those kids learning in trailers and make the right decision. Thank you.

Mr. Coen: Thank you Ms. Barnes. Ms. Spencer?

Ms. Spencer: My name is Julia Spencer. I would like to note I am one of 92 homeowners of Amyclae that have signed a petition asking or notifying you that we have not been consulted in any way about this proposed development. The only consultation was with the President of our HOA who refuses to answer questions about it. Any question put to the property management company was answered with we have been instructed by the President of your HOA to refer all questions to her. Well, that doesn't work when you don't get answers. I'm also a school teacher, okay. I would like you to consider the 33% increase of traffic going through our neighborhood where our kids walk to Rodney Thompson Middle School, in addition to the kids from Berkshire who cross the street, Walpole, that is going to have 4,300 I think car trips a day that now the crossing guard's going to have to get to stop for these kids to safely cross. And sometimes the crossing guard doesn't get there on time and there are kids crossing who have to wait for the cars to notice them. I would also like to note that I have been in a school district where there have been trailers put in to handle the overflow. I would like to note that based on what Stafford County released last night, the 10-year projection capacity levels, in two years when these houses will be a concern, Winding Creek Elementary will be at 100 to 105% capacity. Rodney Thompson, 90 to 99% capacity. Colonial Forge, 100 to 105% capacity. It's really hard to get the attention of more than 30 kids in a classroom, particularly when you have 28 seats because there's no more money to buy additional seats. Pulling in trailers means you have to supervise the kids going from the building to the trailer. If it rains, they're miserable. If it's hot, they're miserable. If it snows, they're miserable. If we have a lockdown, as we did in my other district, it is unbelievable because you can't safely in a trailer keep these kids away from a possible danger. I would like you to consider all that before you add just these what, 67 additional kids to the already... the kids that are already going to be coming to us from the 8,200 developments... or 8,200 units that have already been approved, that have not yet been built, that are no doubt driving these capacity figures that the school district released just yesterday. Thank you.

Mr. Coen: Thank you very much Ms. Spencer. Mr. Callahan.

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Mr. Callahan: Yes, my name is Shawn Callahan. Thank you for taking the time, first off, for listening to us. I don't know that I can articulate any better than my other residents have within our neighborhood. So, in sake of time, I'd just like to ask again to defer this until the HOA has a proper time to actually take a look at all the facts and make a better decision in going forward. Thank you.

Mr. Coen: Thank you sir. Mr. Fickes. And next up with be Dorcas Rodgers, Kerri Farr, and Leslie Klinger.

Mr. Fickes: Hi, good evening. My name is Phil Fickes. I used to sit on the board several years ago and this is the worst I've seen, the coordination between the HOA and the residents of Amyclae. The notification that we did receive I personally did not receive it. It just said there was a development in the area; it did not really clarify that it was going to affect us personally. So, you know, like most residents, and I sat on the board, I realized many folks didn't come to that meeting in April. It took many months for the residents to understand the true impacts, and then when we engaged over the last several weeks and months, we've not received really any information from them until very recently. And even then, that was not adequate as compared to what you were just briefed to this evening. I would like to add, however, a thank you to your staff that have been very transparent and helpful as we've learned really in the last two weeks what's going on next to our neighborhood. I'd like now to talk about the poorly conceived development. In the brief time I've had to study the documents, all of one week, I'm concerned about many things but three I'd like to talk about, two have already been mentioned earlier. The schools, as noted by the School Board last night, Winding Creek, Rodney Thompson, and Colonial Forge will be overcrowded by the time this is built out. As I looked at the numbers from the School Board last night and based on estimates in the application for a 2018 build-out which is now further to the right, that overcrowding estimated at 105% would may be close to 110 at Winding Creek. Could you imagine that many little kids and how many trailers in Virginia, not West Virginia, I'd like to think. So, anyway, I'd also like to talk about the transportation results. While Amyclae by itself does not meet the threshold to conduct a traffic study, when you do add Cardinal Meadows it does meet that threshold. We do need to be doing a traffic study. As you look at the other three developments, Liberty Knolls, Shelton Woods, and the recently approved Winding Creek, the traffic at just the Walpole and Winding Creek intersection alone needs to be studied more in depth before we add more traffic to this area. Finally, I'd also like to call your attention to what I think is... one minute left... an overly optimistic total fiscal impact estimate provided by the applicant. As I looked at their application, they said they were going to offer homes between roughly 2,600 to 3,600 square feet finished on quarter acre lots in the market of \$400 to \$500,000. They then used \$525,000 as their total home cost to estimate taxes. Now, this also estimates... it drives vehicle costs and also drives the estimates that they use for other services used by the residents in the community. Using their 400 to 500,000 figure, I used 450, I added 50 for build-outs, and that comes to 500,000 for total home cost. Now that minimal cost difference meant that you went from a net positive for tax revenue annually to a net deficit of \$24,000 a year. You do need to take a look at these estimates and understand what that's going to mean to us here in this County. And that's all I have. Thank you for your time.

Mr. Coen: Thank you Mr. Fickes. Okay, Doris Rodgers... or Dorcas.

Ms. Rodgers: Good evening, I'm Dorcas Rodgers. And we have been residents of Amyclae since 2004. In that timeframe, we have had some opposition with the power lines being proposed to be built near Rodney Thompson school, as well as a recent school rezoning. And now we're faced with this challenge and my family and I are strongly opposing this decision to allow this subdivision to go forward. In addition to the comments that our residents have made concerning the schools being packed of the children in schools, as a parent of a 5 year old I'm concerned about his safety and his ability to play in a neighborhood which we purchased and built a home where we thought he'd be safe to play

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with his classmates. I'm very concerned about that and I would ask that you reconsider this so all the facts are heard, as well as for the HOA residents to be able to learn more about this project. Thank you for your time.

Mr. Coen: Thank you Ms. Rodgers. Ms. Farr?

Ms. Farr: Yes, Kerri Farr. I know some of this has already been covered but, for the sake of just reading on, I'm going to read it. Most homeowners in Amyclae do not approve of the expansion of Cardinal Meadows. I know you're sick of hearing complaints. You're elected to do a job; I'm sure it's a thankless job most of the time. It's the same thing at every meeting you hold. Our schools are crowded, our roads are congested, do this, don't do that. This group is no different. We just finished fighting for Amyclae neighborhood to remain in Colonial Forge; we narrowly made the cut even though we are less than a mile from the school. Now you have a developer who wants to build more homes and add more children to our already overpopulated schools. Can we just take a breath and catch up, okay? There is enough chaos right now and we just need to address the burdens they currently have and not add more to the mix. Courthouse Road has many new home communities already and they aren't even near completion. When we purchased our home 15 years ago, we accepted that a community of approximately 16 homes would have access to our streets in order to access their neighborhood. We could accept that. We did not, however, sign up for 72 homes to have access to our streets. Currently, according to VDOT, our neighborhood streets within Amyclae are so busy that we qualify for even more traffic calming measures than the ones we currently have in place, which are the watch children signs and stop signs. As of the 2015 study, we have almost 700 cars that pass between Nugent and Palladio alone. We haven't even addressed Kinross yet. The current measures, the stop signs and watch for children signs, are not enough of a deterrent to slow people down and shamefully most do not actually make a complete stop, which is the crosswalk to Rodney Thompson. We, as a community, have concerns about the possible future traffic issues that a new community and its hassles will bring. The developer states that the project will generate an estimated 60 new trips during AM peak and 78 for the PM peak. Please notice that they only mention peak times. The real formula VDOT uses is 10 trips per household per day for determining how many cars will be travelling on any given street. If 72 homes are going in, you can expect 72 homes to generate 720 trips daily on our streets. That is double what our roads currently handle. Please do not be fooled by their deceptive wording. If this is approved, we will then have... now, I know they said about the construction equipment, but we'll still have service utilities and everybody coming through the neighborhood. It's not fair to us. That would not be such a big deal if Cardinal Meadows had their own access road from Courthouse; then we'd only see a fraction of the anticipated traffic. Does it really sound feasible to have emergency responders get up, get out, unlock a gate or punch a code, and then lock up when they're leaving? I don't think it does. Unless Cardinal Meadows gets an entrance street from Courthouse and not through Amyclae, we ask that you vote no to rezoning proposal and please leave it to the original 16 houses everyone agreed to just a few years ago. Thank you.

Mr. Coen: Thank you very much Ms. Farr. The people after Ms. Klinger will be Joshua Flowers, Mark Kramar, and Dave Edson. Go ahead Ms. Klinger.

Ms. Klinger: Hi, my name is Leslie Klinger and I live with my husband and three small children. We recently found out through a neighborhood Facebook page about the proposed new rezoning for Cardinal Meadows to build 72 homes connecting to Kinross Drive. We are very opposed to this development. In the rezoning application appendix, applicants are reminded that any and all project impacts can serve as a basis for denial. I'd like to talk about the overcrowding in our schools and the issue of the traffic and the negative impact on our quality of life. We currently have three children attending Winding Creek Elementary, and we are well aware that it is at full capacity right now with

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over 900 students enrolled. The preschool rooms at Winding Creek had to be moved out of the school this year due to lack of space. Every single classroom is being utilized; there are no rooms left. Where are these additional children in these 67... these 67 additional children supposed to go? And what about the 95 homes in the Winding Creek subdivision? Before approving any additional rezonings, Stafford County needs to deal with this already existing overcrowding in our schools. Additionally, the development will greatly increase the amount of traffic on Kinross Drive where our children play outside, ride their bikes, walk to their friends' houses, and stand at the bus stop. Many students cross Kinross Drive every morning to walk to Rodney Thompson Middle School. With an extra 600 car trips down Kinross Drive every day, this will turn Kinross Drive from a quiet safe street into a busy road. The quality of life for our children will be greatly impacted if this rezoning is allowed to take place. Additionally, we feel that at some point in the future this new development could open up to Courthouse Road, essentially turning Kinross Drive into another Parkway Boulevard or Northampton with a constant flow of traffic. It is our understanding that the President of our HOA signed a letter on behalf of our neighborhood endorsing this project. We would like to make it clear that neither the HOA nor the developer provided any communication regarding this development, with the exception of an unsigned, incomplete, and misleading packet that was delivered to our mailbox two days ago. Every homeowner we have personally spoken with in Amyclae is opposed to this development, as are we, and therefore we request that the application is denied. Thanks.

Mr. Coen: Thank you Ms. Klinger. Mr. Flowers.

Mr. Flowers: Hello, I'm Josh Flowers. I live in the cul-de-sac on Nugent Drive that could be potentially torn open by this project. I just simply wanted to add my voice of opposition to this. You know, the gentleman representing the property owner who wants to develop this property mentioned that all that property owner wants is fairness. Well, I'm glad he mentioned that because I think that's exactly what this community of Amyclae wants in this process is fairness. We, at very best, the HOA acted with I guess... I'm looking for a proper word... but I think malfeasance perhaps, at worst dishonesty. I've been here for a while now and not once was I ever contacted by the HOA. I'm not sure this is the proper venue to litigate the internal workings of a Homeowner's Association, but in the interest of fairness, I would hope that you would consider deferring this until it could be communicated further in our community. Thank you very much.

Mr. Coen: Thank you Mr. Flowers.

Mr. Kramar: Good evening. Mark Kramar. A couple of points and actually questions. Given the figures that they gave, there's only about 20 usable acres. That gives you a density of 3.6, not the 1.5. The other and what made me look is looking at the map. Between Nugent and Kinross, in Cardinal there's 12 homes, Greens of Amyclae there's only 9. So look and page 8 says their average lot is just over two-tenths in size. So they're squeezing. The other is traffic. At least now I know what model to go look at. But from walking around the Greens at Amyclae and that, I found their figures of 60 in that to be a little suspect, because that's less than one car per house. So my concern there's the safety of the children getting, you know... and that. The third one is if you look at the general map here, where it says Nugent Drive connection underneath the (inaudible) is where there's the water collection rain-off point. My understanding from conversations from a couple meetings is that's not incorrect. There's some problems with it. Exactly what, I don't know, but it's water flow issue. So, the question is what impact would that have on houses 10, 11, 18, and 19 in Cardinal. And the reverse being flipping back on the Greens at Amyclae. The other part is that the road is going to run over that area, what's the impact on the road. Fourth one is, and I know you can't answer this question, but it's when and where would that other road get put in? Any ideas? Anybody have any ideas? That has the impact on traffic. And the last one is not so much the Greens at Amyclae and that, but my question is, from given what I

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saw, the Garrison Family cemetery, what's the relationship between Garrison Family and Garrisonville? And if you're going to develop the area, would it not be good to put some sort of marker up, historical, to look at the relationship in that? I mean, that could be an Eagle Scout project or something else. But that's something for people living in the area; it'd be nice to know. Thank you.

Mr. Coen: Thank you Mr. Kramar. Alright, we have Mr. Edson, then Riva, then Amy Hall.

Mr. Edson: Good evening. Dave Edson. My family and I reside in the Amyclae neighborhood. I appreciate you having this hearing this evening so you can at least listen to the concerns of the residents of the Amyclae neighborhood. Let me begin by voicing my agreement with some of the comments that were made at the beginning of this meeting that cited concerns with the growth within the County, specifically that continued residential growth is occurring without reckless to infrastructure growth. As a resident of Stafford County, let me tell you two on the ground incidences where I... I... I... that I encounter with growth without infrastructure growth; that's in traffic congestion which is becoming almost a daily occurrence all day long, not just during the morning and the evening rush hour periods. And also the continued school overcrowding that I observe that is significantly... or that is beginning to degrade the quality of the education that our children are receiving, which was one of the draws that brought us to Stafford County in the beginning. There are also safety concerns that are inherent with these two issues that I've just mentioned. Regarding the new development contiguous to the Amyclae neighborhood, I do concur with the staff that has recommended the deferral of the decision on rezoning because, as I think you have heard this evening, there remain many questions that need to be answered regarding statistics, proposed plan, as well as mitigation of the impacts of that new development. I do want to say that, as many have mentioned to you this night, there... contrary to what was presented, there was no coordinated effort by the HOA President and the HOA Board to communicate with the HOA members of the Amyclae neighborhood. Any representation by the board that the HOA members are in concurrence with the neighborhood being developed is in error I believe. Therefore, concerns do remain regarding traffic safety. I would add a couple others: property maintenance and use standards to ensure sustainment of quality of life and property investment values within the area, and what true mitigation will be realized by the proffers being made by the developers and all of the other concerns that have been mentioned here this night that I will not reiterate for the sake of time. Thank you.

Mr. Coen: Thank you Mr. Edson. We have Riva, Hall, Bignell, and then I think it's pronounced Cullerton.

Ms. Riva: Hi, good evening. I'm Shethir Riva, I am a resident of Amyclae and I've been a resident since 2011. Previous... prior to that I was a resident of Park Ridge where we had a quiet cut-through called Parkway Boulevard, at one point. Now look at it now. In Amyclae I live with my husband and my two children. I brought my two children here because I wanted them to see the impact that your decision would have. I wanted you to see them and also to acknowledge them that their lifestyle would be changed if this proposal went forward. Their ability, as Ms. Klinger had previously stated, to be able to drive... take their bikes and go around the neighborhood, visit with friends, to walk to a school would be completely impacted. So, keep those two children in mind when you're making your decision. I'm here to document my absolute opposition to the rezoning of Cardinal Meadows from A-1 to R-1 as described in the proposal. I oppose it because of the amount of homes, the further overcrowding of our school system due to its lack of capacity, the lack of infrastructure - notably the lack of entrances from Courthouse Road leading into and out of the development, and the absolute degradation of the roads and community life that we have enjoyed in Amyclae. We are a great community. When there is a snowstorm, we plow each other's driveways. We have cookouts after the snowstorm. We enjoy each other's company and we are close knit. Amyclae, I would ask that you re-evaluate our entrance there at Walpole as a minor impact street as noted tonight. As a pedestrian, notably a runner who runs at all

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hours of the day, I can attest that it is not a minor impact street as it was described tonight. Amyclae should not be a cut-through to another neighborhood. I question the traffic data as it was presented, the number of trips. Only 60 new morning trips on these roads, only 78 new pm trips -- how do you know these trips exist if we're not allowed to do a traffic impact analysis study? Where are they getting these unreasonable and this misleading information? This will absolutely degrade our streets with no transportation improvement and will degrade our community life because of this traffic. I want you to imagine that your own neighborhoods are used as a cut-through street? Imagine that and what it would do to your quality of life. The current owner and developer is offering nothing to Amyclae; at least, we didn't hear it until tonight. The current owner can by-right still build one house per 3 acres. Amyclae's community rights and our quality of life should not be sacrificed for the profit and the over-development for these 72 single-family homes on the property. Thank you.

Mr. Coen: Thank you Ms. Riva. Ms. Hall, welcome back.

Ms. Hall: My name is Amy Hall in the Rock Hill District. I'd like to ask you to accept the recommendation in the staff report to defer this vote tonight. Several years ago I spoke at my first Planning Commission meeting... I think you were all there... and, um, I came to let you know that the public notice for that public hearing had been flawed. And the residents of my neighborhood had not been notified of the project in their... that was proposed that was in their backyards. After a lot of research with our elected official, we found out that the necessary paperwork to transfer our common area from our declarant to our HOA had been overlooked. And as a result of that paperwork snafu, our HOA had not been notified of the public hearing. I'm sorry to report that a similar situation exists with regard to this public hearing. The notification for this public hearing was delivered to the Amyclae declarant rather than to the HOA. You'll hear... you've already heard from many members of the Amyclae neighborhood of the efforts that they've undertaken to get the information about this project and about this meeting and ultimately they've run into a lot of difficulties. The process has been flawed again, and the property owners who will be significantly affected by this application were not given adequate notice. Additionally, I've looked over the application and the supporting documents, and have found some significant discrepancies, omissions, and miscalculations. The supporting documents reference many outdated sources of information, and that outdated information has a direct impact on the consideration of effects on surrounding homeowners and on the calculations of proffers the developer has offered to the County. Finally, I'd encourage you to follow the lead of the Board of Supervisors which has a provision in its bylaws to forego rezoning and conditional use permit votes during November and December of election years. Again, I ask you to defer this vote. Thank you.

Mr. Coen: Thank you Ms. Hall. Mr. Bignell.

Mr. Bignell: Hi. Chad Bignell. I'm one of the... Jenny mentioned earlier, after 3 months of effort I finally got on the Amyclae HOA Board. And I recommend also to defer this decision for Cardinal Meadows rezoning request due to inadequate infrastructure. The most current active residential development listing has over a hundred projects on it and nearly 12,000 approved units. Each of these projects was essentially analyzed in isolation. While some are large enough to have significant impacts in infrastructure by themselves, the majority are not and they fall below thresholds for further analysis. For reference, 68 of these projects are of equal size or smaller than the Cardinal Meadows proposal. As an example, my understanding is that a traffic impact assessment is not required unless there's a thousand trips per day estimated. Using 10 trips per day per household logic, 80% of the approved projects do not meet the traffic impact assessment threshold. However, when you aggregate them, you get a different picture. For instance, Shelton Woods, Shelton Knolls, and Winding Creek developments are in very close proximity to the proposed Cardinal Meadows project. None of the four individually meet the threshold for a traffic assessment. However, when you combine them, there are 358 units that

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add over 3,500 trips per day in a very small area, not to mention the parcel to the north of proposed Cardinal Meadows that will also likely not get aggregated and it will be looked at in isolation. Using schools is another example. Based off the active development listing again, there are over 8,000 approved units that have not yet been built, the majority of which are single-family homes. Using the calculus in the Cardinal Meadows proposal, that equates to an increase of very nearly 8,000 students total. That's 3,500 elementary students, 1,800 middle school, and 2,600 high schoolers. That increase in students requires an additional 4 elementary schools, 2 middle schools, and a high school. The volume of student growth is significantly above the 2025-26 forecast contained in the School Board's accommodation report. You see, these hundred plus developments and Cardinal Meadows, when looked at in isolation, don't present a show-stopping impact. However, when you break them... when you break through the stovepipes and aggregate the development across the County, there are enormous impacts. I just use these examples but you can look at all the areas the County services. Again, I do not agree with the letter from the HOA. In fact, when you break the hundred thousand dollars down that was just talked to earlier, that's \$500 per house. That's insulting and I do not agree with it. I recommend that this decision be... it gets deferred and we can talk to the developers as a HOA. Thank you.

Mr. Coen: Thank you Mr. Bignell. We have Mr. Culleton, then Barbara Plotts, Metria Singleton, and Joyce Fitzhugh.

Mr. Culleton: John Culleton. I've been in Stafford since about '91 and I've seen we've just grown leaps and bounds. And everybody understands that; that's what counties do as we get more and more people. Part of the problem is, is that Amyclae is one of these communities that has more than just two cars per household. The 80 trips is a gross understatement in my mind for the evening traffic. Our household up until just recently had 4 or 5 cars. Everyone would leave in the morning, go to their schools, go to their college, go to work, and come back home in the evening. Right now we have an existing bottleneck down at Winding Creek and we have one at Park Ridge. When the school lets out at Park Ridge right there at the library, literally people are pulling off onto the grass so that buses can get around. It's a horrible intersection right around the time school lets out. These people are going to be going through those same neighborhoods. As you can see right now with the growth, we're just getting 610 done, we're just getting Courthouse Road done. Those are just enough for what we have now that it's not going to handle all these small communities as stated by the gentleman before me. Several communities are going to add several hundred people to our already overcrowded streets. We already talked before... a lot of people have already mentioned there's 8,000 homes waiting to be built, our overcrowded schools are a problem. Colonial Forge -- I don't think the paint's dried on the walls since it last got expanded and they're already saying it's going to be overcrowded again. So, at what point do we start to pull back and try and take all of the County's growth into consideration when we approve these little piecemeal upgrades? When I moved into Amyclae, 16 houses was not a big deal. That sign's been there for 20 years. We understand that. I also understand the lot sizes, as mentioned before, are going to be much, much smaller than the lot sizes that we have now because, again, they've got 20 some acres in there that they can't use; it's wetlands. And they have a cemetery. So, if you take the whole size of the property and add it up, oh, that's 1.5 or whatever. But when you divide it by the actual usable property and how much square foot per house, you're going to see that it's definitely a lot smaller than the homes in Amyclae, which is going to drive our property values down. We're going to have a lot more traffic going through the neighborhood. I live on the curve right there; I've already had three vehicles damaged because people texting and driving rear-ended by truck one day; you know, scraped by. We've lost rearview mirrors more than I can count. Vehicles park on both sides of our street, mainly due to the fact there's a lot of people with adult students, 16 years and up, so they have 3, 4, 5, 6 cars. Nobody uses their garage for cars anymore anyway; we're all kind of aware of that. I'm guilty of that; we have a 2-car garage with 1 car in it. And because of that it's going to be really dangerous to

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have all these extra cars going through there. To reiterate again, I see my time's up, the HOA never contacted us. The HOA did contact us when the light was out in my lamp pole. The HOA did contact us when the grass was tall behind my fence, but they did not contact us about this. I please ask you to defer this to a later date.

Mr. Coen: Okay, thank you Mr. Culleton.

Mr. Culleton: Thank you.

Mr. Coen: And we're contacting you that the light's blinking. Ms. Plotts.

Ms. Plotts: I'm Barbara Plotts. I live and own a house in the Amyclae subdivision. This rezoning directly affects our neighborhood and I have many concerns including our schools, emergency services, medical services, the traffic pattern, the loss of the tree buffers in the cul-de-sac which was never intended to be a through street, among others. Stafford County already has areas of deficiencies in their infrastructure and each new development adds to this burden which Stafford County has not been able to keep up with. In the spring of 2017 our HOA President sent an annual meeting notice that simply stated a developer from Wakefield Properties would be attending to inform us of plans for a nearby development. The announcement was so vague many of us thought it was regarding the Winding Creek development issue which was in the news at the time. The only resident who attended was the HOA President. We have requested minutes but were informed there were none. We have been unable to get information about what occurred. In June, a few Amyclae residents learned of the proposed rezoning and requested an official meeting with the developer and our HOA. This was denied by the sole board member, our HOA President. As word spread, others made the same request. These requests were either not responded to or denied. At the end of October, two residents were finally appointed to the board. These two residents informed me they attempted to call an HOA meeting with the developer but they were denied by the HOA President. In November we found a Facebook page for the Greens of Amyclae HOA. On November 18th, the HOA President posted proffers for Amyclae from Cardinal Meadows developer. There were several comments made by the residents that they were extremely unhappy due to them not being informed... excuse me, I'm upset... of these negotiations that were happening with Cardinal Meadows and not being able to have an official HOA meeting with the developer and also with these proffers. The residents have not had the opportunity to examine these details of the proffers or ask questions about the proffers. There was no response from the HOA and the page was made inactive three days later. Shortly after that we found out that the HOA President signed a letter of support from the Amyclae HOA to the developer on November 15th, even though during the summer and the fall many of us had expressed the opposite of support. One of the residents decided they had no other recourse but to start a petition -- and this was only a week ago the petition started -- with others volunteering to help the county know the residents of Amyclae do not support the zoning. And we got 91 signatures in less than a week. I would also like to see a show of hands here how many people would like this deferred into the future? I think that gives you an idea. Thank you.

Mr. Coen: Thank you Ms. Plotts.

Ms. Plotts: Would you like these?

Mr. Coen: Yes, if you'll give it to Ms. Stinnette, that'd be very nice of you, thank you. She that nice individual right there. Alright, Ms. Singleton and then Fitzhugh then O'Brien and Ghazzaoui.

Ms. Singleton: Good evening, Metria Singleton, I am that person, the president of the HOA. I don't want to turn this into a HOA meeting, but it's good to see all the homeowners out here for the record. A

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notice did go out to the homeowners in April and what homeowners typically do when they get a letter from the management company they throw it away or they put it aside. The information was on there saying, here is the annual meeting. The developer will be there, the builder will be there and the property owner. No one showed up but me. I was the only resident in attendance at that meeting. Since then Wakefield Development has offered to have another meeting and answer any questions the homeowners wanted to have answered. That was the agreement that I have with the two other folks from the Board, they agreed they would have a meeting. I said I was not going to be in attendance because I had been at the one in April, I am busy and I am involved in a lot of activities. So I wasn't going to sit and go through that same meeting again. They were going to schedule a meeting with the builder, they did not. They decided to write a letter to the County instead. So, that was what they decided to do, that is on them. But the information was put out there to the community about the meeting with the builder for this future development. I have been at Amyclae for over 14 years. When I purchased my home, I knew it was going to be another community coming through. The sign, like they say, has been there for 20 years, over 20 years, future development. I even mentioned that sign to a... mentioned that community to a person that lives right near that sign, about 3 years ago and I said they are going to build a community right there. That person stated I don't care, and I said wow you don't care that they are going to build a community right there? No, I don't care. So, the sign has been there, so it was not a surprise. We all, I think, knew there was going to be a community there. So I am not sure of the surprise that people have about this new community. Wakefield has tried to do what they could to make sure the folks were informed, they are trying to bend over backwards to help out, they are going to build a construction entrance and exit for the construction traffic so they won't come through our roads and they have been more than willing to meet with the residents. But again the residents didn't want to meet apparently, they wanted to come and report information to the Planning Commission. So, that is all I have to say and I am in support of this project. Thank you.

Mr. Coen: Thank you Ms. Singleton.

Ms. Singleton: Yes.

Mr. Coen: Ms. Fitzhugh then Mr. O'Brien and then our last one, Mr. Ghazzaoui.

Ms. Fitzhugh: Good evening, my name is Joyce Fitzhugh. I am the owner of the property that everybody is talking about. We have been at that property... I have been there for 71 years, my parents moved there in 1942 when they got put off the reservation up there near Stafford Store. Those who have lived here and know about the government came in and took over the land, so my father bought down here in Stafford. I was born in 1946, so I have been there ever since, on and off as I traveled, but I have been there in Stafford. I have seen a lot of changes. You just don't know how many changes have come about here in Stafford County. In our years of growing up, yes we used to ride our bicycles up and down the road and the dogs used to lay in the road under the tree. No traffic at all during the day. But now, a poor little dog can't walk across the street. But that is how much Stafford has grown in these years. But, we knew about Amyclae when it first started because my brother was talking to some guys that said oh, they are going to build a community over there. And he said what type of community? He said oh, it's going to be so many houses and everything. So, we just said... we didn't complain about it or anything, we didn't have anything to say. When my brother got the letter to come down to the Planning meeting, he came down and he came back and he said, they are really going through with the project. Well they started the project, along come a big rain. We got flooded out with all the mud from Amyclae. Then we also... the school was being built, got flooded out from that. We lost our pond, lost some of our grazing land and everything because of the mud. But we did not say anything. Some of the guys came over to try to help to clean it up and everything. But, I know Amyclae doesn't want my property to be developed because they think it is going to hurt their property, but I have seen and talked

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to Matt and different ones from Wakefield, it's going to be a beautiful property. They are going to try to save... they are going to save the wetlands and possibly going to put a park in there. A park, a small park, but it's a park where the kids can go and play. So I don't see where there's any problem with developing my property. Thank you.

Mr. Coen: Thank you Ms. Fitzhugh. Mr. John O'Brien.

Mr. O'Brien: Mr. Chair, I am... I served with Mr. Coen at Colonial Forge High School. After facing 90 people... 90 young people and coming here and facing this, I am not sure how you do it. And everybody else, I appreciate everything. I apologize in advance for this, it's the government and history teacher in me. In 1776 there were two very important, very important documents in world history that were written. A Wealth of Nations by Adam Smith and of course the Declaration of Independence. One has a disheveling tendency; the other has a leveling tendency. One is about Capitalism and the disheveling tendency and there is nothing wrong with that, it's built our county. But the other have a leveling tendency, and what you are seeing tonight is a leveling tendency of all men are created equal. I don't know half of these people, more than half of these people but I am very proud to be your neighbor, very proud. I would like to say that I actually could enhance my property, probably; most likely my property would be enhanced because I am the very last unit on Nugent Drive. I have a driveway that is not much longer than my height. I was promised 12 years ago when I bought the lot, if that was ever developed, there is not a sign on our site by the way, that the developer had to extend my driveway, put a new lawn in, put my thing in, so you could actually argue that I would profit from this. I don't have kids now that are going to play in the streets, but the kids are playing in the streets all the way. It actually could really help me. But I want to talk about quality of life. I want you to think about the quality of life. These kids are very important to the community and I want it for them. This community is great. This community should be preserved and I urge you very strongly to push this off. Thank you.

Mr. Coen: Thank you Mr. O'Brien. And our last card, after that if anybody who has not spoken yet, would like to speak on this, they can certainly line up and have their time to speak as well.

Mr. Ghazzaoui: Good evening, my name is Mike Ghazzaoui. And just to give you... I live on Kinross Drive, just like Mr. O'Brien lives on Nugent, on that side of the street that is going to be protruded going down that way, I live on the other side at the very end practically. There are some concerns that I would like to address with you. And, you know, I work for the federal government to where we build courthouses, federal buildings and voter stations. Whenever we have a project of that impact we always do all kinds of studies, as you know how the government is. And you know when we do studies, looking at traffic coming into our country; we determine the number of lanes and all that, etcetera and safety. In here it is more important to me as a parent and as neighbor of Chad's kids, I see them walking down the street. To see traffic increasing on that traffic... on that street and causing some of the, you know, the major concerns that others have expressed. And therefore I will duly recommend that the Board would request, even though there is maybe a law that Virginia requires for less than so many or so many, the traffic you are not required to do so, but at least do some analysis and lets have our minds at rest to where we are making a decision based on some good and valuable input. As far as public safety deficit, there was a gentleman here who mentioned there is an existing public safety deficit and response. You know by adding these additional houses, that's not going to help. We need to fix what we have a deficit then we push forward and bring in some additional homes, if that is to be, you know, approved. But I will (inaudible) just for the record. The very construction route, you know, where you are told... we were told tonight that there is going to be a temporary construction route coming in from Courthouse Road. While I really do appreciate that effort, it needs to be... they need to be held accountable; it needs to be put in writing if it is to be approved, which I am again, against it. Contributions and improvements need to be spelled out. You know we talked about all kinds of bells

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and whistles tonight, show us... show us... let us see where, you know... show us where the money is. Development entrance, if this is going to be approved, which I am opposed to it again, entrance... let's look at options. You know you showed us two options, whenever we have a project proposed to us, show us other options. We have Amyclae folks who are saying hell no, but hell no! We don't want you to go through our streets. Show us another option, come in from Courthouse Road, build a little bridge, whatever. Show us another option to this obstacle, right? So safety is very important to me, and know it's probably time... it's time already to leave. I would really recommend, it was... used to work on the school board, I was in your position folks. Look at more... look more into it. Don't make, you know, too early a decision. Look into it, let us get our act together. You know I have not heard about this until just recently. I saw it on the side of my mailbox. So there are some deficiencies among ourselves, the Amyclae folks. And by the way, that sign that was showed up here earlier, I have lived on... owned this house for 10... a little over years now. That sign was never there. Look at the record and find out when that picture was taken. It was put up 2 weeks ago. That's it. Thank you.

Mr. Coen: Thank you sir. Alright, anyone else wishing to speak on this topic? Seeing none, I will keep the public hearing open until, I believe I should say, at least the second meeting in January. That way, we don't have a specific date. We have not approved our calendar until after January 1st, when we have our first meeting, so that we can't have a specific date in January. This does not need to be acted upon until March 23rd. So we are not kicking it down the road but we are giving you some idea and we can't give a definitive date yet. So it is the normal practice, even though the public hearing is still going to be continued, to let the applicant come up and address any of the issues that were raised. So Mr. Payne can come up again.

Mr. Payne: Thank you Mr. Chainman and other members of the Planning Commission. Again my name is Charlie Payne with the law firm of law firm Hirschler Fleischer and representing the applicant. I appreciate your time this evening. I know it has been a long evening, so far and we have another public hearing to go, maybe a couple of others. Just think, everyone thought the end of the year would be slow, right? As always I appreciate comments from the public, their input. Like a good history teacher, teacher O'Brien correctly stated that democracy is alive and well in this room and it should be. This process should include input from the community, especially those who would be potentially impacted by development. And of course on the development and property side, property rights are important and that should be balanced, as this county does very well in the application process and the review process and how we do that. I think it is important to understand how we all get to this point. I mean, growth is such a sensitive question or word, at times in this community... in all our communities, actually, in the region. Stafford County is planned to grow by 60,000 people in the next 20 years. Traffic impacts the schools, it is part of our life. It's part of who we are. My family has been here since the 1700's. Stafford has grown quite a bit since then. And I think rightfully so. I think it is extraordinarily important to have new investors in our community, new residents in our community. They add so much to the community, but growth is a reality that we have got to deal with. I think the county does a heck of a job trying to do that, staff does a good job, Planning Commission members do a good job and our Board of Supervisors do a good job. But the end of the day it's a reality that we have got to address. The property owner and the applicant, what do they do? They abide by the rules, they apply pursuant to the requirements of this county and state code. Growth is encouraged in this area, your comprehensive plan encourages growth in this area. Stafford County has suffered pursuant to urban sprawl. It has impacted our core services, it has impacted our public safety, it's impacted our schools. The County did the smart thing, it revised its comprehensive plan to encourage growth into our urban service areas, where the utilities and the road networks are. And that is where this project is located, in that area. I think we also forget over the past 20 plus years, most of the growth has come from by-right development. That is over 70 percent, not rezoned projects. People need to understand that. So what my client is doing, what the property owner is doing is very consistent with the long term

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sustainable good planning is in Stafford County. So as much as that process may be painful to some as we move forward in this county, it is a reality that we all have to deal with. Those that are here and those that are coming, and we should not put walls up to those that are coming. Because those that are coming help sustain our tax base, they help encourage commercial investment, they help encourage employers to our community, hopefully to get people off the road and dependent on jobs somewhere else. So we need to take that totality into account when we worry about traffic, when we worry about school capacity. Our job as an applicant is to analyze the impacts pursuant to state code and pursuant to the county requirement, and that's what we have done. I am pretty sure the County is not going to build a new high school because we generate 22 extra kids, right? We are not going to do that to taxpayers. That is what redistricting is about. But we have no control that is not a decision it is a reality. Not a decision that the taxpayer and that the applicant can make. So I don't want people to think that we somehow, without any sort of proper analysis or any sort of proper design suggest that we should impact your community, because that is simply not the case at all. For purposes of roads again, we are following the requirement of the county. County policy says we don't have to have a transportation impact analysis because the project generates less than a thousand trips. The assumption is it will not have a negative impact, or change or degrade the level of services in addition to that we are paying impact fees. With all due respect Amyclae did not pay impact fees, right? The proffers in 1997 were \$4,095.00 a unit, we are paying \$27,000.00. So let's be sure to balance the facts and the realities here on how we are moving forward as a jurisdiction. I did hear some communication questions here. We obviously have no control or manage the HOA issues. We are more than happy to meet with the HOA. I can't tell you how many times that I responded to questions, individuals who contacted us, I personally responded to them that I would work with the HOA, but I personally would meet with you. I have been through the Winding Creek process. I am pretty sure we met with the Winding Creek community at least 7 to 8 times, and the second go around maybe double digits in the two cases that we had before this Board. So we are absolutely open to having that meeting and further discussion. I think that is an important dialogue to have. I would like to get to know our neighbors a little bit better, let them get to know us and so we are happy to do that. We respect staff's recommendation to defer this application as well. We understand that there are new... I did speak to the school system today. I do understand there are... there is a new potential analysis for evaluating capacity. Albeit I understand it is only for elementary schools, although I am getting all kinds of different information that we too need to look at. Because as you probably know the world has changed, I want you to know that I am not a big fan of this new proffer legislation, nor have I ever been. It prevents the ability for us to properly evaluate and negotiate a positive outcome. But I have to follow the rules just like you do and so does staff. And it's darn frustrating quite honestly, but it is what I have got to do. But we absolutely want to sit down with the HOA, we want to go through their concerns and address them the best we can, because we will absolutely do that in good faith, I promise you. So with that, I will get off of my soapbox. I apologize that I got a little 30,000 feet on us, but I hear all the time in every community I go in to in this region about the impacts of new growth. People forget during the recession we didn't grow at all. That had a huge impact on us, now we are growing in pockets and I think there is a false perception that somehow we are growing too fast. Stafford County, last year, I have not seen the growth number for 2017, but last year you barely grew 2 percent. That is not fast growth, but it certainly understandable that folks are investing and growing in your urban service areas, that's what they are supposed to be doing. And we need to address that as a community and I understand that. And with that I am happy to any questions.

Mr. Coen: Are there any questions for Mr. Payne?

Ms. Bailey: Mr. Coen.

Mr. Coen: Ms. Bailey.

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Ms. Bailey: I do have a question, I am not sure if you can answer this Mr. Payne, but it was brought up about utilizing Courthouse Road as an entrance or an access. Is it feasible to do that and if not, why.

Mr. Payne: I am going to have our civil engineer address that and staff...

Ms. Bailey: Great, thank you.

Mr. Payne: ... may be able to as well. I am sure we looked at that.

Ms. Bailey: Thank you.

Mr. Payne: Mr. King from Bowman Consulting will address that.

Mr. King: Good evening everyone, I am Mark King with Bowman Consulting and I am also a resident of Stafford. Ms. Bailey the... there is a driveway there that has access, legal access and what we looked to do is widen that, improve that to bring in construction traffic, trucks and bulldozers, excavators, whatever we need to do to limit the access... or through Amyclae. We will have to do a maintenance of traffic plan as a part of the site plan that alerts people... very similar to what you are seeing right now on Courthouse Road. I think from a main access standpoint, there is a site distance issue. There is a real sharp curve right there. I live across the street in Augustine and it would be a very dangerous entrance and looking at having to buy properties and realign the road, which I think in time it's going to be done. But at this point it would not be a safe day to day access. I think we can make it safe during the construction process that will probably last 4 to 5 months but not a good option in the end. I think the preference of VDOT is to limit access points on major roads. I was actually the engineer that did Amyclae back in the mid 90's and that was part of the county's ordinance that had us do inter-parcel access points and that is why they have been sitting there. And I know the one gentleman said that sign just went up, but it's been up there for 20 years if they go back and look at the preliminary plan and site plan.

Mr. Coen: Okay, thank you.

Mr. King: I am showing my age unfortunately.

Mr. Coen: Okay any other questions for the applicant?

Ms. Vanuch: I have a few questions, but in respect of everybody's time here, I am just going to kind of run through them and maybe if we could just plan to answer them, because it looks like this is going to move to for a deferral, more than likely, until January. So, just respecting everybody time I am going to run some of the questions that I have. One thing that was brought up to me from a resident is that the Amyclae students right now walk to school. It sounds like your students in Cardinal Meadows would be taking a bus. So does that mean that the kids who are walking are going to see a bus drive by them on their way to school every day? If we could just get one of those answers.

Mr. Payne: The first I have heard about a bus, but okay.

Ms. Vanuch: Does the Shelton Knolls... do we know what the Shelton Knolls build out date is for that entryway off of Nugent, because that is going to directly impact the traffic on Kinross. I know that the school board just worked on updating some of their numbers yesterday, but determining how that...

Mr. Payne: Can you repeat that second question? I am sorry.

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Ms. Vanuch: The Shelton Knolls build out for the access to the extra 5 homes, I believe.

Mr. Payne: Right.

Ms. Vanuch: Off of Nugent.

Mr. Payne: Right. That is not going to impact...

Mr. Coen: She just wanted a date.

Ms. Vanuch: Just the date.

Mr. Payne: Okay.

Mr. Coen: That was not included.

Ms. Vanuch: The change in student enrollment. Would the applicant be willing to do a traffic study to gain more concrete numbers of the impact for the residents? What was the thought process for the recreational amenities being so secluded on the property and being a potential danger and hazard to the residents? You answered one of my questions which was, it seemed odd to me that 5 homes were kind of separate in one neighborhood, it almost looked like they were going to be part of Shelton Woods, and I guess my other question to that would be did you contact the Shelton Woods neighbors and how much of a difference in cost are those homes? Because if I lived in Shelton Woods and paid \$600,000 for my house and a \$400,000 house was going next door, I would be pretty upset. Have you reached out to the Berkshire neighbors? Or the HOA there? I know how much you guys love each other after Winding Creek, but you guys are going to share an intersection essentially at Kinross off of Walpole, so they may come to the next meeting. I also would like to go and walk the site, I know that ended up happening at Winding Creek, but if I could go out there and kind of understand a little bit better what some of the intentions are. And I think that was... if I missed any of the resident questions that you guys asked please feel free to email me and I will get those over to you Mr. Payne. But those were the high level questions that I had.

Mr. Coen: Okay.

Mr. Payne: Thank you.

Mr. Coen: Any other questions for... go ahead Mr. Rhodes.

Mr. Rhodes: Mr. Chairman, just to... similar to Ms. Vanuch I just would share for the applicant's awareness I think out of the twelve years I have had the privilege of doing this, I think there has only been... I have been a strong supporter of the inter-parcel connectors and the approaches that better connects through our community and there have only been two that I have been uncomfortable with. But this one is just... is odder. The fact that we can't cut through to where the five properties are to go across that... I understand the width of that. The fact that you can't get out to Courthouse, there is just something about that is uncomfortable about doing an inter-parcel connector that does not have any other entrance associated with it. So it is not just complimentary it's actually the sole connection. So I would just share that as an observation going into this. The other one is just the awkwardness of that park location. It's nice to have the amenities, but for it to be so separated, I don't really see it as being part of the amenities. There is something uncomfortable about that, so I would share that just as an

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observation as we go forward. Mr. Chairman, if you will... if I can I would just share for those who are coming, this is always an interesting process if you have never been involved with it before. So I would just share for you, for your awareness that this is a deliberate process that is created so that even if you haven't really heard about it before this point, you get the opportunity to better understand what is going on. So the Planning Commission does not vote this up or down. The Planning Commission only votes a recommendation forward to the Board of Supervisors. So this allows a public hearing process, people to get better informed and then there will be another public hearing process with the Board of Supervisors. They are the ones who actually approve or disapprove on these things. So just for your awareness there is a deliberate process and time to better understand and another bite at the apple along the way. So we just do a recommendation in the process. And lastly, because it's been my soapbox for a while, I would just share we cannot forget the fact that since 1950, every twenty years we have doubled in population growth. We are actually at the slowest point of growth we have ever been at this past decade. And we are still at about the fastest growth, almost the fastest growth in the state and some of the fastest in the nation at 35 percent that we will probably grow over this decade. But we have always grown and much of that has been by right, which means it goes out everywhere. When I first started getting involved in things in this county on the Youth Driver Task Force, after we had several of our kids killed because they lived out on the far roads and those roads are just not made for driving on. And so the balance is always between trying to direct growth to the place where it may not be preferable, but at least it's the best infrastructure we've got or letting it grow everywhere. So that's what we always juggle in these processes and steps as we are thinking about growth. It is something that is happening. It is not something that is going to stop because you don't approve a reclassification. So the challenge is finding where you can at least keep it where it is going to be least impactful in the reality of what we are facing. But thank you Mr. Chairman. I really appreciate it.

Mr. Coen: Any other comment? I guess... there for in general now I guess. For mine for staff, Mr. Zuraf and it may... he'll get in touch with Mr. Payne no doubt. Definitely want some clarity on the school capacity issue. Also I have a great concern about the buffer, the language of the buffer that I was looking at... and this is one of my things. Poor Mr. English has heard this. I drive by Courthouse Manor, where there was going to be this wonderful buffer between the housing development and Stafford Elementary School and there's one row of trees. Mr. O'Brien already tagged, he and I look out our window at Colonial Forge at Liberty Knolls too, which was supposed to have this wonderful buffer in which we would not see the elementary school and we can see every single window and see kids playing in the playground. So I have a strong concern about the promises about buffers when we are really not seeing real buffers. I have a concern about the traffic going up 33 percent, on one road that is rather bad. Definitely need some better communication with the neighboring communities. Not just with Amyclae, but with the Liberty's and the other ones that Ms. Vanuch brought up. It would be logical that if this one is a little surprised, I would think the other ones would be very surprised. That tennis court ones, we can negate, argue, nit-pick on site proffers, which that tennis court thing is an onsite proffer. We can't negotiate, deal, whatever, all those other money ones because that is the new law but it really doesn't seem... I agree with Mr. Rhodes. It doesn't seem to make sense to be putting it way out in the middle of nowhere with a path, that if I understand the map that Mr. Payne showed us, go through the RPA. So either these people are walking through an area we, in theory, don't want to put anything in or we are going... it just doesn't seem to make sense that way. The citizen... the resident brought up the question about the house sizes and lot sizes, Mr. Zuraf you can help me with that. The Garrison Cemetery was mentioned, I thought that was an excellent question about that, not that we have too many cemetery discussion around here lately. And then lastly, we hear about the construction route, and I kept zipping through and I was not trying to be rude to people, but I kept zipping through my packet. Never did I see where that route was going to be. So I am just curious where this route is that now is supposedly too dangerous for people to drive out, but it's okay for construction trucks to drive out. So, I did not let you applaud anyone else, so I should be honest and not let you applaud me.

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Ms. Vanuch: He secretly loves it.

Mr. Coen: It's not a secret. So I am just curious... that seems to be a disconnect. So that's a lot of things to come forward. Technically this is in your district Ms. Vanuch.

Ms. Vanuch: Yes, so I would like to move to defer to the second meeting in January, the RC16151556, reclassification of Cardinal Meadows.

Mr. Coen: Okay, is there a second?

Mr. Rhodes: So moved.

Mr. Coen: Ms. Vanuch, any other comments?

Ms. Vanuch: I ...

Ms. McClendon: Mr. Chairman, if I could make a point of clarification. It was deferring the application to the second meeting in January and holding the public hearing open.

Ms. Vanuch: That is correct.

Mr. Coen: Yes.

Ms. Vanuch: Thank you Rysheda. I think my comments are, we are going to take a hard look at some of the changes in the school methodology that Mr. Coen mentioned. Also the public safety time of 10 minutes, if I am having a heart attack I would be dead by the time the ambulance got there in 10 minutes and my house would be burned to the ground if there was a fire. So that's a big concern. I am really disappointed to hear of the issues that the Amyclae residents have had with their HOA. You are neighbors, you are meant to work together, it's really just sad and disappointing that you have had such struggles in getting basic information. So I would encourage the HOA and you guys to really push to try to meet and work with the developer. I have been working on many projects with Charlie and even Matt in the past and they do want to meet with you. I can promise you that, so you know maybe making a direct link there. Lastly, Ms. Hall mentioned some miscalculations and she so kindly sent me a 50 page email right before this meeting showing some of the miscalculations in the report, so I would like to send that to staff and have them take a look at it to get some answers to her and make sure that we have all the right numbers in the application. So for those reasons I would like to defer to the second meeting in January where we are keeping the public hearing open, so you guys can all come back again.

Mr. Coen: And just... I know Mr. Rhodes gave sort of a process lesson. The process in January would be, we have the public hearing again. Staff would bring up the information we have asked them about. Mr. Payne would be able to talk and we would open up the public hearing again, you could come up and talk about this again and any new elements. It is possible, and again it is not our mentality to kick it down the road so that you forget about it, but it is possible since this isn't, and Mr. Harvey always corrects me when I am wrong, but believe this is March 23rd is the due date for action. So that if there were still questions, if there still were concerns, if things were moving along then it could be deferred again, that just too sort of help the process. I know often there is an attitude of, you know, Boards kick things down to road so you will forget. If it happens again, it is not for that purpose, it's to try to help this process.

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Ms. Vanuch: I don't think they are going to forget.

Mr. Coen: I don't think that.

Mr. Rhodes: Mr. Chairman.

Mr. Coen: Yes.

Mr. Rhodes: I just... two quick observations. One is there were a few references about... there were inferences about some misrepresentations in some of the numbers. I will tell you the way those numbers are calculated for acreage per dwelling unit and other stuff, that is just the way that stuff is calculated. It has done that in every application, I did not perceive that to be a misrepresentation. I know it might have sounded funny, but I heard the information in a very clear way. I would just share that for an observation. Secondly, this is the largest group I have seen come out for one of our Planning Commissions. The Board gets a whole bunch, but we don't get it like this. And I will tell you I was wondering what it would be like. And this is probably as respectful a group as I have ever seen. No secondary comments in the back, no other things going on. So I really was appreciative of that. So, thank you Mr. Chairman.

Mr. Coen: Thank you Mr. Rhodes. And so we have a motion on the floor to defer to our second meeting in January and I will ask you to cast your votes. Alright, it passes unanimously. So Cardinal Meadows will come back in January. There will be an exodus of part of our crowd because actually Mr. Rhodes, some of the people are here for item number 2. We have almost an equal number of requests to speak on that. As the people exit, we thank you for coming out. Be safe going home and have a good holiday season, and then we look forward to our next group. Thank you very much, in the interest of time, since it's getting to be quarter of nine, thank you. If you could quietly leave the chambers at this time, thank you.

Mr. Rhodes: If we could move the discussions out to the foyer please. We have to go to another agenda item. I used the low voice for you

Mr. Coen: Right, thank you. Alright, and so now I will graciously ask Mr. Harvey if he will continue. We still have a quorum and as Chair I get to make that decision.

2. CUP17151925; Conditional Use Permit - Stafford Auto Salvage Yard - A request for a conditional use permit (CUP) to allow an automobile salvage yard and operations on a 28-acre portion of Tax Map Parcel No. 60-75 (Property). The Property is zoned M-2, Heavy Industrial Zoning District, and is located on the west side of Hollywood Farm Road, approximately 600 feet north of Woodview Drive, within the George Washington Election District. **(Time Limit: March 23, 2018)**

Mr. Harvey: Well, thank you Mr. Chairman. For the next public hearing please recognize Brian Geouge for the presentation.

Mr. Coen: Good evening Mr. Geouge.

Mr. Geouge: Good evening Mr. Chairman, members of the Commission. I am Brian Geouge with Planning and Zoning. Tonight I will be presenting item number 2 on your agenda for a conditional use permit for Stafford Auto Salvage Yard. Again the request is a conditional use permit for an automobile salvage yard in a M-1, heavy industrial zoning district on parcel 60-75 consisting of 72.85 acres.

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However, only 28 acres are subject to this CUP. The applicant is Aria Europe, LLC and the agent is Charlie Payne. The 28 acre area subject to this CUP is shown in red on this map, and the entire 72-acre parcel is shown in black. The site is located on the west side of Hollywood Farm Road and north side of the Dahlgren Spur rail line, which is shown here in blue. It's about half way between Forest Lane Road and Route 3. There is approximately 140 acres of M-2, Heavy Industrial zoned property in this location along Hollywood Farm Road. Parcel 60-75, upon which this conditional use is proposed, was rezoned to the M-2 District in 1969, without proffers. At that time, a manufacturing plant was planned for the site. The adjacent parcel 60-76 to the southwest, shown here, was rezoned prior to the reclassification of parcel 60-75. At the time that property was rezoned it was owned by the Richmond, Fredericksburg and Potomac Railroad Company, and the proposed use at that time is unknown. This M-2 zoned land intersects the Dahlgren Spur rail line and is surrounded by A-1, Agricultural zoned property. Most of the surrounding A-1 zoned properties include single family homes. Again the site is shown in red here, the area subject to the conditional use permit. A maintained field covers approximately 21 acres of the 28 acre property and about 7 acres along the northwestern boundary is wooded. The site is generally level, and is at a similar elevation to Hollywood Farm Road to the east of the property, through this portion. However, the road drops as you head north and the property is at a higher elevation through here. There is also a 250 foot wide overhead power line easement, running through this portion. And there is also some wetlands. There is a small area of wetlands to the south end of the property here, and couple isolated pockets along the road up at the north end. Here is a view across Hollywood Farm Road, facing northwest. The 28 acre Property begins at the overhead power lines and extends back through the wooded area, you see in the background. At this location, as I said, the road is fairly equal in elevation to the Property, and to the north it drops down. With the Generalized Development Plan submitted by the applicant they have proposed to split the 72 acre property into 4 lots for development. The subject area is shown as Lot 1 here, and that consists of 28 acres, again. This leaves 3 additional lots to be developed in the future for industrial uses. The Generalized Development Plan depicts the site layout for the proposed automobile salvage facility. A single one story building is proposed, shown here. It would be 20,000 square foot in size and 35 feet in height. The building is shown being set back approximately 150 feet from Hollywood Farm Road. The site would be accessed by a single entrance on Hollywood Farm Road. No inter-parcel connections to adjacent lots are proposed. A paved entrance and parking area is proposed at the front of the site, near Hollywood Farm Road, that's shown in this darker shading of grey here. And a 9 acre gravel storage lot for cars and parts is proposed generally behind the building. A vehicle crusher is also proposed to be located behind the building that is shown by this little rectangle right here. And also the dumpster and loading area would be located behind the building, and two security lights are also proposed near the building. A septic drain field and stormwater management pond are proposed to be located in the wooded area at the north end of the site and that is shown here for the stormwater management facility and here for the septic drain field. As this is outside of the Urban Services Area there is no access to public water and sewer. The applicant has provided the following operational information for the proposed salvage yard. It is estimated that the facility would employ 10 people. It would not be open to the general public for self service parts removal, parts ordering and pickup, or similar purposes. Parts would be stripped from vehicles and shipped out via a courier service such as FedEx or UPS. Once vehicles have been stripped, they would be sold to local scrap metal dealers or crushed and hauled away for recycling. Trucks would deliver and haul away vehicles at least twice a month. I wanted to expand on some of the screening that is being proposed with this development, in order to help mitigate the impacts of the development. An opaque perimeter fence is proposed, 8 foot in height. And that would enclose the building, parking areas, and salvage yard, and that is shown generally here. A 60 foot vegetative buffer is proposed along Hollywood Farm Road, in this area. A row of evergreen trees is proposed along the power easement, shown here and preservation of existing wooded areas where possible. Proposed conditions would ensure that these features are provided. The proposed fence would be constructed of coated aluminum or steel panels. And they would be coated with a neutral earth tone color and the style would be similar to what is shown here.

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The profile view at the bottom depicts the elevation of Hollywood Farm Road in relation to the site elevation and I should clarify that is directly in front of where the proposed building would be. So to the south, as I said it is more of an equal elevation. In this it also shows the proposed 60 foot buffer and the proposed 8 foot fence. So from this segment of Hollywood Farm Road, the site should be adequately screened from view as well as the operations occurring within. The Comprehensive Plan designates this property and the surrounding area within the Agricultural/Rural land use designation, which is shown in green. This property is well outside of the Urban Services Area, meaning there would be no access to public water and sewer services. The Comprehensive Plan encourages farming, forestry, and low density residential uses within Agricultural/Rural designated areas.

Mr. Apicella: Can you go back to that slide Brian?

Mr. Geouge: Yes sir.

Mr. Apicella: The blue, what is that telling us?

Mr. Geouge: That's resource protection area, it's basically RPA.

Mr. Apicella: So are any of these creeks?

Mr. Geouge: They are.

Mr. Apicella: Okay.

Mr. Geouge: They should all be perennial.

Mr. Apicella: And do they feed into any other bodies of water?

Mr. Geouge: They do.

Mr. Apicella: Okay, which ones?

Mr. Coen: I think he is sort of going somewhere on this.

Mr. Geouge: Well ultimately the Potomac...

Mr. Apicella: Rappahannock...

Mr. Geouge: Rappahannock, excuse me.

Mr. Apicella: And how far away is the Rappahannock from the site?

Mr. Coen: Okay, just... thank you. We will let him.

Mr. Apicella: Can you say, because I did not hear what you said, I heard some.....

Mr. Geouge: I am not sure what the exact distance is.

Mr. Apicella: One and a half or two miles maybe?

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Mr. Geouge: That sounds reasonable.

Mr. Coen: About one mile, I believe, is what Mr. Geouge is saying.

Inaudible from the audience.

Mr. Coen: Okay, Mr.... right. Okay.

Mr. Apicella: Alright, thank you.

Mr. Geouge: Thank you. As for transportation impacts, a Transportation Impact Analysis, or TIA, was not required with the proposed use. That is only required when a use has an estimated traffic generation of 1,000 vehicle trips per day or more. Based on the information submitted by the applicant, the proposed use would have an estimated traffic generation of 30 vehicle trips per day, therefore a TIA was not required. Hollywood Farm Road is a 2 lane undivided rural road without shoulders and with a posted speed limit of 40 mph. South of the Dahlgren Spur rail line, the road has center striping. A photo of this segment is shown on the left. North of the rail line, the road is without center striping, as shown on the right. Striping is provided on roads which are at least 18 feet in width, therefore the portion north of the Dahlgren Spur rail line does not meet that requirement. The Comprehensive Plan identifies the road in need of an eventual 2 lane upgrade to meet current standards, which could include the addition of pavement width and also the addition of shoulders, striping, and possibly straightening of curves.

Mr. Coen: Mr. Geouge?

Mr. Geouge: Yes sir.

Mr. Coen: But that is not on any plans or anything.

Mr. Geouge: That is not in the pipeline, no sir.

Mr. Coen: Thank you sir.

Mr. Geouge: VDOT has provided comments on the proposed use, and expressed some concerns on the width of the road as well as site distances around the facility entrance, which is located near a curve. Proposed conditions include operational restrictions, there is a condition which would limit hours of operation from 7:00 am to 7:00 pm Monday through Saturday. So this facility would be closed on Sunday. There is also a right-of-way dedication of 30 foot from center line to accommodate future widening. The building size would be limited to 20,000 square feet. Also the building would be required to be located on the northeast portion of the property. It also required to be no more than in size and 35 feet in height. The building would include a fire sprinkler system. All vehicle fluid draining would have to occur within the building. Vertical stacking of vehicles would not permitted where they are visible from public right-of-way or adjacent properties. And any business sign located at the entrance would have to be monument style. The building and parking areas would be located in the northeast portion of property. The vehicle crusher, loading areas, and dumpster would be located to the rear of the building. And there would be no bay doors facing Hollywood Farm Road. The fence as shown on the GDP would be required, which would enclose all the operations. No outdoor equipment or the vehicle crusher could exceed 10 feet in height. Also no portion of the salvage vehicle storage yard would encroach into the existing wooded area located on the northern portion of the property. And the applicant would make all attempts to preserve that area apart from the stormwater management facility and the septic drain field that was shown on the GDP. Travel ways through the salvage yard would be

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maintained generally as shown on the GDP, which would accommodate any emergency or fire access to the site. And the 60 foot landscape buffer would be provided along Hollywood Farm Road along with the solid row of evergreen trees along the power easement. And I think that wraps it up on conditions.

Mr. Apicella: Mr. Chairman.

Mr. Coen: Yes.

Mr. Apicella: Sorry, before we go away from conditions, you mentioned the storage yard or salvage yard. I am not quite sure what the right term is. I did not see anything limiting the duration of time a vehicle could be stored there, so potentially days, weeks, months, years. We do have, for lack of a better term, junk yards in Stafford County where the same vehicle has probably been sitting there for five years. Could that not happen here in the absence of a condition?

Mr. Geouge: That's not something that was discussed with the applicant.

Mr. Apicella: Right, but in the absence of a condition...

Mr. Geouge: Right, that's correct, that could occur.

Mr. Apicella: Thanks.

Mr. Coen: Thank you Mr. Apicella. Alright Mr. Geouge.

Mr. Geouge: Staff finds several positives with the proposed development. The proposed conditions provide much greater buffering and screening than that required with a by-right development in this zoning district. And that should help mitigate some visual and noise impacts on adjacent properties. The proposed conditions would ensure the use would have minimal traffic generations, since there would be no general public use. The proposed conditions would ensure that the proposed development meets some of the Comprehensive Plan guidelines for development in Agricultural/Rural areas. Negatives that staff notes is that the proposed use is inconsistent with the Comprehensive Plan future land use recommendations in this area. The proposed use is inconsistent with several objectives and policies outlined in the Comprehensive Plan that mainly centering around preserving those agricultural rural areas. The proposed use is inconsistent with the development pattern in the vicinity, and this ties back with one the criteria that we review for conditional use permits in that the proposed use should not alter the character and established development patterns. And finally there are uncertain impacts from truck traffic on Hollywood Farm Road. Staff recommends denial of this application pursuant to Resolution R18-05 and notes that although the proposed conditions provide some certainty that impacts will be mitigated the extent of impacts are unknown and also we believe the proposed use is not in keeping with many of the goals, objectives and policies outline of the Comprehensive Plan. And I will take any questions at this time.

Mr. Coen: Any questions? None, no...

Ms. Vanuch: I do, I have a question.

Mr. Coen: Ms. Vanuch.

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Ms. Vanuch: I didn't see, similar to what Mr. Apicella was mentioning, any conditions regarding how the vehicles are drained of their fluid and some of their toxic chemicals that could potentially contaminate the ground water leading to the creeks and local wells.

Mr. Geouge: Other than the condition requiring the fluid draining occur within the building, where it would be in a more controlled environment that is the only one that touched on that aspect.

Ms. Vanuch: Okay. So when the cars are demolished they could essentially have fluids in them and then they seep out into local well water and... I know when we worked on the cemetery ordinance over a year ago, fluids from vehicles and the toxic chemicals in cars was actually the leading causes for ground water contamination, as it would be bodies near drinking water as well. So I am just curious what offsets would be there to protect the drinking water.

Mr. Coen: Alright, Mr. English.

Mr. English: I am going to wait for the applicant.

Mr. Coen: Okay, alright. Thank you Mr. Geouge.

Mr. Boswell: I have got one more.

Mr. Coen: Oh, go ahead Mr. Boswell.

Mr. Boswell: I noticed in the pack... well maybe it wasn't in the package, maybe I looked it up. But under M-1 and M-2 zoning, M-2 you can do everything you can do under M-1. There are a lot of things that can be done on this site by-right, correct?

Mr. Geouge: That is correct.

Mr. Boswell: One of the closest things I saw to this would be a recycling facility.

Mr. Geouge: Mm-hm.

Mr. Boswell: Can you or Jeff tell me what if someone went in there right now and wanted to put in a recycling facility, they would be able to by ferrous and non-ferrous metals, correct? That is what a recycling facility is the way I understand it.

Mr. Harvey: Yes, Mr. Boswell.

Mr. Boswell: Alright, under this CUP we have got a 10 foot vehicle and equipment height restriction. Would we be able to restrict the height under a recycling facility if it is by-right?

Mr. Harvey: No sir, it would have to... well I take that back. The Zoning Ordinance stipulates a maximum height of buildings and structures for that zoning district. But beyond that we could not be more restrictive, since it is a by-right use.

Mr. Boswell: So they could move in there with... obviously if anyone is familiar with a recycling facility the purpose is to buy this metal and store it and then move it out and sell it for a profit. So if I am understanding correctly, that they could have crane equipment in to use? I have seen that at recycling facilities, to move this... the stuff they are buying around the site and stack it correct?

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Mr. Harvey: That is correct.

Mr. Boswell: Would they be able to stack cars there? That is a metal product. Would they be able to buy cars and stack them?

Mr. Harvey: As far as I am aware, yes.

Mr. Boswell: And we would not be able to do anything about it.

Mr. Harvey: Correct.

Mr. Boswell: I mean as far as like proffers under this CUP? They can do it without a CUP.

Mr. Harvey: Well, I should say when you are dealing with automobiles it is a little bit different than scrap metal. In that they are personal property and they are titled and licensed with the State. So that is why we are here with this conditional use permit and that is the difference in this and a metal scrap yard.

Mr. Boswell: The one in Fredericksburg...

Mr. Harvey: So they wouldn't be able to basically store cars and change the title on this particular piece of property.

Mr. Boswell: No, I am talking about scrapping the metal. Could they buy that solid car, like they do in the facility in Fredericksburg, smash it and stack it and wait to have it hauled out?

Mr. Harvey: Not as a by-right use. Again, because it's... DMV requires us to issue a zoning permit for that type of activity.

Mr. Boswell: For cars?

Mr. Harvey: Yes, and our code requires it that any salvage yard for automobiles or automobile sales, which they end of buying the cars, for their title and expunging the title with the state. We require them to get them to get the use permit for that.

Mr. Boswell: But all other metals, they could buy and stack and pile...

Mr. Harvey: Yes sir.

Mr. Boswell: ... and use crane equipment to move it around the site.

Mr. Harvey: Yes sir.

Mr. Boswell: And they could do that by-right and basically we might could get them to put up a fence, but that would be about it.

Mr. Harvey: Well the ordinance does have performance standards for industrial districts. They would have to comply with that. There are screening requirements. But as Mr. Geouge indicated, they are not as rigorous as what is being proposed.

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Mr. Boswell: Thank you.

Mr. Coen: Mr. Geouge, do I remember correctly that this parcel is outside the Urban Service Area?

Mr. Geouge: That is correct.

Mr. Coen: So therefore, many of the items that are in M-1 and M-2, if you look at the listing, there actually are... items (inaudible) ideas that need water and sewer?

Mr. Geouge: That is correct. Many of the uses would be difficult to build on the property due to the lack of public infrastructure.

Mr. Coen: Okay, thank you sir. Any other questions? Seeing none, Mr. Payne. Thank you Mr. Geouge.

Mr. Payne: If I could have the computer too please. Thank you. Good evening, Charlie Payne with the law firm of Hirschler Fleischer and we represent the applicant. I appreciate you time this evening. And I know we have another large crowd here, so I look like I picked the two lucky cases for the last December meeting for the Planning Commission. But anyway, it's always a pleasure to be here and appreciate your time. Add and appreciate staff's presentation and comments. I respectfully disagree with their conclusion. And for those reasons I will go through why we do so. And just before I get started on this PowerPoint, the reality is this property is zoned and to as Mr. Coen properly said there are certain uses at least to the extent of how big we can do them, that we would be somewhat limited because of the need for utilities. But there are a lot of uses that we could perform and utilize on this site without coming to the Planning Commission quite honestly, and do so without the restrictions that you see here. So the reality is, this was rezoned industrial in the 60s as well other properties that adjoin us and in that particular area. This is not an isolated property that is zoned M-2 in that particular corridor. There are several properties, the old Renaissance Fair site, the site adjacent to us to our east and there are several others. The rail spur is through there, the Dahlgren Rail Spur is through there. There are extensive, as you probably know, electric facilities, 250 foot wide easement with 100 foot plus tall towers. It's not necessarily conducive for lots of dense residential development in that area. You know I have heard some people say they would rather have residential development on this site, we could generate 23 units by-right. That's 230 trips on Hollywood Farm Road versus 30. The other component of... well I would love to have farming. Well farming has a huge impact on the environment, quite respectfully, and also creates a lot of noise and dust. So what we are proposing, I think, is reasonable, I think it blends, if you will, with what is already authorized by-right. Obviously we have got to come here with a conditional use permit, but that conditional use permit and those conditions allow us to blend the impact concerns (inaudible) outlined in our comprehensive plan and that our neighborhood has raised issues about including traffic and noise. So, with that I will move forward with my presentation and get through this as quickly as we can. As staff has noted the overall site is over 71 acres, but we are only requesting a CUP on 28 of those acres. Staff also noted we have basically broken the site up into four potential lots, for future development. On that 28 acres we are proposing just 20,000 square foot facility, under the M-2 Ordinance we could actually do something like 1.3 million square feet by-right, although there are certain limitations to that. The property is in the George Washington Districts. This is a request for a CUP to develop 20,000 square foot auto salvage yard office with warehouse. It is zoned M-2, as I stated, and the M-2 does allow automobile salvage yard with a conditional use permit. The project will generate 10 new local jobs and increase net county tax revenues generated from the site. Certainly the county generates real estate taxes from it, but now there will be an improvement of a 20,000 square foot facility, personal property on the site as well, which will generate additional taxes, positive taxes. The proposed business is not a pick-a-part facility. I know folks were real concerned

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about it being a pick-a-part. Lots of traffic is generated from pick-a-part. This is a commercial facility. The extraction process is for marketable parts. The foreign car part industry is a big industry internationally. So it would be a mix of domestic and foreign car parts that would be extracted from that area and will recycle those vehicles onsite. In regards to the questions about how long those vehicles will be there, Mr. Apicella's question, a very good question. Something we will look into, but typically the extraction occurs fairly quickly, cars are crushed, stacked and then out for recycling. We will sell them for scrap yards, scrap metal companies, etcetera, that Mr. Boswell was talking about. So it's a fairly quick turnaround but we can get you some more information on that. All parts sold to third parties, mechanics, body shops, other consumers and will be shipped out via Fed-Ex or UPS. So no one is coming to our location to go pick-a-part out and buy it. So we will be shipping them out and we ship them out locally, nationally and internationally. Vehicles to be recycled will be either crushed on site or sold to local metal shops. A recycling truck will come and retrieve the salvaged vehicles at least twice a month, maybe more depending on how many vehicles we have ready for transport. And typically those vehicles are flatbed trucks, car carriers, tow trucks, those kinds of things will be delivering and then taking out. Not the tow trucks, but the flatbeds. Vehicles will be delivered to the site via truck carrier, as I just stated, or wrecker at least twice a month, probably more and the same for the removal. Some extracting of parts will occur outside of the project and as staff noted we have it fenced in, we have it buffered, we have it screened, we have an internal facility, which a lot of the activity, the extraction activity will occur to reduce noise impacts and I will get into a little bit more of that. The surrounding area, and I am sure Mr. Coen if familiar with this area. It is a beautiful area. The property is located north of the intersection of Kings Highway (Route 3) and Hollywood Farm Road and southeast of the intersection of Hollywood Farm Road and Caisson Road. The property and one adjacent property are zoned M-2, so we do have an adjacent M-2 zoned property and it does intersect with the railroad tracks. And the surrounding properties around us that do touch us are A-1, the remainder of those. The adjacent and nearby uses include agricultural and low density residential, as I stated earlier. The applicant will provide appropriate buffering, screening, and open space around the property's perimeter to ensure that potential impacts will be mitigated, and I will get to that in a little bit more detail. Cultural resources and environment, there are no streams or RPAs on the property. There are no Federal or State license threatened or endangered species on the property. Of course for purposes of run-off, just like any other development, we have to control our water on site. Comprehensive plan... the comprehensive plan, we believe that this project is in general conformance with general policies of the comprehensive plan. The Project will preserve open space and agricultural/forestry lands. We are not going to remove to the extent that we don't have to, the current trees that are in place. So we are preserving existing tree line along Hollywood Farm Road. We are also including along Hollywood Farm Road a 60 foot buffer and preserving existing trees and planting supplemental trees, to ensure screening. And I will get into a little more details about how we are different than what we can do by-right. We are preserving evergreen trees along the portions of the powerline easement, which is quite extensive. We are including a transitional buffer that preserves existing trees and vegetation along our boundary lines, so that our neighbors can't see us. All interior parking and area will include extensive landscaping and canopy trees to screen the site and we are preserving at least 8 ½ acres on the 28 as open space. Again, also in consistent with our comprehensive plan the project will develop 10 new local jobs and generate positive tax revenues for the county to offset impacts in many ways from our residential projects. In addition, the location of the project is accessible and convenient, just off of Route 3 and the main route to our site will be from Route 3 to Hollywood Farm Road. Also in regard to the comprehensive plan, to further preserve the rural character of the area, the project meets the following criteria. Useable open space shall be preserved for agricultural or conservation purposes; areas containing steep slopes greater than 25 per cent, RPAs, and floodplains etcetera will not be developed or impacted. The building setback of 100 feet should be maintained from the perimeter. Again these are many of the conditions that are in the staff report that they have asked us to follow. A building setback of 100 feet to be maintained along existing state maintained roads. Again we are 150 feet back from Hollywood Farm Road. Large tree

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stands will be maintained to the greatest extent possible, which we are doing as shown on our plan. And low impact development practices should be encouraged for stormwater management, which we are doing. We are using a conventional stormwater management pond and also BMP services that will meet state requirements. Transportation, we are also dedicating right-of-way, as staff had noted. Hollywood Farm Road needs to be expanded and we are going to dedicate right-of-way along our property line for that purpose. You have seen the GDP, the site is outlined there in the middle. Access will be here off, oh good I made it work, Hollywood Farm Road. Here is the facility here in the back again there is about 150 feet setback from Hollywood Farm Road. This area, all this area will be screened with 60 foot of trees and other vegetation. This area is not being developed and this area is not developed, here is the power line in case you were wondering where that was. Further south down here, down in this area this way is the rail spur. Again here is our stormwater management facilities; they basically would be adjacent to the site as well as our septic field, which would be out in the woods.

Mr. Apicella: Charlie?

Mr. Payne: Yes.

Mr. Apicella: When you say that these areas are not being developed, you mean not being developed at this time?

Mr. Payne: Not for purposes for this CUP, exactly.

Mr. Apicella: Okay.

Mr. Payne: Public Facilities - the proposed rezoning would not impact schools or parks obviously. The property will be served by White Oak Fire Station, which is about 3.4 miles away to the north. The applicant's proposed use will have minimal impacts, in our opinion, on police and emergency services. Again, a fairly low dense, low intensity project. Transportation - Access will be off of Hollywood Farm Road. The applicant again dedicating about 89,000, almost 90,000 square feet of right-of-way along Hollywood Farm Road. Site traffic with the proposed CUP use will not significantly impact the existing Hollywood Farm Road or Route 3 volumes. Again, our traffic generations anticipate about 30 trips a day at 3 trips per employee, and that doesn't count obviously deliveries that are being made for, with the damaged vehicles and taking them out again. But they are very infrequent. They will not be occurring on a daily basis. The bulk of traffic is expected to come from Route 3. We believe most of it if not all of it will. And due to the type of business, no one other than employees and delivery trucks and car collectors will be coming to and keeping traffic generation low. So again, this is not open to the public, anyone of the public can come get a part from our site. Here are the M-2 uses, I know there was a question. I just think this is important to show. There are significant uses here that could be done by-right, without having to come in here for a Conditional Use Permit. You will see that they could quite extensive. Obviously building material and sales service yards could generate a lot of traffic, commercial kennels could be very loud and also generate a lot of traffic. Contractors equipment yard, convenience center, which is a recycling center that Mr. Boswell was talking about. I don't think we are going to have a convenience store out there, not sure we would have a distillery out there or a micro-brewery, but a nice thought. It could be general office use, light industrial uses under M-1 are all permitted. Light manufacturing, machinery sales, I mean the list is quite extensive that we could do. Automobile assembly/disassembly, truck repair, etcetera. Overhauling and again just in that regard, automobile repair, I have lived in Stafford County, born and raised in Stafford County and automobile repair and industry has been part of the rural fabric in Stafford County forever. Impact and the mitigation measures, I just think that this is very important to point out. Again, this is that balance that I was talking about, about what the current zoning is, what is has been zoned for a very long time. What

the comprehensive plan encourages. The property is zoned M-2, which obviously I just stated does permit intense and heavier uses. The proposed use does not change the character of the area as the property is zoned M-2 as are other properties in the immediate vicinity. Plus we have access to rail on one end, the south end. The property and impacted by a 250 foot wide electric utility easement as I have stated. This is just not very conducive for a residential development, in our opinion. We have agreed to dedicate 30 feet of right-of-way for future expansion of Hollywood Farm Road. The lower intense proposed use and footprint will generate less traffic, 30 trips per day. Five in the am and five pm peak hour trips. Very very low traffic generation. Again, we are not allowing consumer pick-a-part facility here. I understand some things were on Facebook. I am not on Facebook, thank goodness. I have no idea how to get on Facebook. But I understand that there's some rumors out there that we have a pic-a-part facility, and we do not have one. Most of the commercial trucking activity, again will be UPS and FedEx and those vehicles are already traveling on Hollywood Farm Road. Tow trucks and vehicle haulers will be limited and not a daily basis. And again we are only developing at this point in time 28 of the 71 acres and quite honestly, and I think Mr. Coen is correct, there's only so much that we can do on the entire site, just because of the limitations of not having access to utilities. But the reality is we could do something a lot bigger than 20,000 square feet and not have to come here for approval. We have set-back the facility approximately 150 feet from the right-of-way as staff had noted verses the 40 feet minimum for M-2. We are limiting the height of the building at 35 feet max verses 65 feet, we could do that, without having to obtain approvals for that by-right. And we are again limiting the square footage of the facility 20,000 square feet, although some in the the... some folks in the neighborhood have ask whether we could do a bigger building to have more of the activity inside, we will certainly think about that as well. But again N-2 allows a very very high intensity FAR of 1.0, again, I did the math on this site and you can do about 1.3 million square feet. We have included significant buffering and screening including an 8 foot high fence around the building, the parking lot, the storage yard, and no stacking of vehicles can actually go above that view. Plantings include 150 plant units per 100 linear feet to create a 60 foot buffer, that's a mouth full. But basically that means that we are going to have a very very dense planting pattern that will block and screen view from Hollywood Farm Road. The normal standard requirement is 50 plants per every 100. So we are a hundred times, if you will, greater than that. The applicant is planting a row of evergreens to the east potential views into the site, which trees will be located outside of the 8 foot fence. So you've got the 8 foot fence and the evergreens on the outside to even further enhance the screening process. We are preserving trees on the site and establishing a 50 foot transition buffer between all adjoining parcels, which is extremely important also for noise impacts and views. And much of the extraction and crushing activities again is going to occur inside. There will be little to no dust generated on the site. Most of the travelways will be gravel. Again if we had a farming operation on this site it would be noisy and certainly periodically there would be dust and other environmental impacts such as phosphorous and nitrogen from the fertilizer. It goes right into the ground, right into our water system. For purposes of residential uses on the site, again I stated this earlier it would generate 23 to 24 by-right units, which would have a traffic impact, about 230 traffic trips per day. And also impact our schools and parks. The County has also proposed 22 conditions to further mitigate impacts. That's a lot for a Conditional Use Permit. And I am going to highlight a few of those. Proposed conditions again, just real quickly, we can't have a pick-a-part, which is the second one. We also can't have a building higher than 35 feet versus the 65, which is under the current ordinance. We've got to have an automatic fire sprinkler system. All fluid and draining has to be conducted inside to Ms. Vanuch's question. The typical process, and we can certainly put this in the condition. When a vehicle is damaged, and I know this because I did the M&M Recycling Facility in the City of Fredericksburg, so I know a little too much probably to be dangerous about how this process works. Typically when a vehicle is damaged many of the fluids, if it is totaled, many of the fluids are lost at the site. But when they bring the site back to a facility of this nature, once it's purchased from the insurance companies, they bring it inside immediately and drain all the fluids. And then the fluids are separated. So the windshield wiper fluid and the oil and the gas are all separated. Many of these

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facilities actually recycle that for their own use for own trucks etcetera, whether its oil or gas or diesel. And then they sell the rest of it. There is a market, huge market out there for recycling for these type of fluids. And it is all regulated by DEQ and actually I think the local Fire Marshall has to regulate that as well because it is hazardous fluid. So, just to give you a little more information on that. Where was I? Sprinkler, sprinkler...vertical stacking cannot exceed, can't be visible from public right-of-ways. We've also again as I just discussed the fluids would have to be removed immediately inside and then we are subject to the County's fire prevention code and applicable state law, which actually DEQ regulates. Here's the other condition, we've got 22 conditions. We need to be setback at least 100 feet from the property lines, again we are 150. The building, salvage, parking areas etcetera need to be screened. So again for those in the community that were concerned about whether or not there would be enough internal controls or County controls or enough teeth in this process, as you can see there's quite a bit. And this is a view, a color rendering of what the site will look like, the buffering and how that may be reflective from our surrounding properties. So I think this is a very good view of that. Again, this is Hollywood Farm Road and this is the significant dense buffering of vegetation that we will put in place. Trees along here, fence all the way around the facility, as staff had noted and then fencing around the building and of course this would be the building where most of the activity... and this back here will be our storage area. Since I have messed up that beautiful rendering, I will be happy to answer any questions you may have.

Mr. Coen: Alright, any questions for the applicant? Seeing none we will open up the public hearing. We have 23 individuals who have turned in cards, so we will go through the order again and then anyone who hasn't turned in a piece of paper and wishes to speak, they can speak at that time. We remind you that during the public hearing when you come up you state your name and your address. The red light... the green light will go on you have three minutes. When you hit the yellow light you have one minutes left and when the red light blinks we ask you wrap up your comments. We start with Glen Patterson, Mike LeDoux, Todd Dross and Debbie Dross.

Mr. Patterson: Thank you Mr. Chairman, before I start my statement, I would like to address one housekeeping issue with Mr. Harvey. On the list here you've got the owner listed as Aria Europe. Their name is actually spelled Eroupe, not Europe, I looked it up on the State Corporation Commission site. So that might be something you want to just correct.

Mr. Coen: Go ahead Mr. Patterson.

Mr. Patterson: Good evening Commissioners. My name is Glen Patterson, I reside in the Rock Hill District. While I am not a resident of the George Washington District, I am a county resident and very much concerned with water quality issues throughout the county. And most of you already know that. That is what attracted my initial attention to this CUP. In my 67 years I have been to enumerable junk yard, or I guess the politically correct euphemism these days is auto salvage yard, getting part to repair the number of vehicles I have owned over the years. Without exception these facilities had soil that was fouled by motor oil, antifreeze, brake fluid and any number of other liquids which vehicles require to function properly. At some point over time those fluids will leak and seep their way into the groundwater and contaminate it. This really concerns me. That is my personal pet peeve and I believe something which needs to be considered. However it is not my only concern regarding this CUP as requested. On their application Aria Eroupe indicated that the proposed use would not generate noise, dust or smoke once they have finished the construction phase. Perhaps Bowman Consulting has never observed a vehicle crusher in operation and that caused that to put that inaccurate characterization in the application. To say that a vehicle crusher will not generate noise is akin to saying that President Trump won't tweet. Neither statement is based on reality. The application stated that the proposed use does not change the character and established pattern of development in the vicinity. While the proposed use is

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consistent with the M-2, Heavy Industrial Zoning classification that the property currently holds, the Comprehensive Plan future land use designation for that property and surrounding area is agricultural rural, which would not permit the proposed use. In fact the property was rezoned in 1969 for a proposed manufacturing plant which never materialized. That zoning should have been rescinded years ago. These are just two examples of many within the application where the applicants consultant got it wrong. The residents of George Washington District shouldn't be made to pay the price for the applicant's subpar submission. I strongly urge you to adhere to the County planning division's recommendation and deny CUP17151925 as being inconsistent with the current and future use of land in that district. Thank you.

Mr. Coen: Thank you Mr. Patterson. Mr. LeDeoux.

Mr. LeDeoux: Thank you for your time. My name is Mike LeDoux my son and I own property on Hollywood Farm Road, we are in the process of breaking ground for him to set up his home. A quick question, is the condition enforceable by law?

Mr. Coen: Mr. Harvey?

Mr. LeDeoux: Because we heard these conditions but I would like to know that. If my time could freeze for a minute to get that answer.

Mr. Harvey: Mr. Chairman, conditions imposed with a Conditional Use Permit are part of the zoning regulations for that particular property. They are enforced as part of the zoning laws for the County.

Mr. LeDeoux: Alright. Thank you. That answers my question. So it says it's not going to be a pick-a-part facility, if that is enforceable, I am good with that. I am concerned because they do have 51 space parking lot for 10 employees. That makes me wonder why they have such a large...51 spaces, that's of concern. Makes everybody a little paranoid when you see that. The gentleman stated that vehicles would be delivered and removed twice a month at a minimum. What's the maximum? Is he planning on having a failed business? That doesn't seem realistic to me. Vehicles will be drained in the facility, however, not all vehicles will be stored inside of the facility. I'm happy, I'm pleased that he mentioned that the vehicles are all drained when they're crashed on the residential street and not in this facility, but they're going to store the vehicles outside before they take them inside the facility. Those vehicles are going to be leaking. So that's an issue. Where are these fluids going to be stored? What's the size of the tank? Is it a 500 tank? 1,000 gallon tank? Where are all those fluids going to be? And I guess there's state enforcement, EPA, state EPA, OSHA, what have you, who is going to enforce that. These are all questions we have. The landscape buffer, I don't believe it. From what you gentlemen and ladies are telling me, it doesn't seem to occur to me, perhaps I'll have a time to allow my pet unicorn to graze there. Also, if you put a buffer up and the trees die, what's the obligation to replace those? Is there an obligation? I just want to throw that out there? 8-foot fence, but things are going to be stacked 10" high. That's a concern. We can see from the road. They seem to downplay the transportation requirements. We're going to have 30 trips, because we have 10 employees, but we're shipping parts by UPS trucks, FedEx. A flat bed, I just googled it, is 8.5 feet. Currently a stripe on the road is required when a road is 18 feet wide. I'm not sure exactly how wide the road is. I have a F-150 pickup truck and it's high adventure when two pickup trucks are passing each other on that road. So I'm concerned by that. We've already talked about the blind turns, the tractor trailers, I think that's probably all I have. Thank you.

Mr. Coen: Thank you, Mr. LeDeoux. Todd Dross, then Debbie Dross, and then after her Nancy Pace.

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Mr. Dross: My name is Todd Dross, I live on Woodview Drive, across the street. I'm not going to sound all official and have a bunch of little nit nat numbers for you, but I grew up in junk yards. I moved into White Oak into this house two years ago, we just bought. We looked close at where we wanted to buy all around. We did the right thing, walked up to neighbors, said, look, I shoot guns, I curse, I ride motorcycles. Do you have a problem with that? No, we don't. Actually we do the same thing. Okay, we did this in all this different houses all around Stafford County. Now at the same time, also a business owner for 17 years in Stafford. So I wanted to get along and the A-1 is big to me, because some day that might be part of business. My business could end up being there in a small little motorcycle repair shop. But without the community behind me, that makes no sense. I don't want to get there and have them complaining of course, let alone me just riding in and out. Well, everybody's turned out really nice, to tell you the truth. Everybody's on a good page, as long as you talk. That was my biggest first problem. We didn't get word about this and it was last minute. If it wasn't for one of the neighbors across the street finding this sign saying what's going on, in his ditch, because it blew, or got ripped off, whatever it was. I found two staples in it. It really just seemed like a really kind of hiding type of thing to me. My gig was, this wasn't going straight to begin with, kind of like I wanted to do to get there. Well the community is that way and then I'm only saying this to refer back to my business, not directly related to this, but it will be, if this goes through, if you allow this to go through, is, I have a junk yard right around the corner, actually two buildings up from my building. Stafford doesn't know about it. They think it's a...you got it on the books. I have gotten over 100 phone calls to dispatch. I've had every deputy, I've had EPA, I've had detectives, we actually had a little sting going on down there. They cut the locks, busted in. A lot of the stuff's coming out of Maryland, stolen parts. I grew up in junk yards. I know how they work. I don't care whether it's, and I'm not saying that this is going to work that way, I'm just saying it has the potential to. My problem is, Stafford doesn't have the ability to stop it. We don't have a business license. You can just open up a business. You can just open up a business and start paying taxes and hey guess what, the checks go out, nobody's complaining, unless a resident does. I started complaining. I've got every deputy throwing up their arms when they leave there. There's nothing I can do. You gotta get a hold of the Board. You gotta have somebody from Planning come down. You gotta check zoning. But when I called dispatch and asked them and try to put...probably got 50 calls officially, because a lot of them I hung up and just gave up, but it's still registered as a boat...this is a junk yard. They're stripping semi's that I watched on the weekend. I have pictures of stuff you wouldn't believe that I've showed and they've brought in 3 feet of dirt, 3 feet of top soil, and covered up rear ends, motors, oil, ...I've watched oil come out from a pickaxe through the bottom going into the ground. So I'm kind of leary of, not what they say they'll do, but what'll happen when something goes wrong. What do we do? Where is the recourse?

Mr. Coen: Thank you Mr. Dross.

Mr. Dross: Is that it? I'm colorblind. I'm out.

Mr. Coen: Debbie Dross, so when the light on the far right is blinking.

Mrs. Dross: I know my colors. I may not be good at speaking, but I know my colors.

Mr. Coen: Okay, after Debbie we'll have Nancy Pace, if she's still here, Courtney Doil, and Sean LeDeoux.

Mrs. Dross: Hi, I'm Debbie Dross, I live on Woodview. I'm kind of all over the place here. I had something planned and then a bunch of stuff came up. I thought I had read that the vehicle crusher was going to be inside, now I'm hearing it's going to be behind. I'm little confused about that. I'm very concerned about that. You heard we have a motorcycle repair business. We also have a dynamometer.

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It's very loud. It's inside. You can hear it from down the street. If you put a car crusher behind this building, you know when cars and motorcycle get on Route 3, I can hear it at my house, so a car crusher behind a building across the street. I'm going to hear it, okay. We have pools. We have kids. We have an awesome neighborhood because our kids play outside. They're not on their computers, on they're phones. They're out in the yard. They're playing. They're riding bicycles. They're outside all the time. That's what we like about our community. So listen to the screeching of cars coming off of rollbacks and being loaded up and crushed. I mean, that's horrible. Why would we want that in our community? I mean, that makes no sense. That doesn't fit our community. We're used to the tractors, the...out in the...you know plowing the fields and stuff. We're used to that. We hear that. It's farmers. They're working hard. We're used to that. That's cool. That's not impact wrenches and chisels and car crushers and loud screeching noises of metal and all that. It's not, it's just not the same. For the recycle oil, I would like to have their hookup, because we can't even get anyone to pick up our oil anymore. They used to pay us for it. Now we can't pay anybody to come get it, so if they could us that hookup, I would very much appreciate it. I do want to say that our concern isn't so much about business. There's a lot of business owners in our neighborhood, a lot of small business owners. That's really not our concern. We just want the right business for our community, okay? I don't think a junk yard fits. There's other business that can be there, that we can all be happy and cohabitate and not annoy each other and not be constantly calling the police every other day, because, it's a Saturday afternoon and they're making ungodly noise and we can't even enjoy our pools. I mean, you know, we just want the right business. We're not unreasonable people. All lot of us are business owners. We're not unreasonable, but we know what we deal with in the industrial park where we had our business for 17 years. That's why I moved out there, because I don't want to deal with that in my neighborhood. This is conditional use, so I'm appealing to you guys to not approve this. I want to take my chances with what can be built in M-2, okay, because I think we're very limited and I think it can be very compatible. So I'm willing to take my chance. I just don't want my junkyard. Thank you.

Mr. Coen: Thank you Ms. Dross. Ms. Pace?

Ms. Pace: Good evening, my name is Nancy Pace and I live in my father's house which was built in the 40s and I think it's about 15 feet from the road and I'm strongly opposed to having a junk yard in our neighborhood, because this is a quiet and very nice neighborhood to raise a family, not put a business there. I just strongly oppose of it. Thank you.

Mr. Coen: Thank you Ms. Pace, and you live on Hollywood Farm Road?

Ms. Pace: Oh, excuse me, yes.

Mr. Coen: That's fine. Alright we have Courtney Doyle, Sean LeDeoux and the Becky Guy, and then Edward Doyle.

Ms. Doyle: Good evening. My name is Courtney Doyle. I live directly across the street from the proposed salvage yard on Hollywood Farm Road. I ask that you please consider the negative impacts this auto salvage yard would have on my family and on my home. It is directly stated that the purpose of the M-2 zoning is dedicated to industrial type uses that may not be compatible with residential uses, due to potential nuisance or hazard. Furthermore it states that these districts should only be located where all necessary public utilities and transportation are adequate, both of which this specific parcel lacks. All of the surrounding land has been developed into homes. The proposed plan is not in the best interest in preserving our areas rural character. The proposed use also contradicts the comprehensive plan use and the compatibility with our residential area. Even with the applicant's proposed buffers, there is no way anyone can guarantee this business won't be disruptive to our surrounding homes. How

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are trees and a fence supposed to block the sound of a huge 10 foot car crusher? My 3-year old twins play in our front yard, which would be within yards of this business. Unfortunately we received a notification a week before hand. The business plan was submitted in July. I truly believe the business owners never reached out to the community beforehand, because they knew it wouldn't be favorable to live next to a junk yard. I also think such short notice of such a large change in our community took everybody by surprise. We're reasonable people. I just want to keep our quality of life in our quiet residential area, so I as that you please consider the best interest of our community and deny this conditional use permit. Please keep our area residential. Industrial businesses don't belong this close to our homes. Thank you.

Mr. Coen: Thank you Ms. Doyle. Mr. LeDeoux.

Mr. LeDeoux: Good evening and thank you for the time that it takes to hear us out today. I appreciate you. I'm part owner of a property on Hollywood Farm. I'm a licensed insurance agent also. I'm very, very, very knowledgeable about the process it takes to salvage a vehicle. When vehicles are damaged, you're often times you're unable to empty the fluids, empty those vehicles at the location of the accident and/or prevent them from leaking into the actual area where they're stored. With this, while vehicles are being emptied at this facility inside and I appreciate that, thank you very much, with it being on ground water and well and septic, there is absolutely zero way, one, cleaning this facility's floor, because you have a 20,000 square feet facility, that if you were to use water to clean, which would make you everyone, that this would prevent these things a fluids from getting into our local ground water. With that being said, King George was recently embarrassed by their dump, I would like to not see Stafford to be embarrassed in the exact same way, when they do the well and septic testing on our homes and our lands and find that. That would be a nice embarrassing news article for a place that would like to grow. I can appreciate the need for new business to bring families and jobs into this local area. My biggest concerns are, as an insurance agent, the tractor trailer coming down the road with as many winds as Hollywood Farm has, would be counterproductive to road maintenance as well as safety. We're all familiar with Route 17, the way it bubbled up with that high level of traffic and high level of weight these vehicles would carry. This road has no scheduled improvement time frame. By adding these vehicles and that weight I can't see any positive outcome for the county. The 8 foot proposed fence elevation is at 142 feet in the front of the site, the maximum height at the elevation, if you missed that minutia, is a 154 feet, which means that the dirt, debris and vehicles, and the proposed crushing that would happen indoors with the crusher outside on the proposal, which is also confusing, would loom over the landscape, high and mighty for everyone to see, regardless of the trees you put up. What machineries are going to be used to move these vehicles? If they don't run and they're not leaking, how will they get from one place to another? It's only 28 acres. What would prevent from land, or aka air breaks? We've all observed it. We've all heard it in traffic where it goes (*simulating truck sound*). It's a very calming, soothing sound to hear, especially for many of the equine and hooved owners that have horses, cows in the local area. None of these things are spooked by loud noises that are unexpected. None of these things are detremented by those things. Many of the people in the area actually care for these horses and teach others to do the same. I am really very much against it. It's hard for me to articulate my words having learned about this so recently. I would applaud any act to strike it down if at all humanly possible, provide recommendation to do so. And I look forward meeting you at length and providing future exploits. Thank you.

Mr. Coen: Thank you Mr. LeDeoux and I can't wait to see Ms. Stinnette translate the (simulating truck sound) into the minutes. We have Becky Guy and Edward Doyle and then Steven Henderson.

Ms. Guy: Mr. Chairman, members of the Planning Commission. I am Rebecca Guy, Salvington Road, Falmouth. Falmouth covers a big area. You may be a little bit more familiar with White Oak. White

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Oak is where I was born and raised. I've lived there all my life. My ancestor, an English patriarch, married a Potomac maiden, who lived in White Oak on land on which I likewise reside now. We already have been through a similar application to this auto salvage yard application. That one was located on Forrest Lane Road, which is very close by, and arguments against that application were very similar to what you're hearing tonight. However I am very encourage by the staff memo on this project and would like to commend Jeff and Brian on their recommendations. Furthermore VDOT as commented accurately on the road conditions. You saw a slide up there, that, as photography will do, made that road look much wider than it really is, and I like the 150 Ford metaphor, that is very true. I can testify tonight to the hazardous conditions of the secondary roads that exist throughout the county, but are presently very problematic, even hazardous on a daily basis, as I travel back and forth in church and volunteer work, to and from my beloved White Oak. I would disagree with the efficacy of the fence. It may screen the area, but it doesn't do anything to solve the other problems, which I don't have the time to go into, but will, if this ends up before the Board of Supervisors. The fence is an enclosure, not a problem solver. I would like to commend the staff on this recommendation they've made on the CUP and also, I know we're not discussing it, the amendment to the zoning ordinance. It's very encouraging. I know you all work hard long hours, but it's very encouraging to see results like this recommendation and I hope you do forward it on to the Board of Supervisors as is. Thank you very much.

Mr. Coen: Thank you Ms. Guy. Mr. Doyle, then Steve Henderson, Mark Elkins and Janis Sullivan. And just so that you know, when it gets very close to 10 o'clock we have to technically take a break and make a motion to go past 1 o'clock in the evening. We won't cut everything off, but we do want to let you know how the process works. Go ahead Mr. Doyle.

Mr. Doyle: Good evening. My name is Edward Doyle, live on Hollywood Farm Road with my wife Courtney and my twin 3 year old daughters. I'm approximately about 100 yards from the proposed site. I think you can hear a lot of the same complaints throughout the night and I had wrote a whole bunch of my own complaints, but as I was sitting here and I was out in the lobby and I was talking to the other residents, I realized you can sum up all of our complaints in three words. It doesn't fit. Alright? It doesn't fit the criteria to grant a CUP. I was going to talk about what the criteria was to grant a CUP, but I realize you guys already know that. You're the subject matter experts on this. You grant them and deny them. You know what they are. The other thing is, it doesn't fit the future use plan. I'm pretty sure you guys were instrumental in building it, therefore if you thought this area should have been industrial, it should have been in the plan. It wasn't, so it doesn't fit. And lastly, M-2 doesn't fit with houses. Basically you're trying to fit a square peg in a round hole. The applicant doesn't care about us. As a testament to the opposition of this proposal, me and the citizens of Hollywood Farm Road we got 190 signatures in the past four days. It could continue to grow as long as we got time, but unfortunately we were basically only given a week to prepare for this. I'd like to introduce this. So I'd ask basically that you move to deny the CUP. I'd ask that you listen to the staff, listen to VDOT, but most importantly, just listen to the citizens. They don't want this. Thank you.

Mr. Coen: Thank you Mr. Doyle. Steve Henderson.

Mr. Henderson: Hi, I'm Steve Henderson, I live on Hollywood Farm Road and I really just have to agree with everything that they're saying here. The devaluation from all our properties if you put a junk yard across the...right in our neighborhood, the contamination of water, the traffic, it's just...Stafford County has always been a bedroom community and to put in something like this just seems like it would be a big mistake. If they built a \$400,000 house next to a \$600,000 that would be a problem. How would you like a junk yard next to your house? So that's all I got.

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Mr. Coen: Okay. Thank you Mr. Henderson. We have Mark Elkins, Janis Sullivan, Carolyn Huffstickler and then Debbie Sullivan.

Mr. Elkins: Good evening, my name is Mark Elkins and I live on Hollywood Farm Road. I've been at this residence for 14 years. I'm here tonight as a very concerned homeowner as I face a complete turnaround on the place my family and I call home. When we purchased this property, we left a small house on a very loud and busy Lafayette Boulevard. We were thrilled to find this peaceful, friendly country atmosphere. We love the privacy and the slow pace of the road. This is a place where my wife and three boys enjoy taking walks and riding bikes along the road. Much of our family time is spent outside enjoying our open yard and beautiful woods. When we purchased this land 14 years ago, we never dreamt that we might be facing a completely different scene right across the road. We cringe at the thought of big trucks hauling junk cars down the road, a road which, according to VDOT, is not conducive to large trucks. We are concerned about the noise pollution which will undoubtedly come with the proposed salvage yard. And instead of a quiet cornfield, we would be forced to see a junk yard, as we leave the driveway daily. This is not the place we love to call home. Aside from ruining much of what we enjoy at our home, we don't see how a development like this won't decrease the value of our home. This is not the place for such a business, directly beside and across from families. We are longtime loyal, happy Stafford County residents. I plead with you not to give favor to a company who has no connection or loyalty to our county and is only here to make a buck, regardless who has to suffer. There's a more appropriate place away from residences for a business like this. Enclosing, I encourage very individual here who is in favor of the conditional use permit, to tomorrow morning stand in front of your house and envision a dirty, junky, noisy 28 acres salvage yard directly across the street. This is what I and all my wonderful neighbors will have to look forward to, if this permit is approved. To most of you, I hope this illustration hits home. To others, like the firms working closely with Aria, I believe it is nothing more than just a paycheck, but to me it is so much more. It could affect my family, quality of life and the value of my home I've poured into. I appreciate every one of you. Thank you very much.

Mr. Coen: Thank you Mr. Elkins. Ms. Sullivan, then Huffstickler, then we have Debbie Sullivan and Catherine Rice.

Ms. Sullivan: Hello, I'm Janis Sullivan and live on Hollywood Farm Road, directly across from this proposed site. Lived in Stafford County, born and raised here, more than 75 years ago. I moved to this site at Hollywood Farm Road, purchased the land in 1969, about the time it was being rezoned M-2. There doesn't seem to be much known about that, but since I'm so old, I know a little bit about it and the purpose of it was to provide service along the railroad track. So the proposed business, well, the one site that was supposed to be there, was supposed to use the railroad for conducting its business, and not the road that's currently there now. Excuse me, can't talk. ...the road that currently, in my opinion, unusable for heavy traffic. My children grew up at this site. I sold my house after living there 25 years. I sold it and I bought it back again recently, because I...the neighborhood is exactly like these people here described it to be. It's meaningful. It's meaningful to people's life. I'm not crying. I lose my voice when I try to talk loud. Anyway, I agree with everything that's been said here tonight and I did not prepare a speech, I've not been to my mailbox, but I do not feel like I've been given any notification at all. So I didn't have time to prepare a lot, because I found this on the county website yesterday after calling them and finding out how to get the particulars on it. So what I want to do is just go through their proposal here and comment on a few extra things. So starting on page 4, it says that they will a well and septic system. Later it says they will have a sprinkler within the building. I do not know how a well will support a sprinkler system. Next about the roads, I don't believe there are any plans to, in fact it was said here tonight, there are no plans to improve that road. The road is absolutely horrible. I've run off it myself and I run other people off of it and other people run me off of it. It's a bad road, so anyway, it's no place for that. Alright, let's see what else. About noise impacts, it says here the noise

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ordinance would regulate the loud noise levels. Can't see where I wanted to go, but anyway it said it would be...it gives...I can't find my words here, but I want to know what decibels are allowed. It says so many decibels at the road level. Is that the industrial road level or is that the residential decibel level? It's unclear. It also says lighting would be installed in compliance with the zoning ordinance. Is that for residential or M-2 ordinance? I don't know which. Oh I see my time's up. I'm going to go real quick here. Do I have to stop?

Mr. Coen: Yes please, if you could.

Ms. Sullivan: Darn, I'm not ready. Anyway, vote no.

Mr. Coen: Before we go to Ms. Huffstickler, Mr. English, you have something to say?

Mr. English: We're not at 10 o'clock yet.

Mr. Coen: We're close enough. By the time she starts three minutes, we'll be over.

Mr. English: Yeah, I make a motion to continue on after 10.

Ms. Bailey: Second.

Mr. Coen: Okay, no discussion and we vote. And Mr. Rhodes says yay. Okay. Alright thank you Mr. English. Ms. Huffstickler, then Debbie Sullivan, then Catherine Rice and Tom Rice.

Ms. Huffstickler: You know we've been talking tonight, I'm sorry, I'm Caroline Huffstickler and I live on Nanny's Lane, Nanny's Lane is really just a driveway off of Hollywood Farm Road. We've been talking tonight a lot about White Oak and I've been thinking, there are so many oak trees, it deserves its name, and beach trees and in my...I've been going to college for the last three and a half years, even though I'm old and in my biology classes, I've learned that oak trees and beach trees only appear in the eco system when land has been undisturbed for 150 to 200 years. All these trees that are going to be planted in front of this facility are going to be fast growing poplars. They don't fit in this community. This is an old woods...all around us is old woods, and it's not going to be there. That's just part of what's going on here. I'm a widow. I've lived in my house for 38 years. That house is my investment. It's everything I own. I never knew I had M-2 property next to me. I never knew it and I appeal to you, how did you let this happen to us? This isn't in the county plan. This is not what you want for our community. That's not the plan you have, but we have this M-2 property. We can't stop these people from outside who don't live here, who won't be impacted from coming in and building something in our backyard. How did this happen. It's not right. Of course I'm concerned about my well. Of course I'm concerned about the noise and everything else, but the property values. Our property is going to be worth nothing. Who is going to buy a house next to a junk yard? I wouldn't. Thank you.

Mr. Coen: Thank you Ms. Huffstickler. Debbie Sullivan.

Ms. Sullivan: Hi, good evening. My name is Debbie Sullivan and I live on Kings Highway and I'm actually to speak about one of the properties directly across road on Hollywood Road. I do want to address, I heard tonight that we talked about the urban services area and a business should be in an urban services area. We've already addressed that this is not that place. If we allow the conditional use permit for this project, are we setting a precedent? And what about, we talked about lot 1. What about 2, 3 and 4? And what about 10 cars for 1? How many for 2, 3 and 4? We've already heard about the condition of the road. And I live on Kings Highway and I promise you, getting to my driveway in the evenings

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and even on Saturdays is miserable. We don't have traffic lights down where I live. So we have Dahlgren, we have a lot of different things going on. And so what I wanted to speak today about was the traffic situation and how poor it is and how we haven't even addressed the transportation and the comprehensive plan for this area. And so we're talking about even bringing in one small business, one exception, one condition that opens up lot 2, 3 and 4 as well as the other areas that are surrounding M-2. I also have to say that I believe that the right decision to deny this conditional use permit, ask the business to find a place in the county in the urban services area to operate this business. I feel like that would be the appropriate place and I also here about the M-2 and the Aria and all these other businesses. I would be willing to buy this property from the current owners for what they paid and I would love to put it in your comprehensive plan into a conservation easement with forestry, because my family does farming down in Westmoreland, but we're doing a lot of conservation easements and trying to put our land to where you can put trees and you can do forestry, so then you come timber those trees once every 20 to 30 years, depending on the type. Because for a lot of your hardwoods, you don't replant them. You cut them and you let them regrow. With pine, that's a different story. That's all I have to say tonight.

Mr. Coen: Thank you Ms. Sullivan. Catherine Rice, Tom Rice, Sherry Campbell Eutsler.

Ms. Rice: My name is Catherine Rice and I live on Hollywood Farm Road and I'm the second homeowner north of the 70 acres. I've lived out there since 1977 and I'd like to address three areas. The traffic and safety. Secondly the neighborhood stormwater drainage and lastly property values. Existing traffic has grown to a point where it's totally unsafe. My driveway is a hidden driveway and I've installed a big mirror, however it still remains unsafe because the traffic still tends to speed around the curvy, narrow road. When I leave daily, I lower my windows to listen for the oncoming traffic before I barrel out. So this additional traffic, whether it be trucks or cars, it's still going to make things worse for my community. Now the water currently flows from the direction of the subject property, it serpentine across all three of our properties to the north and then back around us and out to Muddy Creek. This causes standing water and potential flooding. The drain ditches and streams need to be reviewed not only on this property but all the subject properties...not only subject properties, all properties, excuse me. Now I've been a licensed real estate agent since 1973. My experience tells me that property values will be devastatingly and financially impacted regardless of what kind of buffer you're going to put around this property. I feel that the properties across the street across the street are going to be rendered unmarketable if this plan goes through. Now I invite each of you all to drive down the Hollywood Farm area, inspect the road, inspect these conditions and drive down the driveways and just see the million dollars' worth of properties that would be impacted by this. Thank you all.

Mr. Coen: Thank you very much Ms. Rice. Tom Rice and then Sherry Eutsler and Laura Garretson.

Mr. Rice: I'm Tom Rice. I live on Hollywood Farm Road as well with my wife Catherine. I'd just like to pull on the thread a bit of the point that the staff made concerning the truck traffic. In reading the application, there's really no indication in that application as to how many cars would actually have to be processed in this facility to make the business viable. But if you look at the amount of storage space that is allotted in the 28 acres, you do a little quick calculation, you figure there's room for probably 20,000 cars to be stored out there, really without even stacking them. So how knows the total numbers. So, I think the estimate of 20 vehicle trips a day is...that was based on 10 employees, you know, doing three trips a day. And if it's going to be a viable business, obviously you're going to have to have a lot more deliveries than one or two a month, of vehicles coming in to deliver cars to be crushed and then parts going out. I would think it'd be more like a hundred trips a day personally. So that's one point. The other point, there was no, absolutely no information in the application that I saw presenting any background about this company. Have they operated a facility like this somewhere else? Do they have

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a track record? Is there something that they operated that could be visited and verified as to how they operate in a different location? And likewise there is no financial information provided, at least not to the public that I saw. Of course, I wouldn't even rent one of my houses to somebody without a financial statement and a credit check. The question is, if some of these conditions that are being proposed weren't met, you know, down the road somewhere, what would be the recourse? I mean, is this company strong enough to have a little reserve to fix anything? So I believe my minute is just about up.

Mr. Coen: Thank you Mr. Rice. Ms. Eutsler.

Ms. Eutsler: Hi, my name is Sherry Campbell-Eutsler. I live on Homers Lane. It's right off Hollywood Farm. My family has owned land there for almost 100 years. I'm very concerned, number one, the chance of contamination to our water. With all the precautions in the world, accidents still happen and unfortunately, if our water is contaminated, we have no alternative, not alternative water whatsoever. It's all well water there, completely. All the properties around the proposed site depend on the well water. Two, I'm worried about the flatbed trucks, tractor trailers, whatever the vehicles are, on those backroads that will be coming and going. The road is very narrow with sharp turns and hills. I also drive a...a drive a Ford Expedition, and every time I meet something my size or a F-150 or anything, you almost come to a complete stop. I chatted with Mr. Ross Decatur yesterday. He's the bus driver for our Elementary and High School students. His exact words were "That road is definitely not safe for my kids standing on those narrow roads waiting for this bus. And three, I'm worried about the peace and quiet that we value so much. My mother is 82 years old. She's lived in White Oak all her life and she's lived there since the 50s. One of the few things she still enjoys is riding around the neighborhood on a golf cart, listening to peace and quiet and the birds, and we have deer. Just our neighborhood is so quiet. She calls it god's country, I'm sure as many people in here also does. But with the added traffic and the facility so close, she along with many others are very, very, very concerned about the noise. The proposed project is completely surrounded by farms, barns and families. It is no place for the industrial project. Thank you.

Mr. Coen: Thank you very much Ms. Eustler. We have Laura Garretson, Jeffrey Garretson, Cathi Sullivan and then Wes Grigg.

Ms. Garretson: I think everything's really been said and you're going to hear the same thing over and over. The community, I mean, has really pulled together, it's been amazing actually, but not surprising. Laura Garretson. My property, my husband and I own, is adjacent to the lot 2 that we don't really know what's going to end up being, but our 6 acres runs right along there. We've been here 21 years. We moved from a subdivision out to our little piece of heaven, that's how we call it. We raised our four boys there and like everybody said, it's quiet, it's peaceful. They're talking about the noise. We do hear the tractors in the field, and like I said, we've got trees in between our property and then there's the field. The tractors are going, we can hear it from our house. No issue. The crusher, we'll be able to hear every bit of it. It'll be literally... Our well is right there on that side of the property. It's 50 yards our well will be from that property line, and like I said, the trees and then there is the warehouse and we'll be able to hear everything. Like they all said, it's peaceful, it's tranquil. We have horses that walk up and down our yards, I mean our roads rather. Bicyclists up and down daily because there is a bicycle path/trail out the other end of the road. It's just a good place to live and you all, you wouldn't want a junk yard in front of your home and I think that's really all I need to say.

Mr. Coen: Thank you, and I believe you live on Hollywood Farm Road.

Ms. Garretson: Yes I do and it's very light and I'm not following instructions.

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Mr. Coen: No problem. Alright and now we have a Jeffrey Garrestson and I'm going to guess it's the same address.

Ms. Garretson: I live on the north-west side next to the future site of the water drain off that's going to be within 50 feet of my well I guess. What was not stated, it says there's no streams on that land. There is water under that land that runs constant from that corner down where they're going to build those ponds. There's a drain underneath that that goes all year, and it goes across and down into Muddy Creek. I walk by it every time I walk in the evenings and you can hear it run every day. It's not like it's from rain. And I guess I don't have a whole lot more to talk about that anyone else has talked about except, it's a park there. If you walk through those woods, it's a park. There is 100 foot trees everywhere. Some of them 4-5 foot wide and I don't want to see it die. And I raised my kids there. 21 years in that location. I'm ready to retire and I'm going to have to listen to beep, beep, beep, beep, beep, as those trucks back up and go around and then crush as they crush them cars all day long. I appreciate them...their due diligence in denying.

Mr. Coen: Thank you Mr. Garretson. Cathi Sullivan, then Wes Grigg, then Brenda Sampson and the last is Nate Huber.

Ms. Sullivan: Good evening.

Mr. Coen: Good evening.

Ms. Sullivan: Cathi Sullivan, Homers Lane. My son sent me some articles, he's a real estate broker, a few minutes go and it kind of changed my whole speech, so. And I'd like to present them, it's like impacts of salvage yards, bullet points on Chesapeake Bay Act, you know, that kind of stuff. I agree with Ms. Rice in regards to property values. I'm a realtor and I know what people look for and they don't want to live near it. So it will hurt our property values. Number 2, I didn't know a thing about a salvage yard and all the heavy metals that go along with it and that seep...can seep into our groundwater. But then the last one really got me, was all the things that can go with it, like leukemia and all the different metals, what they cause to you. And lastly it talks about car batteries and it can change the soil. Everybody's talking about the water. Septic is one thing we have to worry about and if we screw up the eco system of our septic fields then...we can't have water and sewer like you guys, so...that's it.

Mr. Coen: Thank you Ms. Sullivan. Mr. Grigg.

Mr. Grigg: My name is Wes Grigg. I live on Hollywood Farm Road. I also own the road frontage on lot 4 of this proposed site, from 30 feet to 80 feet I own that road frontage on lot 4. I'm also the executer of my mom's property which is the Grigg family trust. I'd also like to have these documents added to the record. And what I got to say, I had a lot of stuff to say, the groundwater...New Hampshire, the state of New Hampshire have 6,000 junk yards in their state. For every 600 junk yards in their state, 200 of them fail, most of them fail through groundwater pollution. We have no means to have clean water supply other than our wells. My mom's is 60 feet, very susceptible to groundwater pollution. Also would like to know, what this company...their violations, they have other junk yards in the area, have they been written for violations? Have they had any EPA violations on their sites and we really want to know if they're going to be good neighbors, if you let them come in. The zoning was in 1969. I've been here since 1968. My dad went to that zoning meeting. I was for a particular company. In the 80s we went back to one of your comprehensive zoning commissions. They were talking about that area again, the comprehensive plan. My dad, again tried to get it changed back to agriculture and the county said it didn't really matter because there was no stormwater there. So, in regards to Mr. Payne's

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comments that it's been there since 1969, well our citizens in White Oak had been trying to change that since then. Also I'd like to explain that their business plan is a failed business plan at best. In 25 years none of us will be driving cars ourselves. The talk about the UN report in 2012 summary from Mr. Ross Phillips said by the year 2044 this kind of governments will be meeting to make sure it's not only voluntary, but by law that we don't drive. 43,400 people died this year in traffic accidents. We're not going to allow that to happen. So we won't be needs of junk yards. There won't be needs of traffic lights, stripes on the road, insurance companies. We'll have no new cars. We won't buy new cars. We'll be leasing them and they'll come autonomously to our houses and leave the same. And that's by 2044. We're talking about 30 years from now. So the county and the residents will be cleaning up their site down the road, because there won't be any need for junk yards anymore. Thank you.

Mr. Coen: Thank you Mr. Grigg. Brenda Sampson and then Nate Huber.

Ms. Sampson: My name is Brenda Sampson. I live on Woodview Drive and I actually brought a map for you to see that this is my house where I live and you can see it's right across from where this proposed mess is going to be, or might be, hopefully not. I have lived in Stafford County all my life which is 64 years. My husband and I with our two granddaughters have lived on Woodview Drive for 18 ½ years. Our granddaughters were 1 year old and 5 years old when we chose, and I mean chose, to move out of a subdivision to move to the country. We bought a house with 20 acres of land, zoned agriculture residential. All around us were open fields, either corn or beans growing. We had horses, dogs and a cat as pets but we also enjoyed the wild life, seeing the deer, rabbits, squirrels and lots of birds. We were the grandparents to all the neighborhood children. We would have 12 to 15 children at our house every day. We fed them snacks and lunch and they swam in the pool and rode the horses and rode go-karts and all kinds of activities to keep them occupied during the day. Now that we have retired we wish to continue the peace and quiet, even with 12 to 15 children, it was peaceful and quiet. We want to have that peaceful and quiet life style still that we chose 18 ½ years ago. If this salvage yard would be approved, it would definitely impact my quality of life. Instead of walking out my front door, seeing the fields and wildlife, I would only see and hear the mess that is being proposed, much less that 8 foot steel fencing that is ugly. I want to continue to see the beautiful rural residential setting and hear the chirping birds, which is what I chose, again, chose, when we decided to go to county living. I can only request that this beautiful land not be destroyed by all types of pollution, whether it be noise or water or whatever. I chose this rural, residential community. I could have bought a parcel of land near the Stafford County landfill. Not that I have anything against it, but that's not where I choose to live. But now this is being forced upon us. Of course this is not my only concern, my quality of life. I have all the concerns that all of my neighbors have given to you. So it's redundant for me to repeat them. I do hope that you will deny this request for this junk yard. I thank you very much for your time.

Mr. Coen: Thank you Ms. Sampson.

Mr. Huber: Good evening. My name is Nate Huber. I live on Fisher Lane, it's a private road off Hollywood Farm. I think in general a lot of thing's been hit tonight, environmental issues, noise issues, traffic issues, visual concerns, property impacts. I've come here tonight as a road engineer to talk about the corridor itself, not just the parcel. I think everybody in this room has pretty much voiced their opinion to the matter. They don't really care about the 30 trips a day, they're more concerned about large vehicle traffic. Maybe not so much just Hollywood Farm is affected, I know there is one point on Route 3 that was never talked about. I am fully aware of the VDOT review and they did indicate that the applicant maybe did not apply the appropriate trip generation calculations and that maybe they weren't quantified correctly. So I'll move on just to the road way. I want to touch it, keep it as generic as possible, but it is a narrow section up and down the road way. There is very few pavement markings, there's no delineation, I know a narrow section is much harder (inaudible) for larger trucks with much

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larger turn radiuses. There is inadequate sight distances everywhere on this corridor. There is blind curves. There is vertical and horizontal geometry deficiencies. One concern that was never talked about, that I didn't hear get talked about was ingress/egress onto Route 3. Major primary. There is no site distance. Any one of you could go out there today and you'll be taking a chance getting on Route 3 or across Route 3 from Hollywood Farm. There's not enough storage in those turn lanes off route 3. They said that's the primary access. They never mentioned one thing about the intersection at Hollywood Farm, Forest Lane and Caisson. Those alignments come together. They don't make a true intersection. So with the horizontal deficiencies, oh shoot 43 seconds, if you get on the corridor, there is no clear zone along it. Clear zone is your bailout options. If there is no clear zone on the road, the residents have a couple of options...oak trees, so if they have to get around a truck, a big truck, they have really no bail options, plus it is very much used by pedestrian traffic, horses. I've seen horses on there, bicycle, little kids and you're going to put those...there's no defined ADA compliant facilities, you will...and you're going to force those people to be exposed to large truck traffic. Long story short, it is in the comp plan to update this road. It is not the VDOT six year plan. It will not be in the VDOT six year plan for probably 10 to 15 years. And that's guaranteed. Thank you.

Mr. Coen: Thank you Mr. Huber. Is there anyone else in the chamber that wishes to speak, come on down. Just form a line.

Mr. Naro: My name is Paul Naro. I live on Caisson Road. I represent everybody from Forrest Lane out to 218, Lorenzo Drive and I want to put on the record that we are all opposed to this. That's all I have to say. Thank you.

Mr. Coen: Thank you Mr. Naro. Alright, come on down.

Ms. Tebrich: Good evening, or night maybe. I'm Lorna Tebrich. I'm on Stableside Lane. I just want to add, kind of on top of what's been said tonight, my husband and I just purchased real estate in Stafford County back in April. We left Spotsylvania. My husband's an engineer and we went through an obnoxious amount of research on where we were going to move our family and buy our forever home and start our family life. And through all that research, you look at school districts, and flood plains, and future planning, we chose Stafford and we chose this area of Stafford to live and to invest significant portion of our money into what we hope will be our forever home. And so something, as was said earlier so eloquently, to start a business, a junk yard business at the end of the street that borders onto our new property will only open the gateway for future heavy industrial, because it makes sense from a zoning standpoint that you would bucket those groups together and that you would try to minimize impact as we heard in the first commission agenda item, that you would want to minimize impact and kind of group those things together, so that your growth isn't pickely pickely but it is...it makes since. 218 has a lot of commercial on it. Route 3 has a lot of commercial on it and so would strongly urge you to consider that we keep and we preserve the residential piece and communities between those two major roads and keep that as residence instead of allowing businesses to encroach and grow and bleed into the communities that have long been standing and hopefully forevermore will be growing our communities and our residents here. Thank you.

Mr. Coen: Thank you Ms. Tebrich.

Ms. Bell: My name is Pam Bell. I live on Hollywood Farm Road. I just have a few points. First of all, this is and agricultural, residential area and according to your comprehension plan, the county is actually paying farmers and agricultural people hundreds of thousands of dollars a year not to develop their land, to put it in a trust where it cannot be sold for development. They're also...environmentally they are being paid to fence off muddy creek, so their animals cannot pollute it, to drill wells, that their animals

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do not need to use this, and this property is, I think, 600 yards from Muddy Creek. The drainage runs right into it and it's like a mile from the Rappahannock. We have a small horse farm. We run anywhere from 8 to 22 horses. We have a boarding facility. My horses need 10 gallons of water per horse per day, plus clean grazing land. The hydrocarbons, the oil, the gasoline, the heavy metals, the brake fluid, the antifreeze can pollute and seep through the groundwater and contaminate the grazing land as well as the water, and we're all on wells. We've got to...this is our business too. We were here first. But it's also our love. When we first got married, I wanted a horse. It took him six years to get me a place where I could have my horse, but we've had horses for 40 years now. And if I do summer camps for the kids in the summer, I just can't imagine that noise, just the heavy trucks on the road, let alone the screeching...it would be an unsafe environment. I'm just asking you to deny this and keep our little piece of heaven as nice as it is. Thank you.

Mr. Coen: Thank you Ms. Bell.

Ms. Huffstickler: Hi Clarissa Huffstickler, Kings Highway, just on the other side of the intersection with Hollywood Farm Road, so it's an intersection that I know really well. Coming from my mother in law, Carolynn's, on Hollywood Farm Road to turn left to come back around to my house on Kings Highway, is treacherous as a single vehicle. I cannot imagine tractor trailers full of smushed cars trying to make that left out across traffic, which is a huge concern of mine. Another one is the harmful effects of the groundwater contamination. And I found a study that the New Hampshire department of environmental studies did, and they said that the primary environmental concern at motor vehicle recycling facilities is the potential for groundwater and surface water contamination due to mishandling of vehicular fluids, including gasoline, Diesel fuel, oil, transmission fluid, all of the oils and the fluids that are coming out of these cars, which, as we all talked about tonight, is going to go straight into our groundwater system, into Muddy Creek, into the river. I'm going through my notes, because everybody said all of the good points already. But I think the huge concern with the mishandling of these oils and fluids from a company that we don't know their track record. We don't know that they're going to be able to do it safely, is a huge concern. Thanks for your time.

Mr. Coen: Thank you Ms. Huffstickler.

Mr. Kelly: Good evening ladies and gentlemen. My name is Steve Kelly. I live on Hollywood Farm Road and I'm the lucky one that is surrounded by parcels 1, 2, 3 and 4. If you look at the picture, there is a little cut out. That's where I live. I was not informed at all that anything's going to be going on, even though with the 75% of my property they own around it. To put this here is just Ludacris. That's all I can say. It's absolutely ludacris, it makes no sense at all. I live in the remnants of Hollywood Farm, which was an old plantation home. That land has been farmed since 1790. I've met people who grew up, who have passed away now, who farmed that land as little boys and lived there their entire lives. It is farm land with houses dotted here and there. It's beautiful out there. As far as the contaminants in cars, sure you can drain the fuel tanks, you can drain your little brake reservoirs, but what about the brake fluid that's still in the brake lines themselves? Do they blow those out? How do they remove those contaminations? They don't. It's just not cost effective to do that. Cars piled up outside, absolutely will contaminate the ground. There is no question about it. The land there is clay. So the water runs off. It runs to my house. It runs into Muddy Creek. And everybody else has done a great covering everything else. But thank you very much for your time.

Mr. Coen: Thank you Mr. Kelly. Good evening.

Ms. Kelly: Hallo, my name is Shelly Kelly. I live on Hollywood Farm Road. I think everybody's covered all of our concerns. Our well, as Steve mentioned, is adjacent to the property. It's a shallow

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well. It's 70 feet deep, so we're concerned about the ground water. One thing I did want to note, and it's parcel 4. We are surrounded by the heavy industrial so I want to make note so that this is know that there is a cemetery in the field there. The oldest grave, marked grave, is 1857 and what we've heard is, there's unmarked graves in the area. I also wanted to mention the traffic coming off of route 3. I drive to Dahlgren every day. It is dangerous getting out on the road. You do take your life in your hand. But also coming down from route 3 on Hollywood Farm Road, the road is crumbling on the side, so there's deep ditches, it also crosses the creek. The creek floods. I'm concerned that the truck traffic eventually is going to make the road crumble in that area, and then we have only one access point to the road. And as I said, everybody else has addressed my concerns and that's all I have to say.

Mr. Coen: Thank you Ms. Kelly. Anyone else?

Mr. Plucker: My name is Chad Plucker. I own land on Hollywood Farm Drive. Obviously the benefit of going last is, as most people have said now, most of the points have been made. A couple of things I wanted to hit on that kind of stick with me as I've been listening to people around. The buffers that they're talking about putting up, the trees, the fences and all that, that's great to help block our vision from the outside, to be able to keep their building from us, but it also blocks the ability to see what's going on inside. You know, being able to see how many cars are stacking up. Being able to see how many fluids are being dumped. If the hydraulics blow on this crusher, how much fluid does that leave going out. Also I think it was mentioned earlier, enforcement. What's the county going to do to check on the status of this stuff. We know the cars are going to leak. Anybody that's changed oil in the garage can sit there and watch it drip for hours before it's empty, brake lines, all that stuff. One last point. My wife and I started looking for land about six years ago and landed in Hollywood Farms, after looking at King George, Spotsy, Caroline, all the surrounding counties. Got the land at Hollywood Farm and have been sitting on it for about five years now. Just recently, about six month ago, started working with a builder, started working with the banks. We're working towards Christmas, January getting ready to sign a contract to start building our house on that land. With this development, that has all been put on hold. As you look at the zoning ordinance list, your six criteria. Number 1, it shall not change the character and established pattern of development in the vicinity of the proposed use. This is doing exactly that already before it's even been approved or denied, because it's impacting what I'm going to do in your county. If that gets approved, most likely I'm going to sit on it until I see some type of zoning change based on this. If I don't see it go from M-2 to agricultural, I'll sell. I'll get out, but I will not build anywhere near a junk yard. So, it's already impacting what your ordinance is trying to avoid. The other thing I would say is, this has been a good eye opening to see the county's plan looking ahead. You guys are trying to figure out what is the county doing? What are we going to plan? How are we going to look forward? As good as the intentions may be of the salvage yard, we've all seen salvage yards before. You got Banks Auto up in Fredericksburg on Route 1. They had the FBI come in for buying cars that were being stolen up in the district. That's now a pick-a-part. It's probably one of the worst places you can go. Bad characters, messy place, fluids everywhere. So, think about that as you're looking towards the future. This may not be as harmful as they try to make it out to be, but what happens a year from now, two years from now, three years from now, when we open it to the public or sell it to someone else that may turn it into pick-a-part. Thank you.

Mr. Coen: Thank you Mr. Plucker. Ms. Whitefeather.

Ms. Whitefeather: My name is Lou-Ellen aka Whitefeather-Silver. I'm just going to summarize like the gentleman in front of me, and since what I know best is the history of the area and I think I'll do a little name dropping also. The area that I would be very concerned about down there close to the salvage company would be the Hollywood Farm home itself, which was the home of the Greenlaw family. There is a cemetery there with many Greenlaw family members. We have a major in Fredericksburg,

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Mary Katherine Greenlaw. Her children's ancestors are buried there. The home is listed on the Virginia historical register. It's listed on the national historic register and one of the names from the cemetery, Bryce Greenlaw, was taken as a given name for my grandfather, so he was named Bryce Greenlaw-Edwards, because his father were friends, his family I should say, family members, were friends with the Greenlaws. And so he picked one of the names over at the cemetery perhaps to name my grandfather. But there weren't many speakers tonight who have names from families that have lived in that area of the county for 16 generations. We have a group in that end of the county called the Potomac Indian Tribe. We have 2,200 members. Anyone else that has moved to the county perhaps finds some arrow heads, arrow points in their yards, because many of the old time livers here farmed in that area, along the Muddy Creek area and in the Stafford County area. I don't want to remind Mrs. Huffstickler, but I will, that there's probably no one sitting up on this board now, that was in here in 1969, so these people are not responsible for the rezoning of that land. They probably had no idea that this last strip of Stafford County was even in this industrial zoned area. I would like to say that I taught driving for 30 years, I would love to see car carriers and tractor trailers and some of these big tow trucks make the maneuvers at the Wildcat Corner that's going to take them around the zig-zags of why that corner has its name and I do not say that I can testify what they would look like coming off of route 3, but I bet we'll have a number of new accidents and some jack knife trucks down there.

Mr. Coen: Thank you Ms. Whitefeather. Anyone else wishing to speak. Alright, I'm going to close the public hearing and turn the gavel over to Ms. Vanuch.

Ms. Vanuch: Thank you Mr. Coen. As we did in the previous public hearing, we typically give the applicant to answer any questions that were raised by some of the public speakers.

Mr. Payne: Thank you Madame Vice-Chair. Charlie Payne, again, with the law firm Hirschler Fleischer. We represent the applicant. Appreciate your time this evening and long stay. Wish you all merry Christmas and a happy new year. One, want to apologize to the community for not having a meeting with you. I take responsibility for that. Quite honestly, time kind of got away from me in regards to this project and the fact that it was zoned M-2. We did do a little scouting in the neighborhood in regards to whether it would have any issues and we were told that it would not, but I take full responsibility for that and I am more than welcome and happy to meet with you after this meeting to walk through many of your issues. I think that would be a good idea, since we have not had an opportunity to have a community meeting with you. I say that because there is a lot of misconceptions that I've heard this evening. A lot of opinions that have been swayed, I think, by concerns about something on Facebook and what they deem this to be junk yard. It is not a junk yard. There is some factors we need to deal with and some realities. And one of those is, this is zoned M-2. I'm not here for a rezoning. It's already zoned for many intended purposes of M-2. The applicant owns the property. They don't have it on a contract. They own it. So the reality is, and I heard many speakers say there's no way to control this, there's no way to control this, you can't control the operator, you can't control the user, but that's the beauty of the CUP. It absolutely controls the operation. It absolutely controls the use. In fact, if we violate it, you can revoke it. You have the authority to revoke it now. You have the regulatory power to control what happens on that site. Otherwise you pretty much don't. Not to mention the fact that this is a low intense proposal. It's 72 acres. We're proposing impacting 28. I've heard discussions, we're impacting historical properties. This use is 2,000 feet from the plantation farm. The use, not the all the property, the use. You need to focus on that. Stormwater management must be controlled on site...state law, county code requirement, Ches Bay requirements. We don't get to run off water anywhere we want. That property has been farmed and cleared where we're located if there's any cemeteries, any historical value, there has been farmed forever. I'm sure they've been destroyed. So, we think there's some things that we can address here, in fact I think we should have a noise study done to show that what we're proposing will not have impacts to folks around

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us. I think that we should also, we are open to all of the crushing activity and all other extraction activity occurring indoors, which I think we can do and also I would encourage staff to reach out to the City of Fredericksburg. I've worked on two of these similar cases in the City of Fredericksburg successfully and there are many factors that go into the conditions that can address many of the questions that came up today, including noise, buffering, screening and hazard control of fluids. All of which would require a plan from us, which we would be willing to do. This is a, whether folks want to understand it or be scared of it, this type of business is a very modern 21st century business. It's occurring in every, pretty much, jurisdiction in the country. It's profitable, it's utilizing vehicles that have been damaged for re-sale of key parts. About every component of these vehicles has value, including the scrap metal. So these things aren't sitting out there wilting away. The user is extracting, selling the parts, scrapping the metal. That's the model. So, I would be more than happy with the community, and again, I apologize that I did not do it before, to walk through these issue, walk through how we are mitigating these concerns, and again traffic...it's always the dangerous t-word. This is a low traffic generator folks. That's the reality. So, Mr. Chairman, or Madame Vice-Chair, we're offering to have a community meeting before you move forward for a final decision, if you feel that's appropriate and to have a community meeting and walk through the concerns and address many of these questions that have been raised. Because quite honestly I take responsibility for not having done that before. So with that, I'm happy to answer any questions you may have.

Ms. Vanuch: I'll bring it back to the Commission. Anybody have any questions for Mr. Payne? No questions.

Mr. Payne: Yep, thank you.

Ms. Vanuch: Mr. Coen, this is in your district. Yes Madame Chair, I would like to recommend denying CUP17151925, otherwise known as R18-05 and I'll make my comments after.

Mr. English: I second the motion.

Ms. Vanuch: Mr. Coen?

Mr. Coen: Yes, numerous things about this. Quite honestly you just have to look at staff's report. You start off with the idea that M-2 districts should be located where all necessary public utilities are available and where transportation systems are adequate. Clearly this does not meet that and granted it says should, but logic would say it makes more sense that this would be in...excuse me...okay, this would be the urban service area and on roads that would be suitable for it. It says staff notes that much of this fence would like obscure the proposed landscaping, however the word likely is rather problematic. They pointed out that the 65 foot wide vegetative buffer along Hollywood Farm and includes retention of existing wooded areas where possible. As I stated earlier, I am very leery of things that vague, since our recent history of the time that I've been on the Commission, what they view as wooded areas when possible is quite often taking down to many of the trees. And that would change it. The sight distance for truck turning left onto route 3 from Hollywood Farm may be inadequate. You look at their evaluation criteria. Number 1 points out the proposed differs from established pattern of development and I thought it was very telling that Mr. Payne himself said "developed at this time". So they're developing this one parcel at this time, which means that the other three parcels could be done later on and once it's already been decided that it's going to be this type, logic would therefor mean that it would be others. I thought it was interesting to say that farming would be more noisy than this. And it was rather ironic, because before this meeting Mr. English and Mr. Apicella and Mr. Harvey and I were in a meeting about M-1 and somebody out in Hartwood was pointing out that when you move out to a rural area, that's what you expect. Even in my subdivision I hear cows. I know that, I'm not

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complaining about cows, because that's what you expect. The people in this area expect to hear the rural farming noises, so that really didn't seem too much. Evaluation criteria number 3, about the proposed facility. And it says "may negatively impact the value of adjacent residential properties given the shift from agricultural to industrial uses", so when it said that there will be additional property tax revenue coming from this one parcel going up, it really doesn't mean that there is going to be a negation of everybody else's property value in that area. And so therefore there's going to be a delta there and quite honestly, since we found out last week that cemeteries drop property values, I would think that something as noisy as a auto salvage would do so worse. Number 4 talks about the traffic and says "truck traffic on Hollywood Farm Road could present safety issues". Now the initial thing that I saw said wreckers and other trucks. Today we find out they're flatbeds. I drove down that...well I've driven down there because I really love the house of the Kelly's many years ago, but on my salary I can't afford it. I'm glad good people did, but I know that road and it's very dangerous for regular cars. When I went down there Saturday, it was just someone in a minivan, they almost drove me off the road in my truck. So it is problematic for vehicles that are that large. I'm glad somebody talked to the bus driver, because logic would say that busses going up and down that road is problematic and the hours of operation being 7 in the morning to 7 at night, I do believe that school children meeting the bus starting at 7 in the morning and then some of our elementary school children, because of the distance, are coming home later. And of course at this time of year, it's darker earlier. And I don't think it'd be reasonable to say to them they have to close their business at four in the afternoon because it's problematic. So even if we were to try to put conditional use permits...conditions on them, trying to limit their operation hours to, you know, four in the afternoon in the winter, would not be reasonable. Number 6, the proposal is generally inconsistent with land use recommendations and many goals, objectives and policies in the Comprehensive Plan. So it's not meant to be out here. I think there's been other people who have spoken this evening who can offer suggestions as to what else could be there. One of the major elements is, it changes the character of the neighborhood and that's one of the things we have to look at. So, because of all these, and I understand that there has been the insinuation that we could do something by right and you better do this, because by-right use of X might be worse. And that's fine, but logic says you look at what the by-right uses can be and many of them are not feasible. And so therefore making that in theory, yes, that could possibly be, but now they know from actually now hearing from the residents, rather than doing it when they were supposed to, when they filed the application in July, there's somebody who has other ideas what they could do with that property. So for all those reasons I do not think this is the right fit for this area. It's not the right fit for White Oak and it's not the right fit for out county.

Ms. Vanuch: Anything else Mr. Coen? Mr. English?

Mr. English: I don't think I have anything else to say. I think he said it all.

Mr. Rhodes: Madame Vice-Chairman, I would like to comment just to remind all, that regardless of the disposition of the vote of the Planning Commission tonight, this does not end anything. This does go to the Board of Supervisors. There is another public hearing that will go about. So just keep that in mind. Keep in mind the opportunity I would submit if it were me to talk to the applicant to make sure I best understand everything, because this will go through a whole other cycle and I do think it merits remembering that it is zoned M-2, has long been zoned M-2. Keep that in mind folks. Just keep that in mind. There was a fair comment that was up there, regardless of how much you dislike it and other things, a fair comment that's up there is, a conditional use permit at least allows the opportunity to influence things and at least puts a limitation on behavior should they fail to abide by the CUP. It can be revoked, and I just think it's fair, being that it is standing in M-2, that you need to consider that. Thank you.

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Ms. Vanuch: Okay. Anybody else have any comments? Mr. Apicella?

Mr. Apicella: I won't say as much as Mr. Coen said, but I agree that the proposal in front of us, the auto salvage yard, is inconsistent with the comprehensive plan given its location, next to adjacent A-1 properties, that it's inconsistent with several objectives and policies outlining the comp plan, that it's inconsistent with the development pattern in the vicinity, again, mostly A-1 zoned properties. I believe it would have an adverse impact on the abutting properties and change the character of the neighborhood, again, because they're A-1 properties. Most of our M-2 properties are in the USA. I think the two things that stuck out at me was, would you want a, it was said as a junk yard, but would you want a salvage yard next to your house? And we're citizens and that's why we're on the Planning Commission, because we represent the citizens. The board may have a different perspective, but I would not want to live next to a salvage yard and I live on A-1 zoned property. The other thing that was said, that also stuck with me is, it's not a good fit for the area. And that's why we have a CUP, even in M-2, because not every use that's allowable, even under a conditional use permit, makes sense in every place throughout Stafford County where M-2 zoning is allowable. And in this case, based on what we know and what's been said, it just does not make sense to me to have an auto salvage yard in this particular location. Thank you.

Ms. Vanuch: Thank you Mr. Apicella. Ms. Bailey?

Ms. Bailey: Just briefly, because the hour is late, I'm not going to reiterate everything else, but I actually did drive out to Hollywood Farm Road today and as I have over the probably the last 30 years of being a resident of Stafford County, and I must say there is a tremendous amount of residential growth that has occurred out there over the last 30 years and unfortunately Hollywood Farm Road is a rural road, and as I was driving...I drove from the beginning from Route 3 and I almost got ran over by a tractor trailer, I had to go down, turn around, come back, make the right hand turn onto Hollywood Farm Road. So I had my own experience today. It is a beautiful area and I'm not against business. I think it's unfortunate that it's already zoned M-2, but the unfortunate consequence of it being rezoned in 1969, you know I think it just further exudes that, you know, that use is not good for that area and I'm afraid I have to agree with the majority of the folks out here today, but more importantly I just do think that this rural road is not conducive to that type of business and it's not the right place.

Ms. Vanuch: Thank you Ms. Bailey. Mr. Boswell, you're the only one left. Do you want to say anything?

Mr. Boswell: Yeah, real quick. Just to reiterate the point, it is still zoned M-2. Your adjoining properties are still vulnerable to a recycling facility and many, many other things under the M-1 and M-2 zoning. And Mr. Rhodes pointed out, we're just...we don't make the final decision on this, so you still got another fight to go, but I'm going to support Mr. Coen's motion.

Ms. Vanuch: Thank you Mr. Boswell. And I'm going to add two points really quickly. The first is that I obviously bought a house in the wrong part of Stafford County. I ride horses and I drive an F-250 with a horse trailer, so I don't fit in North Stafford. And then the second point is one of the questions that I brought up from the very beginning. Groundwater contamination. That is a real hot button. I live on a well, many residents in North Stafford out in the Rock Hill district live on a well, just like you guys do out in White Oak. And the contamination is a very real concern as many of the houses that were built in the 50s, 60s, 70s, they have very, very shallow wells that are highly susceptible to contamination and that is something that I, you know, take very, very seriously. So for those reasons, I'm going to support Mr. Coen and his motion tonight as well. And thank you guys for all coming out. So we have a motion

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to deny conditional use permit 17151925 by Mr. Coen and a second by Mr. English. Can you guys cast your votes? Alright. So the motion passes 7-0.

Mr. Coen: Okay, thank you very much for coming out. As you exit, if you'll exit quietly and quickly. Being 11 o'clock we have one more public hearing to go to.

Ms. Vanuch: So... so just so you guys know, the meeting is still not over. We have other items on the agenda. So if you guys could just exit quietly, Mr. Coen's going to come out there and talk to you real briefly. Thank you. Okay, so, if you guys can hear me, next on the agenda is item number 3, Amendment to the Zoning Ordinance. Mr. Harvey, you want to kick it over to Susan Blackburn?

3. Amendment to the Zoning Ordinance - Proposed Ordinance O17-39 would amend the Zoning Ordinance, Stafford County Code Chapter 28, Table 7.1, "Required Parking Spaces," to reduce the number of parking spaces required for manufacturing uses to one per 1,000 square feet of building area and to combine the uses of storage indoor and storage outdoor to just storage and reduce the number of parking spaces to one per 5,000 square feet of storage area. **(Time Limit: March 23, 2018)**

Mr. Harvey: Yes, thank you Madam Chairman. Please recognize Susan Blackburn, our Zoning Administrator, for the staff presentation.

Ms. Vanuch: Again, if everybody could move to the outside so we can move on with the meeting, quietly please. Go ahead Mrs. Blackburn; I think we're good now.

Mrs. Blackburn: Good evening Commissioners. This is a public hearing... This is a public hearing for proposed Ordinance O17-39, which is to amend the Zoning Ordinance regarding parking for manufacturing uses.

Mr. English: Gentlemen, can you leave the... Gentlemen, can you all leave?

Ms. Vanuch: So our meeting is still going on. Please don't address the Board. If you guys could all step outside please if you're going to communicate or talk. Thank you.

Mrs. Blackburn: This item is before you because we had a request from a manufacturing company in Stafford that our parking regulations were too high for their particular business. And it was first discussed at the Planning Commission as part of the Planning Director's Report, and this was in September of... the September 27th meeting. And during the discussion, Commissioner Apicella raised concerns that required the minimum number of parking spaces we had proposed to be twice the number of the largest shift of a manufacturing operation and he thought that that was excessive. We had pulled or surveyed the parking requirements of adjacent jurisdictions, and they were less than ours, averaging one space per thousand. We came back at the October 11th meeting and centered on the number of parking spaces per employees versus the parking spaces per square-footage of the structure. And the rationale of using a parking ratio based on shift size may allow for fewer spaces for businesses that operate in shifts compared to the use that did not. And you the Commission considered both approaches to determine the number of required parking spaces. And after considering the standards adopted by other jurisdictions, the Commission voted to modify the proposed ordinance amendment to allow one parking space per thousand of gross floor area of manufacturing use and conduct a public hearing on the 15th. At the November 15th meeting, we had input from the manufacturing company who had requested this in the first place. And they still stated that the parking regulations were too strict for their use and it would end up being excessive parking for what they were going to be used. And part of what they had

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brought up was that a significant part of their operation, and it actually does end up being for other manufacturing uses, included storage of materials that are used in manufacturing but not the actual manufacturing portion of the property. And the Zoning Ordinance, as it does stand now, allows the parking rate of 2.25 parking spaces per thousand. And that was what we had been working on for that. But for storage, it was one per thousand, 1,000 square feet of building area. And the company, Mapei, provided testimony as to how the overall parking rate of one space per thousand square feet exceeded the needs of their business and the effect of how the excess parking would limit the company's ability to expand their facility. And they had provided this information which you received in your packet I think at the November 15th meeting. You had reviewed the information supplied by the company and you requested that... well, the Commission closed the public hearing and requested staff to re-advertise the amendment for the December 13th meeting, which is tonight. And the new proposed Ordinance is to allow one space per thousand of the building area, and the rate was amended for indoor and outdoor storage to be one space per 5,000 square feet. And that is the Ordinance that you have before you and the Resolution did allow you to make changes. And do we have any questions?

Ms. Vanuch: Does anybody have any questions for Mrs. Blackburn? Okay. So, the next step of this would be to open up the public hearing. So, if anyone is here to speak on this particular Ordinance, if you guys would like to come up, you have 3 minutes when the green light comes on. When the yellow light comes on you have 1 minute left, and when the red light comes on, wrap up your comments please. Please state your name and address for the record.

Mr. Gorney: Steve Gorney. I'm a project manager with Mapei Corporation. Yes, I just come in to address you again. I think our situation is rather typical. Unfortunately, we don't have a super-efficient warehousing and manufacturing facility. Ours is pretty average. Again, kind of to tell our story, currently we have a 70,000 square-foot manufacturing and warehouse facility in Stafford County on Nelms Circle, as well as two satellite warehouse rental spaces in Spotsylvania. So, we're looking to consolidate into one facility. And to do that, our head count will go... our current head count, it will be 86 employees. We're looking to hire 7 more which gets us up to about... about 100 employees over a 24-hour period, five days a week. Right now, according to the way your parking requirements are, it would require us to put 193 parking spaces for this facility where we're not even going to have a hundred employees. So again, I'm kind of here to speak in favor of that 5,000... one space per 5,000 square-foot because again, I think that's pretty typical. It's not just for us; it's for other manufacturers and warehousing facilities in your County. Again, we're committed to our Stafford County facility to grow that and we've been here over 20 years. We think we're a good neighbor to the area around us. And so, again, we're committed to expanding here but looking at it, all the other requirements you have from a planning standpoint we're fine with, we're willing to meet. It's just the parking. It's hard for us to justify economically, you know, almost 200 parking spaces when we're not even going to have a hundred employees. And again, we're looking to stay here for the long haul; we're not looking to sell, we're not looking to move out. Hopefully we're here another 20 years and another 20 years after that. So, any questions?

Mr. Coen: No, not in public comment.

Mr. Gorney: Okay.

Mr. Coen: But thank you Mr. Gorney.

Mr. Gorney: Yep, thank you.

Mr. Coen: Alright, and we also have Christopher Kowalski.

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Mr. Kowalski: Good evening, my name is Chris Kowalski. I'm an engineer here to talk about your parking ordinance. I'm going to keep this short because it's way past my bedtime and I'm sure it's past some of yours. I support the Ordinance as it's currently written. Parking is one of the major influences on site design, especially when it comes to industrial properties. Reducing the parking is going to bring you... bring Stafford County way more into conformance with other localities which will in turn drive your economic growth much further than you could now, parking is a little bit stringent as Steve from Mapei said. Like I said, I'm going to keep this short, so that's really all I had to say on this. I believe that Mr. Furnival behind me will be saying a little bit more than me, but I just want to say I support these changes as they're currently written.

Mr. Coen: Thank you Mr. Kowalski. Anyone else? Yes sir.

Mr. Furnival: Good evening Mr. Chairman and members of the Commission. My name's Richard Furnival, Rick Furnival with Sullivan, Donahoe and Ingalls. We are consulting engineers working for the Mapei Corporation. I have a ways to go home tonight so I am not going to speak very long. I would like to uh...

Mr. Coen: I think we have bunk beds.

Mr. Furnival: I'll take you up on that. I would like to thank the entire Commission for hearing us at the last meeting and being flexible and adapting the proposal to our needs. And I'd like to commend Mrs. Blackburn and staff for an excellent research and recommendation. And I would just like to say that the recommendation that's before you tonight will address the concerns that Mapei has had. It will allow the development to go forward effectively, and I think it will be a very good benefit for the County as well. So, thank you.

Mr. Coen: Thank you sir. Alright, anyone else wishing to speak? Seeing none, we'll close the public hearing and bring it back. Staff, did you want to say anything Mrs. Blackburn?

Mrs. Blackburn: Just a reminder that we have been working on the parking regulations and, if this does go forward and the Board approves it, this will be incorporated into the new parking regs. And this was one of the subjects that the committee did discuss. We landed... the committee landed on per employee but, because we have received additional information, I don't think the committee would have any real heartburn about how we have been splitting out the uses within the manufacturing, between storage and the actual manufacturing part of the building.

Mr. Coen: Thank you Mrs. Blackburn. Alright, so I bring it back up to the Commission. Is there any...? Do we have a motion?

Mr. Apicella: Mr. Chairman, I move for to recommend approval of the proposed Ordinance, O17-39.

Mr. Coen: Okay, is there a second?

Ms. Vanuch: Second.

Mr. Coen: Okay. Any discussion Mr. Apicella?

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Mr. Apicella: I think we noodled it pretty well at the last meeting and I think for the same reasons why we recommended that the proposal be re-advertised and the way it's in front of us makes sense going forward.

Mr. Coen: Thank you. Ms. Vanuch?

Ms. Vanuch: No further comment.

Mr. Coen: Anyone else?

Mr. Rhodes: Mr. Chairman, I would just submit that while I'm glad it works for the individuals who spoke this evening, that's really not the reason necessarily supporting it. It was a good breakout as we got into further discussion to separate the distinctions between there was a good logic to it. But I do note that for the first three agenda items, there were comments, positive (inaudible) comments towards staff for the efforts and the work that they've done. And I just think that it's worth noting because they just do such a tremendous job all the time on every instance and it's just great to see it noted by others as well. Thank you Mr. Chairman.

Mr. Coen: Thank you. Anyone else? Alright, seeing none, we have a motion before us for approval.

Mr. Rhodes: Yea.

Mr. Coen: And it passes unanimously. Alright, thank you and I'm glad everything worked out over the two different meetings. We move to Unfinished Business. We have our continual discussion of e-commerce. I know that's Mrs. Blackburn. For the interest of time, what I was sort of thinking and discussed it with Mr. Harvey is that we -- and this was before I thought we'd be here till this hour -- we sort of wait to really get into this until our first meeting in January. I know we normally don't deal with big issues at our first meeting, but we could hear updates from staff and actually decide what the Commission wants to do on this. Do we want to have staff continue doing research? Do we want to have a subcommittee? Do we want to do all that? And that... we're sort of at that precipice of deciding and I thought rather than us trying to decide that at this meeting, it would make sense at the first meeting in January that we do that. Is everybody amenable to that?

Mr. English: I am good with that.

Mr. Coen: Okay.

Mr. Rhodes: No, I want to stay.

Mr. Coen: Okay. We'll put it to a vote and you can stay.

Mr. Rhodes: Yay.

Mr. Coen: Alright, so we will deal with that in January Ms. Blackburn. We are trying to make life easier for you.

Ms. Blackburn: Thank you Mr. Chairman.

Mr. Coen: Then we have the... next item is on parking spaces, which is number 5.

UNFINISHED BUSINESS

4. Amendment to the Zoning Ordinance - Proposed Ordinance O17-30 would amend the Zoning Ordinance, Stafford County Code Sec. 28-25, "Definitions of specific terms" to create a definition for e-commerce. The proposed amendment would also amend the definition of home business to include e-commerce with the exception of a firearm transfer only business license and retail sales and amend the definition of rural home business to include e-commerce with no exceptions. **(Time Limit: December 22, 2017) (History: Deferred on September 27, 2017 to October 11, 2017) (Deferred on October 11, 2017 to October 25, 2017) (Deferred on October 25, 2017 to November 15, 2017)**

5. Amendment to the Zoning Ordinance - Proposed Ordinance O17-39 would amend the Zoning Ordinance, Stafford County Code Chapter 28, Table 7.1, "Required Parking Spaces," to reduce the number of parking spaces required for manufacturing uses to one per 1,000 square feet of building area. **(Time Limit: January 5, 2018) (History: Deferred on November 15, 2017 to December 13, 2017)**

Mr. Harvey: Mr. Chairman, since the Commission took action on the updated ordinance, we can bypass that agenda item.

Mr. Coen: That's right. Alright so then we have no new business, so we move to Mr. Harvey with his Planning Director's report

NEW BUSINESS

NONE

PLANNING DIRECTOR'S REPORT

☆ 2018 Meeting Schedule - Draft

Mr. Harvey: Thank you Mr. Chairman. The Commission, at the last meeting, asked staff to put together a notional meeting schedule for 2018 that is included in your packet of information. The specific concern the Commission wanted to see where we have potential meeting dates that coincide with the Board of Supervisors meetings. In other words your meeting would be the night after the Board meeting. Those have asterisks on the draft schedule. Typically the Commission adopts the year meeting schedule during your organizational meeting. However, there has been discussion about when the first meeting in January should occur. So Mr. Chairman, I will leave that up to you to lead that discussion.

Mr. Coen: Thank you Mr. Harvey. The... normally the Supervisors would meet on the first Tuesday, but that is January 2nd. So they have indicated that their first meeting will be the 9th. Which would mean that, first of all if we move... have our meeting on the 10th, what is requiring staff to be out two nights in a row. So that... we sort of discussed the idea of our first meeting being on the 17th rather than on the 10th. That would give a bit of time between the Board of Supervisors first meeting, where quite honestly they will be voting on at least one new members, for the Commission, and so therefore rather than them meeting on the 9th, voting on somebody and then that person having to show up on the 10th. So is there a feel or a motion to have our first meeting on January 17th.

Mr. Rhodes: So moved.

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Mr. Boswell: Second.

Mr. Coen: Go ahead, we can have a discussion.

Mr. Apicella: Before we go there, when would our second meeting in January be? I think we would want to resolve that now, for people who have things in the queue.

Mr. Coen: Right. And we... go ahead Ms. McClendon, you are chomping at the... you want to hit the button.

Ms. McClendon: Mr. Apicella and Chairman Coen, it would actually be for the next Planning Commission to set its meeting. So all this Commission really can do is set the organizational meeting. And at that meeting the continuing schedule can be set. But this Commission can make a recommendation to the next Commission to hold the meeting at the provided date or the next date down.

Mr. Coen: The logical thing would be that they would... on the 17th when the Commission meets they would say we will have our second meeting in January on the 31st rather than the 24th. But that would be for that body to decide. We can make a recommendation that we think so, but it's really up to them. Does that... that gives everybody two weeks span. It also takes care of the 24th ... 23rd Supervisor issue. Does that make sense? Okay, so we have a motion to have our first meeting on the 17th, any other discussion? Seeing none.

Mr. Rhodes: Yay.

Mr. Coen: And it passes. Okay, Ms. Bailey will abstain courteously, to take a line from 1776. So that passes 6 yes, 1 abstention.

Mr. Harvey: Mr. Chairman, continuing with my report, we have included at your desk a handout of the status of the Planning Commission budget. This is mid-year for the budget cycle and the expenditures are will within the budget. So we are in good shape there. And also I wanted to remind the Commission that we are scheduled for a joint public hearing with the Board of Supervisors next week, but if I don't have the opportunity to talk to you individually before then, I want to, on behalf of staff, thank you for an excellent year working together and hope you have great holidays.

Mr. Coen: Thank you Mr. Harvey.

Mr. English: That meeting is at 7 o'clock, right, on the 19th?

Mr. Coen: Yes.

Mr. English: The 19th.

Mr. Coen: Oh yeah, next week, right next week's joint meeting with the Board of Supervisors is at 7 o'clock. And Ms. McClendon, very nicely provided for us, I believe at our seats, a game plan of how that flows for that meeting. Alright, Ms. McClendon any comments.

COUNTY ATTORNEY'S REPORT

Ms. McClendon: I have no report at this time Mr. Chairman.

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Mr. Coen: Okay. Committee reports, sign committee.

COMMITTEE REPORTS

☆ Sign Ordinance Committee

Next Meeting: TBD, if needed

Mr. Boswell: Ms. Blackburn, can you help me with that? Are we having another meeting? I thought we were, Mr. Coen thought we weren't, and I will defer to you.

Ms. Blackburn: Well, in presenting the information to the CDEC Committee there was a strong suggestion that we deal with how, I think it was Alexandria's sign ordinance was working, that they do actually allow houses for sale to have signs. And I need to get with legal to make sure we can do some wording about that. And if you want to have a meeting concerning that, that is fine. I can send you the information because that was the only subject that came up. As to what legal will tell us, if we want to go that way, this is how this needs to be written. But that was how the Board of Supervisors, that was their only comment.

Mr. Boswell: Did we resolve the bank issue signs that we were going to... that we were talking about maybe sending over to the Board of Zoning Appeals and you were coming up with a formula.

Ms. Blackburn: We... you mean like the directional signs?

Mr. Boswell: Yes ma'am.

Ms. Blackburn: And that kind of thing?

Mr. Boswell: Yes ma'am.

Ms. Blackburn: The suggestion was that it would potentially be a special exception in order to be able to accommodate more for their individual needs and that was not greeted with any kind of... I don't know what I mean... they were fine with that.

Mr. Boswell: Okay.

Ms. Blackburn: So that is up to you, if you want me to send you the information from legal or if you want to set up a meeting to discuss it.

Mr. Boswell: I would kind of like Ms. Bailey opinion (inaudible).

Ms. Bailey: Well, I will no longer be here, but what was that question again?

Mr. Boswell: (Inaudible) again before you leave?

Ms. Bailey: Well I certainly would, because I may be here anyway after the fact. Who knows?

Ms. Blackburn: Okay, I will email you tomorrow to see what dates that we can get together and also I will get with legal to make sure I can get the information from them.

☆ Landscaping Standards Subcommittee

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Next Meeting: January 10, 2018, at 5:00 p.m.

Mr. Coen: The landscaping Subcommittee, we are still getting feedback from stakeholders. So we would like to have our next subcommittee meeting January 17th at 5:00 p.m. We normally like to meet right before our regular meeting. So Mr. Harvey, is that acceptable to you?

Mr. Harvey: Mr. Chairman, that is fine with staff. I guess what we had published was potentially January 10th.

Mr. Coen: Right.

Mr. Harvey: So do we prefer the 17th to reflect the new meeting date?

Mr. Coen: Yes sir.

Mr. Harvey: Perfect. Thank you.

Mr. Coen: I should have asked you about that. Alright, parking a drive aisle.

☆ Parking and Drive Aisle Standards Subcommittee

Ms. Vanuch: So we finished with the stakeholder input. Andrea had emailed Mr. Rhodes and I to schedule a meeting in January. We were waiting presumably to determine when our first meeting date was going to be, so now that we know it is going to be the 17th, we probably need to have that meeting before January 17th, before any reassignments to sub-committees happen. So we will get with you, Ms. Blackburn and Andrea, Ms. Hornung, to schedule that.

Mr. Coen: Alright, A-1 Mr. English.

☆ A-1 Uses Subcommittee

Next Meeting: December 13, 2017, at 5:00 p.m.

Mr. English: Yes, we met this evening on that and we are trying to get... we got staff to do some checking for us. Our next meeting is scheduled for January 31st at 5 o'clock, tentatively.

Mr. Coen: Alright. Cemetery Ordinance.

☆ Cemetery Ordinance Subcommittee

Next Meeting: TBD

Ms. Vanuch: Yes, so we met... the Cemetery Ordinance Committee met last Wednesday, December 6th, I think that was last Wednesday. It feels like a month ago. And some of the constituents provided additional studies and information on groundwater contamination. And so we said that we would take some time to review that, I think there were a couple of follow-up items that we were looking at to determine whether or not that we do another sub-committee meeting or provide a report and bring it back to the full Planning Commission as a whole. So we will make that determination, probably after the first meeting in January.

CHAIRMAN'S REPORT

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Mr. Coen: Okay. Alright, Chairman's report, Mr. Harvey has wonderfully provided some material, but for the sake of brevity, I won't read any of it. I know. I just want to thank the staff for a phenomenal job, all the planning staff is excellent. Mr. Harvey, you run a terrific shop and it is always great to get complete, unvarnished information. And it is rare in some departments in Stafford. In your area it's just amazing. Ms. McClendon you have been superb in giving us guidance, especially going through the wonders of our new proffer legislation, so thank you. So I also thank the Commission for allowing me to serve as Chair. I have enjoyed it, it's been really great to have the comedy and comedy, so Ms. Stinnette you get to see the different spellings of each. But I have appreciated that. Unfortunately we do have to make note of something, so we have a proclamation whilst the person is actually here. Ms. Bailey.

☆ Proclamation

Ms. Bailey: Yes sir.

Mr. Coen: This is for you. If it is alright, is there a desire I waive the reading all the whereases?

Mr. English: (Inaudible).

Mr. Coen: Okay. Are you okay? Do you want the whole ceremony? I can get the microphone and go in the front... yeah, no. It says now therefore be it proclaimed by the Stafford County Planning Commission, I am not reading the wherases, on this 13th day of December of 2017 that it be hereby... that's okay, it will be like a regular school day. It hereby does recognize and commend Sherry Bailey for her outstanding and dedicated service to Stafford County and its citizens. So thank you very much. And Ms. Vanuch.

Mr. Rhodes: He is going to think it is for him.

Ms. Vanuch: The Commission got together and got you a little going away gift from (inaudible). We got you a little going away gift so you could remember your time here.

Ms. Bailey: Okay, wonderful. So the one night I get to really talk and there is not enough time because it's so late.

Mr. Rhodes: There's plenty of time.

Mr. Coen: There is plenty of time for you.

Ms. Bailey: So am I supposed to open this now?

Ms. Vanuch: Yeah, you can open it now.

Ms. Bailey: And where are all of the people watching us.

Mr. Coen: They are at home watching us. Everybody could get home and still watch this.

Ms. Bailey: So anyway, I hope I get to attend the next meeting, next week, right?

Mr. Coen: Oh yes, definitely.

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Ms. Bailey: I get to attend that. But I just want to quickly say thank you, thank you very much, to each and every one of you. This has been... it's been a fabulous experience. Quite often I am on the other side of the fence, you know approaching Commissions and Board of Supervisors and so forth and so on through the work that I do in real estate. But it's been so nice to be able to work with the professionalism that exudes from each and every one of you. This is not a difficult position to be in and we have to, a lot of times set our personal preferences aside, take a look at what is best for the county and for the people that live within the county. So sometimes the decisions are very difficult to make. But I will say that this Board has been extremely professional and the staff... I just could not have asked for more. Anytime I had questions, anytime I needed help, you were more than willing to go even further than what you were supposed to and all of the planning and... it's just a tremendous amount of work and I definitely would encourage any of you out there that are watching us right now, that if you want to get involved, please do. And this would be an awesome opportunity to do this and... so I do appreciate everyone. Thank you very much.

Mr. Coen: Thank you Sherry. Alright, we have other business, TRC. No minutes, so I will...

OTHER BUSINESS

6. TRC Information - January 10, 2018 - *TBD*

APPROVAL OF MINUTES

NONE

ADJOURNMENT

Mr. Rhodes: Mr. Chairman.

Mr. Coen: Mr. Rhodes.

Mr. Rhodes: No, I am sorry. I can't let us go this early.

Ms. Vanuch: No.

Mr. Rhodes: As the old guy on the dais here, this is the end of the twelfth year. I just want to share a couple observations. One is a repetitive observation and the other one is a new one. On the repetitive observation, I have been struck every single year by staff as a whole, their ability to serve us, to serve the Board, to serve the citizenry of this county, to serve all the applicants, to serve all the business interest. The way they do that in many different fronts is just phenomenal in my opinion. And they do a tremendous job of it and I have to say it drives down from the top. I... tonight, you, you, both of you just starting throwing questions over at Jeff and the way he always gets it and does it so well and does it so smoothly just amazes me. I have never seen anybody be able to capture their profession in such an exceptional way as he does and this has just struck me know for twelve years. And so I just... we have got a tremendous group of folks, you can go all the way around the corner, you can go down here in front. They are just great. But I have tell you one other thing, we have not had a body of seven on the Planning Commission that I think has worked ad effectively and as consistently, everybody... just the reflection, we joke about the sub-committees, everybody here has been involved in all and in some of them throughout this year. We have never had quite the cross-leveling of effort from everybody across the board, the complete Planning Commission, so it's been a pleasure to participate in this with you. Thank you Mr. Chairman.

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Mr. Coen: Thank you. Alright.

Mr. Patterson: (Inaudible) from the audience.

Mr. Coen: Public comments are over, sorry. Alright. Is there a motion to adjourn? And we adjourn.

With no further business to discuss, the meeting was adjourned at 11:29 p.m.