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Hanover County Board of Supervisors Meeting - Regular Meeting/School Board Appointment, Wednesday, May 28, 2025

Date Wednesday, May 28, 2025
Place Hanover County Board of Supervisors, Virginia
Length 3h 39m (video)

- Official meeting video (CivicClerk): <https://hanovercova.portal.civicclerk.com/event/1383/media>
- Official agenda (CivicClerk): [https://hanovercova.api.civicclerk.com/v1/Meetings/GetMeetingFileStream\(fileId=3823,plainText=false\)](https://hanovercova.api.civicclerk.com/v1/Meetings/GetMeetingFileStream(fileId=3823,plainText=false))
- Official minutes (CivicClerk): [https://hanovercova.api.civicclerk.com/v1/Meetings/GetMeetingFileStream\(fileId=3881,plainText=false\)](https://hanovercova.api.civicclerk.com/v1/Meetings/GetMeetingFileStream(fileId=3881,plainText=false))

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[00:04:32] The time is 6 o'clock. I will now call the May 28th Hanover County Board of Supervisors meeting to order. As is customary, we will begin with an invocation led by Mr. Davis, followed by the Pledge of Allegiance led by Mr. Hudson.

[00:04:48] Mr. Davis. Thank you, Mr. Chairman. Let us pray. Almighty Father, we thank you for this day. We thank you for the many blessings that you've given us, those that we know of and those, Lord, that we accept without any knowledge, just not recognizing your wonderful grace.

[00:05:04] And we thank you for those, Lord, for you bless us in so many ways, and we are grateful. Lord, on this occasion where we memorialize those who have given their lives just a few days ago on Memorial Day in service to our country, we come to you again to thank you for those people.

[00:05:21] We thank you for those who have written a check, Lord, that have written a check, Lord, with no amount and then paid with the ultimate sacrifice of their life. Lord, we pray that you comfort those who receive that early morning knock on their door.

[00:05:42] Only to answer and find a service member in their dress uniform to give them the worst news that they would ever have. We call them Gold Star Families, Lord, and we just ask that you continue to bless them as their lives have been changed forever. Lord, we pray for those who wait in a car outside for the first light to come on in the house.

[00:06:00] And then go and knock on that door and have to fulfill the solemn duty of breaking that family's heart. We ask that you continue to bless them and all that they go through in the performance of their duties. And Lord, we thank you for the greatest country this world's ever known. While our country has helped so many, and we've certainly had flaws in the past, we're a country who's addressed those flaws and we've done more to free people, to help those and other countries, many of which don't even like us, to bring peace and prosperity, a great sacrifice to our nation and those who support this nation.

[00:06:36] And we thank you, Lord, for your providence over this nation. Father, we thank you for Admonia Iverson and thank you for the blessing you've given her in her 90th birthday and her service to Hanover County and ask that you continue to bless her family and bless Ms. Iverson as she still serves on our planning commission.

[00:06:54] And Lord, as always, we ask that you bless our beloved Hanover County and all who shall travel in and out and all who live here. It's in Christ's name we pray and all God's people said, amen. Please stand as you're able for the pledge. I pledge allegiance to the flag of the United States of America and to the republic for which it stands, one nation under God indivisible with liberty and justice for all. Thank you Mr. Davis. Thank

[00:07:30] you Mr. Hudson. Next on the agenda consideration of amendments to the agenda Mr. Davis. Thank you Mr. Chairman. Mr. Chairman I move that we defer planning case SE 2025-00006 Mr. David Lass who has requested a two-month deferral to defer to July 23rd meeting for a regularly scheduled public hearings second any discussion all in favor of deferring deferring the last application till July 60 days approximately please indicate by saying aye aye aye Mr. Davis thank you Mr

[00:08:09] chairman Mr. Chairman uh on request of the applicant on SC 2025-00001 put for your LLC doing business as Nikki's grooming and boarding the applicant has requested a withdrawal and I move that this application be withdrawn indefinitely second second there is a motion and a second any discussion all in favor please indicate by saying aye aye any opposed agenda has been amended any other amendments to the agenda from

[00:08:44] board members seeing none we will move on to comment period I shall begin I'd like to recognize our fire chief Chris Anderson thank you for being with us sir and also our superintendent of Hanover County Public Schools Dr. Penica thank you very much for being with us. I'd also like to say thanks and sincere appreciation to our Hanover Parks and Rec's team along with our Veterans Committee for the Memorial Day service that was held Monday in honor of

[00:09:18] Memorial Day and our veterans. Thank you for all the good work that you did to put that together. The weather held off very nicely for us and we had a very good turnout. Also last week on Parks and Rec's we saw the plan for the Hanover tomato festival as customary it will be held at Pole Green Park Friday night July 11th will be the opening ceremony and the kickoff at 5 p.m. and then also Saturday morning July 12th at 9 a.m.

[00:09:51] so everyone is invited to join us for the hanover tomato festival at pole green park that concludes my comments for today any other comments from board members mr hudson thank you mr chair uh if you follow the county government social media you may notice or have noted that fire station seven right there on stonewall parkway near old mechanicsville will be temporary closed for much needed uh renovations that building was built in 1994 and at that time it was not planned to have 24-hour uh living quarters and operations so uh we're hoping that that'll be around uh 60

[00:10:31] days and we'll get those men and women back back in there and for the temporary time they'll be running out of station 17 you may know that for some time we've been running really two engine companies out of station 7 so now we're just kind of reversing it and so please keep that in mind as as you have emergencies and help us spread the word we are going to have one of our ambulances that'll be stationed staged if you will nearby to help combat some of that call volume as

[00:11:05] well as perhaps someone coming up to the door but thank you Mr. Chair that's all I have. Supervisor Pritchard. Thank you sir it is festival time of year and on Saturday June 7th is the Ashland Strawberry Fair and I will say that the Strawberry Fair is an event that has many many many people come but it is all done for good causes that benefit our community so I welcome you to come into our little town. Any other comments from board members? Mr. Badesky. Thank you Mr. Chair

[00:11:42] members of the board I do have some information that I want to share about some upcoming events and recognitions but I do need to begin my comments tonight with something I didn't think we'd have to address five months after the last time we addressed it I'm referring to our water supply from the City of Richmond as we all came off of the holiday preparing to come back to work the next day we didn't think we thought we were all going to be starting at 8 on Tuesday, but at 2 a.m. we were notified that the city of Richmond had an issue as it

[00:12:16] related to filters that became clogged that impacted their production. Ultimately, Hanover County, our utilities team, led by Matt Longshore and Todd Kilda from my office, worked and mobilized, prepared our system to minimize any impacts to our residents, and their work did just that. We were able to isolate our system in a way that we were not able to lose pressures and our residents did not have to face boil water advisories as did two sections of the city of Richmond. We worked

[00:12:55] with Henrico County in this response. The team pulled up numerous times over the past 48 hours to get information out to our residents as quickly as we can. We know and share the frustrations our residents have when they hear that this happens again. We have been working since the last incident to make improvements and the city has made a number of improvements but they are certainly not where we expect. There have been a number of items that have occurred since the January 6th event that I want to just make sure that some folks are aware of. Hanover County has been in the

[00:13:35] process even before January 6th at looking at our long-range water supply planning and we will be looking at ways to continue further independence from the city over time, but that is a long-range plan. It's not something we can do tomorrow, but it is something that we are working on and will continue to work on. Before Monday's event, we already had a standing meeting on June 11th at 2.30 at the Henrico Sports and Events Center, which is going to be a joint meeting between this Board of Supervisors and the Henrico County Board of Supervisors. That meeting's agenda will include

[00:14:12] discussions on resiliency and interconnections of the Henrico system and the Hanover system talk about the reservoir that Henrico County has as well including discussions on regional oversight of the

Richmond city plant our residents cannot continue to be have their concerns heightened due to to failures at the city plant and that is a concern that this administration and that this board shares. And we can plan to continue those dialogues. I will say, in respect to the city,

[00:14:47] the communication has grown tremendously. The professionalism of the staff that we engage with is growing. We look forward to successful long-term resolution for our residents, but we're not just sitting back doing nothing. This is an effort that we've continued and will be continuing moving forward. I just wanted our residents to know that we're not taking this slightly, and there are plans to address the outstanding concerns as we move forward.

[00:15:14] Also wanted to share one of the items that was on the consent agenda that the board will consider here shortly. I just wanted to bring some clarity to it. As many know, we adopted our budget in the middle of April that will serve the fiscal year that begins July 1 through June 30th.

[00:15:33] There was one of our ads that state code requires to be run in a particular way. that relates to our effective tax rate and tax notification we ran those ads there was some of our residents may know that the local paper had an issue where they didn't produce for two months not at our requirements but the the only other paper record we have in this region that was the richmond times dispatch we provided the richmond times dispatch with the ad the size requirements of the ad the state code requirements that outline color size and font and uh richmond

[00:16:11] times dispatch ran the ad however instead of using 18 point font as required by the code they ran it at 10 point font i know it sounds uh trivial however we like to follow the state code to the t and this board will be having another public hearing and reposting that the richmond times dispatch has recognized that they have done this in error even after clear guidance from the county however we are going to make sure that we do everything proper and rerun that advertisement

[00:16:45] and have an additional public hearing at our june meeting i do want to share a number of updates since the last meeting hanover county has been recognized again for from the government government finance officers association with the certificate of achievement for excellence and financial reporting um we're one of the few counties that has been blessed to have a very talented staff and board that has prioritized financial policy i do want to thank this board

[00:17:20] our interim finance director lauren null our finance manager jackie manzer our dpu controller kim ludwig and all of our financial management folks for helping us continue to make sure we maintain this achievement but it's really the day-to-day leadership and work that they provide that helps us achieve it. Additionally since the last meeting our public works department has been recognized and honored for two transportation projects. The first is one that many of our folks in the Attlee corridor are proud of is the Cool Spring elementary sidewalk

[00:17:56] extension project. We were recognized for the best bike and pedestrian project in the region. in addition uh the 360 lee davis widening project that's just completed was awarded the best work zone management project in the region and i want to congratulate our public works team joe vadunas randy and the entire team for all of the hard work to to earn those well-deserved recognitions i do want to share a couple items that are coming up in near term tomorrow the 29th at 11 a.m

[00:18:32] the deputy secretary of natural and historic resources corey scott will join us to highlight dam safety awareness day declared by the governor for may 31st hanover county was chosen to host this event

for the commonwealth due to the significant success of our very own cherry dell lake dam project where we awarded we were we were awarded the virginia lakes and watershed said association best major dam rehabilitation project Mr. Davis was very critical in his leadership as well as the residents of the Cherrydale neighborhood so look forward to that event

[00:19:10] tomorrow on June 18th at 6 p.m on this campus at the Martha Ann Fields building there will be a citizen information meeting for the Route 54 Gaudens Hill Road intersection improvements meeting and that again is on June 18th at 6:00 p.m. and some folks don't know if you have not been to the Hanover County Animal Shelter lately we've made some major improvements to the customer adoption experience the kennels and we are going to have a re-grand opening of this adoption center on Monday June 9th at 1:00 p.m. and the public's welcome to join us at all of these events mr. chair

[00:19:50] that's all I have today sir thank you for your comments mr. Vadesky any other comments seeing none we will move on next on the agenda is citizens time i have one card by a show of hands anyone else who would like to speak during citizens time okay thank you very much citizens time is an opportunity for members of the public to present comments and information to the board regarding any matter within the scope of the board's authority that is not on today's

[00:20:26] agenda for a public hearing there are cards available in the back of the room you are not required to fill out a card. However, it makes it easier for our clerk to get the spelling of your name correct and it gives us your contact information in case we need to follow up with you after your comments. Speakers who wish to address the board are requested to follow these guidelines. Each speaker is asked to give your name and the magisterial district in which you live. Speakers this evening will have up to five minutes to address the board. The vice chair, Mr. Davis will keep track of each speaker's time. Speakers are asked to address their comments to

[00:21:05] the board and not to the audience. The board does not permit the use of slideshows or other projected materials during citizens' time. However, speakers are invited to provide printed copies of any materials that they have to the board. Handouts and other materials can be provided to the deputy county administrator seated to the right of the podium. The board requests that the audience refrain from interrupting speakers during their recognized time the board appreciates the public input and cooperation during citizens time we'll now open citizens time i have a card from mr epps

[00:21:42] please proceed sir you will have up to five minutes please state your name for the record and the district in which you live in mechanics school um i'm here today uh to speak to you on solar panels. The need for solar panels on all flat roofs, including our schools and county buildings. Artificial intelligence requires a very large amount of electricity to run.

[00:22:16] A nationwide shortage of electricity is fast approaching. When you are planning or updating buildings that are going to last for 40 to 50 years, you must require solar panels on the roof.

[00:22:32] You can factor the cost of the photo panels into the construction costs. I remember the days when it was said we'd never be able to air condition in schools. But I put solar panels on my roof five years ago.

[00:22:49] At the time, I had two CDs about to mature. I could roll over those assets and get 3% interest, about \$40 a month. Or, I could put those same assets on my roof and save \$120 every month for the rest of my life.

[00:23:11] With an electric power shortage coming, the price of electricity is only going to go up for every taxpayer who does not have solar on their roof. Hanover County does not want to be caught in that position.

[00:23:27] However, be careful. Solar salesmen will make money by financing solar systems. They would have you freeze your current rate for the next 25 years to pay off the panels.

[00:23:43] However, the panels have to be replaced. Their estimated life is 25 years, so you have to replace them. That's not much of a savings. I paid for my panels up front, \$16,000.

[00:23:59] For the last five years, my electric bill has been zero every month. I save \$120 each month. What can I do with \$120 each month for the next 20 years?

[00:24:18] Well, I decided to check that out. I called State Farm Insurance and asked them if I had a 20-year whole life insurance policy. I'd have to pay in \$120 a month. They said it would come to \$95,000. I called Vanguard and asked if I invested \$120 each month for the next 20 years in their S&P 500 fund.

[00:24:44] How much would I make at the end of 20 years? They ran the figures and came up with \$92,003.74. That means that in 20 years, I could replace all my panels five times and still have \$12,000 left over.

[00:25:09] Or I could replace all my panels and cover four additional houses and still have \$12,000 left over. The average high school electric bill in Hanover County is \$310,000 per year.

[00:25:31] You could save 300 times what I saved. That could pay off a lot of other bills. My point is, is that the sooner you go solar, the sooner you start saving taxpayer money. It saves money the first year, and the next year, and the 20th year, and the 40th year, and the 50th year.

[00:25:57] The sun's energy is free. Use it. I want to thank Mr. Hudson for inviting me to speak with you tonight. And if you have any questions, I'd be glad to answer them. Thank you.

[00:26:14] Thank you for your comments, sir. Next, please state your name in the district in which you live. You will have up to five minutes. I'm Kristen Holti of the Cold Harbor District, and I've lived in Hanover County since about 2004 in the Cold Harbor area, and I've really enjoyed living in Hanover.

[00:26:36] I lived in Henrico for a couple of years, but I prefer Hanover. It's been a friendly atmosphere, and I'm just very proud to be living in Hanover County. I also wanted to say I've been speaking at the Hanover County School Board for the last probably four years.

[00:26:56] And I'm very proud of our school board. They've accomplished so much. And I know no matter what, they'll continue on their road. They've been hit with a lot of distractions over the last five years. And they've stayed on track to put the children first.

[00:27:15] And I just wanted to say I'm very proud to be living in Hanover County. And I also want to say that I expect our property taxes to go up because so many people want to live here. Because of the desirable schools and the county, it's normal for the county, because of the road conditions and schools, that the taxes would go up because it's such a desirable county.

[00:27:43] I just want to say thank you for all that you do, and I do appreciate all of you. Thank you. Thank you for your comments. Is there anyone else who would like to speak at citizen's time? Seeing none, we will now close citizen's time.

[00:28:01] Next on the agenda is the consent agenda, Mr. Davis. Thank you, Mr. Chairman. Mr. Chairman, I move to approve the consent agenda with zero amendments. Second. Any discussion? All in favor of approving the consent agenda, please indicate by saying aye.

[00:28:19] Aye. Any opposed? Consent agenda is approved. Next on the agenda, school board appointment for the Cold Harbor District. First, I would like to express sincere appreciation from Mr. Stephen Eikenberry for all of his good work on the Hanover County School Board as the end of his four-year term draws near.

[00:28:42] Mr. Eikenberry worked hard. He showed up prepared and was ready to work, and he accomplished a lot of good things on the school board. Thank you very much, Mr. Eikenberry. Also, thanks to Mr. Sean Dandridge and Ms. Julia Crowder for their willingness to serve on the Hanover County School Board.

[00:29:07] I recommend Dr. William Strofe for appointment to the Hanover County School Board. Second. Dr. Strofe is a 27-year educator, and he holds a doctorate degree in education with a major in educational leadership from Liberty University.

[00:29:30] His 10 years of executive experience as a public school superintendent will be a valuable asset to the school board. His lovely wife, Angela, is currently a teacher at Liberty Middle School and has been teaching for 29 years in Hanover County.

[00:29:52] Dr. Shroff has also served in the United States Air Force, including Operation Desert Storm. I appreciate his willingness to serve on the Hanover County School Board. Motion to appoint Dr. Strofe to the Hanover County School Board for the Cold Harbor District for a four-year term beginning July 1st, 2025 and ending June 30th, 2029.

[00:30:20] Second. Any discussion? All in favor, please indicate by saying aye. Aye. Aye. Any opposed? Congratulations, Dr. Shroff. At your earliest convenience, please contact Dr. Lisa Pinnacuff about the next step for your appointment and the process. Thank you, sir.

[00:30:44] Next on the agenda, school board appointment, South Anna District, Supervisor Dibble. Thank you, Mr. Chair. I also wanted to give a shout out of appreciation to Bob May, who is our South Anna District current South Anna District representative.

[00:31:01] And thank you for your service and wish you well and Godspeed in Bedford County. But today is not about Bob May, it's about his replacement. So I'm very, very pleased to sit here today and to nominate someone who has lived in Hanover County for over 30 years.

[00:31:26] This individual holds a Bachelor of Arts and a Bachelor of Science in Physiology and Ethics and Chemistry. He also holds a Master of Public Health from UNC Chapel Hill, and he obtained his medical doctorate from the Medical College of Virginia, VCU.

[00:31:54] He calls himself a lifetime learner, as he's always searching for new knowledge, experiences, and I think that's a great thing. I hope we all consider ourselves lifetime learners.

[00:32:12] He's also one of the best listeners I have ever met, and he has excellent communication skills. He's the medical director for Dickinson County Behavioral Health Services, and he does this remotely and successfully for approximately 11 years. I believe that his life experiences, his communication, and his

group dynamic skill set is going to be an excellent and effective, make him an excellent and effective member of the Hanover County School Board. Ladies and gentlemen,

[00:32:49] I am honored to recommend Dr. Frank Schelp to be appointed to the Hanover County School Board to serve and to represent our South Anna district second any discussion all in favor of appointing Dr. Frank Schelp to the Hannover County School Board for the South Anna district please indicate by saying aye aye any opposed congratulations Dr. Frank Schelp also encourage you to contact Dr.

[00:33:25] Lisa Penningup about the next steps for your appointment and process we will now take a 10

[00:33:31] minute recess we will reconvene at 6 39 39 time is now 6 39 and the board is back in section

[00:44:05] next on the agenda agenda item 7 is a public hearing consideration of resolution and support of through truck restriction on god until road in the beaver dam district mr vadunas thank you for being with us sir thank you um i'll start over uh good evening mr chairman members of the board This is a public hearing to consider a request for a through truck restriction on Gaudens Hill Road.

[00:44:38] Just to orient everybody, Gaudens Hill Road is a rural secondary road, approximately 1.2 miles in length. It extends from Route 54 south to Mount Hermon Road and carries approximately 1,400 vehicles a day.

[00:44:57] Goddens Hill Road, in combination with other routes, serves as a north-south cut-through for traffic to avoid I-95 and Route 301, in addition to serving local traffic.

[00:45:12] So over the years, we have received numerous citizen complaints or concerns about the road, primarily safety-related crashes, near misses, damage to personal property, et cetera, just due to traffic in general, but in particular large trucks having a pretty significant impact.

[00:45:41] Uh, the, the safety, uh, concerns, uh, relate, uh, primarily to, uh, the characteristics of the road. It's, uh, it's narrow, relatively speaking, uh, it lacks shoulders, poor sight lines. Um, just plain and simple, just, it's a, it's a historic, um, road that, uh, was not ever designed to carry large truck traffic. Uh, and you can see from the couple of pictures there, um, that, uh, show no shoulders and curvature of the road and so forth.

[00:46:15] It also affects the quality of life for the folks that live along that road, just kind of the quiet enjoyment. There are not a whole lot of houses up against the road, but there are several roads that extend off of Goddons Hill.

[00:46:33] And so, you know, it's just not suitable for large trucks. So VDOT uses the following criteria to evaluate a route for a through truck restriction.

[00:46:52] It must meet those first two that are listed. There must be a reasonable alternative route available. And the character and or the frequency of truck traffic on the affected route would be determined not to be in keeping with the roadway.

[00:47:14] Additionally, the road must be either residential in nature or it must be classified as a local collector. And the images in the upper right show all the types of vehicles that would be subject to the restriction if it were put in place.

[00:47:33] And the exempt vehicles would be things like Amazon or FedEx delivery trucks, pickup trucks. But your larger trucks, your box trucks, dump trucks, semi-trailers, they would all be subject to the

restriction. It is worth noting that VDOT applies these guiding principles when they assess any route for a restriction.

[00:47:56] All vehicles should have access to the roads, which they are legally entitled to. Restrictions of certain vehicle classes should only be made where it will enhance the health, safety, and welfare, and not impose an undue hardship. And lastly, there are, in VDOT's view, a limited number of instances where restrictions of through trucks will create a safer environment.

[00:48:23] So staff evaluated God and Seale Road for a through truck restriction based upon those criteria. And I'll just refer you to the map. As you know, I'm sure most of you all know, if not all of you know, that there is several truck restrictions in place in this area.

[00:48:44] These are essentially related to the Wegmans development, Mount Hermon Road is restricted, Ashcake Road, Peaks Road, New Ashcake, and just off the screen, Atlee Station Road, all carry through truck restrictions today.

[00:49:01] Gottenshill Road is highlighted in the red. That would be the restricted route. And per VDOT criteria, the alternate route must touch the restriction on both ends. So in this case, the logical alternative route would be, depending upon which direction you're traveling, but say you were traveling from the north, it would be 54 to 95, Atlee-Elmont Interchange to Sliding Hill Road, and then back connecting to the southern end of Gottens Hill at Mount Hermon.

[00:49:38] You might notice that I did not extend the blue line all the way to Mount Hermon as the alternate. Because quite frankly, when you look at or think about how trucks operate and behave or others cutting through, there are no origins or destinations along Mount Hermon Road in that segment south of Goddens Hill Road.

[00:50:03] And really, you don't find an opportunity for somebody to make a delivery or begin their trip until you get to the air park. But quite frankly, I believe most of the trucks are continuing on through to the interstate and not stopping.

[00:50:19] And so to evaluate the alternate back to the end doesn't really relate to what's happening today. Nevertheless, when we look at it, our assessment was that the first two criteria were met.

[00:50:37] Technically speaking, it doesn't meet VDOT's definition of residential, although there are about 70 residences that are served off of Goddines Hill. But it does fall into the collector category, and so therefore the first two criteria are met, which is a requirement, and only one of the next two is required, and that's met.

[00:51:01] So our assessment is that Guidance Hill Road does meet the VDOT criteria and would qualify or should qualify for a through truck restriction. So, Mr. Chairman, that concludes my remarks.

[00:51:19] I'd be happy to take any questions that you have before you open it up for public comment. Thank you for your presentation, sir. Any questions from board members? Seeing none, thank you, sir. This is on the agenda for a public hearing.

[00:51:37] We will now open the public hearing. is there anyone here who wishes to speak in support please approach one at a time please state your name the district in which you live you have up to five minutes chuck reese i live in beaverdam i like to applaud what he's doing i've lived on the road for 31 years excuse me and just a few months ago the truck's turning right off of 54 getting on that road hit the

guardrails four times in two months trying to go across the bridge and i've lost a neighbor on the just above that

[00:52:12] Around that curve at Jennings right at the point where they would come trucks would come and a truck could not turn Down that road without going into the other lane and that's a blind curve And I just wonder one day we're going to meet a truck there and it's going to be in our lane So I do applaud you and appreciate them doing that. Thank you. Thank you, sir Next please approach state your name in the district in which you live you have up to five minutes Carolyn Cook, Beaverdam District, and I'm a neighbor of Chuck's.

[00:52:43] Yes, we live on a road that intersects with Guidance Hill Road. It's the only way we can get in and out of the subdivision area that we live in. And invariably, meeting trucks on Guidance Hill Road, they are always just barely on the double yellow line because they know there's no shoulder.

[00:53:07] it's really horrific to be meeting a big truck like a tractor trailer on that road so thank you i hope you will consider approving this it's needed thank you for your comments is there anyone else who wishes to speak in support seeing none is there anyone else who wishes to speak in opposition seeing none we will now close the public hearing as chair of transportation committee i have heard about goddins hill road as many as as much as any other road in the county over the last two years

[00:53:46] And I state let everyone know that Ms. Cook and Mr. Reese are frequent visitors of the Transportation Committee and I'm sure that Mr. Stoneman is aware also this resolution does have Transportation Committee support as well as staff support and as Mr. Viduna has indicated this restriction would or does meet three of the four required VDOT criteria.

[00:54:16] So with that, I will make the motion to adopt the resolution requesting VDOT to implement a through-truck resolution on Goddance Hill Road between Route 54 and Mount Hermon Road. Second. Mr. Chairman, point of order. Mr. Davis.

[00:54:31] Mr. Chairman, far be it for me to correct the chair, but you said to present a through-truck resolution, and just for the record, it should be a through-truck restriction resolution. I will amend the motion. Thank you very much, Mr. Davis. is it is certainly better to have it correct motion to adopt resolution requesting VDOT to implement a through truck restriction on Goddard Hill Road between route 54 and Mount Hermon Road second any discussion all in favor please

[00:55:07] indicate by saying aye aye any opposed resolution has been adopted sir next on the agenda there's a another public hearing agenda item 8 Department of Public Works Secondary Road six-year plan. Mr. Vadunas. Yes. Thank you. So this also is a public hearing. It is being co-sponsored by VDOT and the county to solicit input on the draft update to the Secondary Six-Year Plan for improvements to the Secondary Road System. The primary purpose

[00:55:41] of the plan is to allocate limited state funding to projects on the Secondary Road System. The The update begins in the spring with the development of draft, with a draft plan, which was reviewed with our transportation committee in March.

[00:55:58] And then it's followed by a public hearing this evening, and then adoption. The board's role in this is to select and prioritize the projects and assign funding. VDOT supports that through a programming role and assisting with the development of the projects that are included in the plan.

[00:56:22] There are a couple stipulations. The plan must be financially constrained, so in other words, we can't include projects beyond what can be funded within that six-year period. The funds are limited to secondary and to the primary system.

[00:56:40] Some people don't know that, but we could choose to assign some to the primary. And projects must remain in the plan even after completion until they've gone through something called financial closeout.

[00:56:56] So this table summarizes the overall funding. Bottom right corner, \$1.445 million is available through the plan over the six-year period. It consists of two types of funding: tele-fee funds totaling \$1.4 million are the most flexible.

[00:57:19] They can be used for regular construction improvements of any type on either hard surface or unpaved portions. And then your district grant unpaved funding totaling \$24,663 is limited only to the few unpaved roads that remain in the county.

[00:57:44] So this table essentially summarizes the plan. The detail plan is included in your agenda package. We have two regular construction projects that are currently ongoing, Pole Green Road widening and Attlee Station Road Phase 2 widening.

[00:58:03] The other line items consist of a unpaved roads reserve account, a regular construction secondary project, reserve account, and a reserve account for traffic calming projects or improvements.

[00:58:24] I'd draw your attention to the box highlighted in red, outlined in red, FY26. That's the current funding. This plan was reviewed with the Transportation Committee, and they supported the assignment of \$236,000 to Attlee Station Road widening in the first year.

[00:58:46] and then the remainder of the unpaved road funds in the unpaved roads balance or reserve account. So that is the funding that's proposed for the upcoming year.

[00:59:04] The other funds shown in yellow represent all the other funding sources that have been assigned. Clearly, there is not sufficient funds available to be able to fully fund practically any improvement.

[00:59:19] with secondary funds alone. So it's important to supplement those, and that's what the yellow column represents. The very last column on to the right, balance to complete, the parentheses represent an overage it. So that's good. We haven't completed these projects, so as we know, estimates change. So that overage may not be an overage when we get to the end, But it's good to have more than less on these projects until we get to that point.

[00:59:57] And, of course, with the other reserve accounts, those are all overages until those funds get assigned to actual projects. This is what the detail plan looks like. Again, that's in your agenda package. And I believe that's all my remarks.

[01:00:17] Again, I'd be happy to take any questions you have about the plan before you open it up for public comments. Thank you for your presentation, Mr. Vadunas. Any questions from board members? I just had one. Sir, I'm not asking for a very detailed update.

[01:00:35] Can you just provide us a very quick update on where we are with the pole green widening as far as the percentage of right-of-way acquisitions that have been completed? Yes. So we're about two-thirds through, and when I say two-thirds through, not in terms of time, in terms of a total number of parcels

that have been cleared um and um yes okay so two-thirds have been cleared and one-third are still outstanding yes okay any other questions from board members

[01:01:11] thank you sir this is on the agenda for a public hearing we will now open the public hearing is there anyone here who wishes to speak in support of the six-year plan anyone here who wishes to speak in opposition to the six-year plan. Public hearing is now closed. This again has supported the Transportation Committee and staff, so I will make the motion to adopt the resolution

[01:01:42] Virginia Department of Transportation Secondary Road six-year plan fiscal year 26 through 31. Second. There is a motion and a second. Any discussion? All in favor of adoption, please indicate by saying aye aye and opposed resolution has been adopted sir thank you mr. Badunas okay we will now move to our planning public hearings

[01:02:18] agenda I agenda item 9 mr. Andrew Pompey deputy director of the planning department thank you sir for being with us thank you mr. chair the first zoning case that has a public hearing tonight is a request for an accessory family housing unit in the cold harbor district which is located the particular properties located on Candlebury Drive, which is off of Old Church Road. Again, in this part of the county, the Comrades of Plan designates the area as rural agricultural outside of the suburban service area, which is our designated growth area. The property and most surrounding properties in this area are zoned A1 agricultural, and this particular property is within the Old Church

[01:02:56] Place subdivision. In the A1 zoning district, an accessory housing unit does require approval with special exception by the board of supervisors. This is an overview of the property. There is an existing home where the applicants live and most of the property is wooded, again with the access off of Candleberry Drive. The applicant is requesting an accessory family housing unit with that new unit being a one-story structure with an attached garage. The applicant is the current owner of the property but they plan to sell their home to their son and daughter-in-law and then they would move into the proposed unit. The unit based on the application meets all the use standards

[01:03:33] and zoning requirements for accessory family housing units. This is a sketch plan that shows how the new unit will relate to the existing home on the property. So the existing home is the blue square and then there are some existing outbuildings that are the purple outline squares and then the new unit will be the purple unit again in proximity to those existing outbuildings and the existing residents on the property.

[01:03:57] This is what it will look like from the outside and again it will not only be a living unit but also have an attached one-car garage. This is the floor plan, 652 square feet. It meets the maximum size requirements for an accessory family housing unit with one bedroom, one and a half bathrooms, and again, the attached garage.

[01:04:18] Old Church Place is a subdivision zoned A1 with lots that range in size from 2 to 13 acres. This individual lot is 10.2 acres. And the proposed structure, based on the design I showed you in the layout, is compatible with nearby rural residential properties. It will not be visible from the right-of-way based on the lot shape.

[01:04:35] The design and style and scale of the structure is similar to other accessory buildings typically found on lots in the subdivision. No additional traffic congestion and it meets the ordinance requirements for this particular use. In terms of conditions, these conditions are pretty standard for this type of use.

[01:04:53] The size is limited to 652 square feet. These units per ordinance have to be no more than 25% of the living area of the main home and this complies with that. The design, once it's ultimately submitted for a building permit, must be in conformance with the elevation submitted with the SE with similar materials and colors as the main residence.

[01:05:11] The main door must face the side or rear yard. It's valid for three years with renewals, and it must adhere to all, adherent to all development regulations, which is a standard condition for all of our SEs. That concludes staff's presentation.

[01:05:27] The applicant is here tonight. They do not have a formal presentation plan, but they're available to answer any questions, I may answer any questions at this time as well. Thank you, sir, for your presentation. Any questions from board members? Seeing none, thank you very much, sir. Okay, we will now open the public hearing.

[01:05:49] Is the applicant present? Do you wish to make a statement? No? Okay. Is there anyone here who wishes to speak in support of the application? Sir, please come forward. Please state your name, the district in which you live, and you will have up to five minutes. My name is James Andrews. I live in old church place and the baileys live behind my house we have no problem whatsoever with them

[01:06:23] putting the building there thank you very much sir thank you for your comments is there anyone else who would like to speak in support of the application seeing none is there anyone who wishes to speak in opposition of the application seeing none we will now close the public hearing so i did visit the site and i met with the owner of the property and the applicant and i met with several of the neighbors who were all in support we also have a letter signed by the

[01:07:00] president and the vice president of the old church I have the letter and I've seen them misplaced it the old church place HOA everyone on the HOA signed the document in support and I do want to be clear this is for an accessory family housing unit and my understanding is that the owner will be moving into the new structure and their family member will move into the existing structure is that still the case can I get a head nod okay and you do understand this is a family housing unit for family okay okay with that I will make the motion to

[01:07:39] approve SC 2025 - zero zero zero zero eight second there is a motion and a second any comments from board members hearing none all in favor please indicate about saying aye. Aye. Any opposed? Application approved. Congratulations. Next on the agenda, well, Mr. Pompey. So this next zoning item that requires a public hearing is another request from an accessory family housing unit. This particular request is in the Mechanicsville district within

[01:08:14] the Walnut Grove subdivision. That subdivision is off of Cold Harbor Road. That area of the county, particularly the Walnut Grove subdivision, is designated suburban neighborhood residential in comprehensive plan which recommends largely single family residential dwellings at densities of one and a half to three units per acre this designation really reflects the current conditions in the current neighborhoods in this part of the county this particular property and the rest of that subdivision is zoned r1 single family residential an accessory family housing unit requires approval of a special exception by the board of supervisors in the r1 zoning district

[01:08:50] this is an aerial view of the property it's on the corner of whipper lane and peach orchard lane the road kind of wraps around the existing house and again this is a request for accessory family housing

unit the new one-story structure will include the accessory housing unit as well as a two-car garage it'll be used by a parent of the owner and it conforms to all the use standards in the zoning ordinance for accessory family housing units this is the sketch plan that was submitted that shows how the unit relates to the existing dwelling so the house itself faces whipper lane and then the accessory unit which will include the living space as well as a two-car garage is

[01:09:26] detached and is oriented towards Peach Orchard Lane. This is the floor plan so it shows the two-car attached garage as well as the accessory unit which will have one bathroom and one sleeping area. As I mentioned this particular property is in the Walnut Grove subdivision. That's an older subdivision that developed in the 1960s and 1970s and is zoned R1. This request is compatible with the surrounding neighborhood. The design of scale is similar to other accessory buildings that are found in the neighborhood. Other houses have detached garages and similar structures and it will not add traffic congestion to the

[01:10:04] area these are the recommended conditions these are relatively standard for this type of unit the size is limited no more than 360 square feet which is 25% of the main dwelling the elevations must be conformance with those submitted with the application with similar colors and materials as the main dwelling as well as architectural features on the street facing facade It's valid for a period of three years following approval or until the family member no longer resides in the unit And they can recommend a condition for a standard for all of our special exceptions It must adhere to all development regulations that concludes staff's presentation

[01:10:41] I'd be happy to answer any questions the board may have. Thank you for your presentation, sir Any questions from board members? Seeing none. Thank you. This is on the agenda for a public hearing We will now open the public hearing is the applicant present. Would you like to make a statement? Okay Is there anyone here who wishes to speak in support of this application?

[01:11:05] Is there anyone here who wishes to speak in opposition of the application seeing none? The public hearing is closed Mechanicsville district. Mr. Hudson. Thank you. Mr. Chair first just want to thank mr Marsh for having me out to their home and taking a look at where this was going to go And he is doing this for his mother. So that's something that we always support. So with that, Mr. Chair I would motion that we Where am I looking for? Where's my motion there? I can't even Approve se 2 0 2 5 0 0 0 1 0 as submitted

[01:11:42] Second there is a motion and a second any discussion seeing none all in favor. Please indicate by saying aye aye any opposed Application approved. Mr. Pompey For this next request will be considering rezoning the South in the district. That's also related to accommodating family members. This is a request to amend the proffers, a conceptual plan with a previously approved zoning case to allow a family division. This particular property connects to

[01:12:16] Windmill Drive and Mill Creek Drive, which are off of Greenwood Church Road. This is in the rural part of the county. It's designated rural agricultural outside of our designated growth area. Most of the properties are zoned A1 in this surrounding area. This particular property and the Subject properties are zoned AR6.

[01:12:36] They were rezoned to AR6 in 2018. And as part of this request, they'll be amending the proffer's conceptual plan approved with that case. Here's an aerial view of the property. There are two existing homes within the zoning area, and this request, if approved, would allow a third home for a family division.

[01:12:54] The property is primarily open with an existing pond that has some surrounding trees. This is the proposed layout in the proffered conceptual plan that shows the new lot in green. So the new family member lot is two acres, again outlined in green.

[01:13:09] And the family member lives in an existing home on lot two, which is outlined in blue and is eight acres. The other lot that's outlined in purple was part of the original zoning request, so that's why it's included in this application as well. So again, a new family member lot, green, outlined in green, that will be two acres.

[01:13:29] This property was again rezoned in 2018 to AR6. It's entitled through the AR6 zoning up to three lots at that time. They only created two lots. So right now they're requesting to amend the conceptual plan and amend the proffers to allow a third lot for a family member.

[01:13:45] This shows the view of the site from Mill Creek Drive. So again, the property has frontage on Windmill Drive and Mill Creek Drive. The applicant's home is on the right, lot two. There's an existing house farther back on what will be lot one if this request is approved.

[01:14:01] And then on the left side is where the proposed home site will be. This is a rural residential area. It's surrounded by Mill Creek Estates, which is zoned A1 and consists primarily of 10-acre lots. The applicant has proffered some conditions that will help preserve the character of the area. And then creating this additional lot for a family member should be compatible and not be a detriment to the character of the area.

[01:14:23] The applicant did hold a community meeting at their home in March. The neighbors asked questions about the rezoning process, and there was discussion about the road and maintenance agreement for Mill Creek Estates. One of the proposed proffers would require that two of the lots join onto that road maintenance agreement prior to approval of the family division.

[01:14:41] There were no concerns expressed at that meeting. So the applicant, in addition to the conceptual plan, has amended the proffers to address a variety of different issues. Many of these proffers are standard for AR6 family divisions, including adherence to the conceptual plan, preserving any existing trees that are five-inch caliper or larger outside of building areas, Brickerstone Foundations for the new home on the family division lot, submittal of a wetland certification and perenniality study with the family division application, and the road maintenance agreement.

[01:15:12] The lots will join Mill Creek Estates Road Maintenance Agreement before or concurrently with the transfer of the lot to the family member if this request is approved. The Planning Commission held a public hearing on this request. No members of the public spoke, and the Planning Commission ultimately recommended approval subject to the submitted proffers and conceptual plan with a vote of six to zero. That concludes staff's presentation. The applicants are here tonight. They don't have a formal presentation planned, however. I'd be happy to answer any questions the board may have prior to the public

[01:15:45] hearing. Any questions from Mr. Pompei from board members? Thank you for your presentation, sir. Is the applicant present? Do you wish to make a statement? We will now open the public hearing all in support. Is there anyone here in support? Anyone here in opposition? We will now close to public hearing. This is in the South Anna District. Supervisor Dibble. Thank you, Mr. Chairman.

[01:16:18] I just want to give a big shout out and appreciation to Mr. and Ms. Severin for having a community meeting in their home. Most of these neighbors in this neighborhood have lived there a while.

They obviously get along really well, which is always helpful. And at any rate, we answered a few questions, some clarifications, and everybody left just happy as a lark. This newly created lot will be for their daughter, and I know that they are all really excited to be living

[01:16:51] soon in close proximity to each other. So again, this is who we are in Hanover County. We're all about family and so with that i move approval of rezoning 2025-00003 with the proffer stated april 29th 2025 second enthusiastically there is a motion and a second any discussion all in favor

[01:17:23] please indicate by saying aye aye any opposed application has been approved mr pompey for the next public hearing item we're going to move to the Mechanicsville district to a property on U.S. Route 360 Mechanicsville Turnpike and this is a request for a conditional use permit to allow an auto body paint and repair facility within an existing building that's near the signalized intersection of Mechanicsville Turnpike and Brandy Creek Drive. This is an overview of the area in terms of the comprehensive plan. This area is designated highway commercial which supports

[01:17:57] auto-oriented businesses and again it's near a signalized intersection the property is currently zoned b3 it was rezoned b3 in the early 2000s with proffered conditions and auto body paint repair facilities require a conditional use permit in the b3 zoning district so that's why this request is before you tonight so again it permits auto body paint repair facility within an existing facility that fronts and has access on Mechanicsville Turnpike.

[01:18:27] The building will also include an enterprise dealership. That particular part of the request does not require a conditional use permit as permitted by Wright. But again, the body paint and repair does require a conditional use permit. All this is occurring with an existing building that was built in 2003 and formally used as a used car dealership.

[01:18:44] The proposed use sketch plan and recommend conditions align with the proffered conditions originally approved in 2001, and this CUP would replace that previously approved CUP for used car sales because in the B-3 used car sales also requires a conditional use permit. This is an overview of the property that's shown in the sketch plan.

[01:19:02] They would be retaining and enhancing the buffer along U.S. Route 360. The existing building will retain its footprint with the orange area dedicated towards the auto body and repair facility and the pink area designated for the car rental facility. All of the storage of the vehicles would be in the back behind a fence and gate.

[01:19:21] This is, on the top, is what the building looks like today in the proposed elevations. Again, the building would largely remain the same with some changes to reflect the new user. This property is designated highway commercial. Again, this recommends those auto-oriented uses along major corridors, so there are existing businesses in this area.

[01:19:42] There are residential subdivisions nearby, but the existing privacy fence will remain in place to provide screening. This use conforms with the overall intent of the land use designation and many of the recommendations of the comprehensive plan for this type of use. So staff is recommending several conditions through the CUP process to address this particular use. The use would allow an automobile potty and fender repair facility with a rental business. Damaged cars would have to be stored behind the fence, which is located in the storage area to the rear of the site. The fence must meet screening requirements. The display of vehicles not permitted in the thoroughfare buffer

[01:20:16] or outside of paved areas. All parked vehicles must be in the paved areas. HVAC equipment must be screened that aligns with the current proffered conditions. The building must be neutral in color with up to 10% being used for accent areas or brighter colors if desired by the applicant, and then a standard condition with all our CUPEs compliance with development regulations.

[01:20:37] The Planning Commission reviewed this request at a previous meeting. No speakers spoke during the public hearing, and ultimately the Planning Commission recommended approval subject to the sketch plan and the staff recommended conditions. That concludes staff's presentation. I'd be happy answer any questions the board may have the applicant's representative is here tonight but they don't have a formal presentation planned any questions or comments from board members thank you for your presentation sir we will now open the public hearing it's the applicant present do you wish to make a statement please come forward please state your name and the district

[01:21:15] in which you live hey i'm gus wilson i'm with a developer i'm actually from nashville tennessee just wanted to give you that was a great presentation that explained everything we're trying to do well here. For anyone who doesn't know about Caliber Collision, they're a large automobile repair facility that's in 1,500 locations across the U.S. Very well run. Some people, when they hear Collision Center, they think there's going to be a bunch of junk wrecked cars that are visible to the public. We just want to let you guys know that everything is screened

[01:21:52] in, as was mentioned. All work takes place indoors. It's a conditioned space. The workers love working for caliber and caliber takes pride in its place in the community so we're excited to hopefully bring caliber to the to mechanicsville thank you any questions for the applicants okay this is a public hearing is there anyone here who wishes to speak in support of the application is there anyone here who wishes to speak in opposition of the application seeing none public hearing

[01:22:29] is closed mechanicsville district mr. Hudson thank you mr. chair I'm glad to see the building back in use it's been sitting vacant for a number of months now and happy to welcome caliber caliber collision to mechanicsville I believe they have other locations towards the western part of Hanover so with that mr. chair I move that we approve CUP 2025 - 00002 as submitted second there is a motion then a second any discussion seeing none all in favor

[01:23:04] approval, please indicate by saying aye. Aye. Any opposed? Application has been approved. Mr. Pompey. For the next zoning request, we'll be moving to the Route 301 corridor and this is a request to rezone a property to BO Business Office District to allow an existing residence to be converted to a professional office.

[01:23:27] This is in the Chickahominy District and the property is at the intersection of US Route 301 at Rutlandshire Drive across from the Rutland development it's on the edge of two land use designations the red is highway commercial which kind of starts at the rutland shire drive intersection and moves towards interstate 295 so it's on the edge of that highway commercial and the suburban neighborhood residential land use designation the properties are currently zoned r1 single-family residential properties to the east and south are zoned r1 and you can see more of the commercial zoning districts along

[01:24:05] 301 itself across the street and as you move closer to Interstate 295. This is an overview of the property. Again, you can see that intersection of Rutlandshire Drive and Route 301, which does have a current signal there, and that's what the existing residence would look like. The applicant would reuse that

residence and convert it into professional offices. So again, that existing residence would be converted to a professional office for a small financial planning business.

[01:24:32] Some of the structures on the property would be removed, and some of the other outbuildings would remain in place. This is the sketch plan. It shows the existing house in red which is on the far right side of the screen and the sketch plan all the structures in green would remain and then the structures in blue would be removed with the parking accommodated along the existing driveway which would be improved. The green outline the lighter green outline along 301 is the required thoroughfare buffer. So again this property is on the edge of two of our land use designations highway commercial and suburban neighborhood residential. The business office This land use zoning district is one of our least intense zoning districts, so an accommodated

[01:25:12] professional office within an existing residence could serve as a transition from our commercial uses on 301 closer to 295 to the residential uses in the surrounding neighborhoods. The applicant has proffered several conditions with this request to address compatibility with the surrounding area.

[01:25:30] The first proffer would require adherence to that conceptual plan I showed on the screen, of any exterior mechanical equipment. Sight lighting. Any exterior lighting would be limited to 25 feet in height and require house side shields to help prevent light glare onto adjoining properties. Signage would be monument signs. If any stormwater basins are provided, they must be landscaped. And then there's a proffer about architecture and colors, maintaining neutral colors on the property. The Planning Commission reviewed this rezoning request and no one spoke during the public hearing. After discussion, they recommended approval subject to the submitted

[01:26:06] proffers and conceptual plan with a vote of 6-0. That concludes staff's presentation. The applicant and the applicant's representative are here tonight, but they do not have any formal presentation planned. I'd be happy to answer any questions before the public hearing begins. Any questions from board members? Thank you for your presentation, sir. This is on the agenda for a public hearing.

[01:26:31] We will now open the public hearing. Is the applicant or applicant's representative present? do you wish to make a statement? No statement? Okay. If you'd like to make a statement, please proceed. Please state your name in the district in which you live. Sure. I'm Angie Shea. I live, I don't live in the Chickahominy district. I actually live off of 54 and was really excited about the guidance hill thing. Um, I have run my business for 30 years and in Rico County, and I am thrilled to death to hopefully move it to Hanover County where I live. So I just

[01:27:09] appreciate the hard work of the staff. Everybody has been great to work with. So that's it. Thank you. Thank you. Any questions for the applicant? Seeing none. Thank you, ma'am. Thank you for your comments. Is there anyone here who wishes to speak in support of the application? Is there anyone here who wishes to speak in opposition of the application? The public hearing is now closed.

[01:27:37] Chickahominy District. Supervisor Floyd. Thank you, Mr. Chair. I have spoken to the applicant. I'm very happy she's moving her business from Henrico to Hanover. That's wonderful. It fits well with the area. It will be a great transition, as staff had mentioned.

[01:27:56] There has been no opposition. So with that, I move to approve REZ 2025-00001 with proffers dated May 2, 2025. Second. There is a motion and a second.

[01:28:15] Any discussion? All in favor please indicate by saying aye. Aye. Aye. Any opposed? Application approved. Mr. Pompey. For the next request we're going to move closer to Ashland to the Route 54 corridor. In particular Taylor Park which is a county owned park and this is a request to amend the sketch plan and conditions associated with a previously approved CUP for Taylor Park to allow the dog park to be lighted.

[01:28:46] The park is located on State Route 54, just east of the town of Ashland. It is just outside of our suburban service area in an area designated rural agricultural. So it's in that transition from the suburban service area to the rural parts of the county. The facility is currently zone A1 and does have a previously approved conditional use permit that was approved in the early 2000s.

[01:29:09] So again, this is a request to amend that conditional use permit, both the sketch plan and the conditions, to allow lighting around the dog park. This amendment is in response to citizens' request that the dog park be available for use after hours of darkness. The light fixtures will be limited to 25 feet in height with house-side glare shields that allow the facility to be lighted while limiting impacts to adjoining properties.

[01:29:32] Lighting will be on automatic timers per the proposed conditions to turn lighting off by 11 p.m. The lighting plan demonstrates that the proposed lighting meets all the requirements in the zoning ordinance to minimize impacts to adjoining property owners. And then the parking lot itself for the dog park will also be improved and lighted and 20 parking spaces are shown.

[01:29:51] This is a sketch plan showing where the dog park is located off of Taylor Complex Lane farther from Route 54, kind of behind the extension office, with an example of the lighting that will be used. So again, Taylor Park has an existing conditional use permit.

[01:30:09] All the conditions for the Taylor Park Complex were included in the report, but only a few will be changing, and those are shown on the screen to accommodate this request. So condition 14, hours operation will be revised to allow the dog park to open from dawn until 10.45 p.m.

[01:30:25] Condition 15 is a new condition, lighting, because lighting is being added as part of this request. Lighting is limited to a height of 25 feet. House side glare shields must be installed and all fixtures must automatically shut off by 11 p.m. And then condition 16, which is standard for many of our more recent zoning requests, the parking lot must be landscaped.

[01:30:46] The Planning Commission reviewed this request because it is an amendment to a conditional use permit. Nine speakers spoke in support at the Planning Commission public hearing. After hearing from the speakers, the Planning Commission voted to recommend approval of this request subject to the submitted sketch plans and the recommended conditions with a vote of 6-0.

[01:31:05] That concludes staff's presentation. Aaron Reed-Miller, the Director of Parks and Recreation, is also here to answer any questions, but he does not have a formal presentation planned. I'd be happy to answer any questions at this time prior to the public hearing. Any questions from board members? I have one. Yes, sir. I noticed sir. Thank you for your presentation I noticed that there was a revision on the lighting until 10:45 p.m. So What the condition says is that and I'll go back to that slide the dog park Can be open till 10:45, but the lighting has to be off by 11:00

[01:31:44] It allows time for people to get out of the dog park into their cars Between closing and when the time the lights shut off. Okay. Have you heard any? Concerns from neighbors who may say hey, I don't

think the light should be on that late I'm not aware of any concern some adjoining property owners did speak in support at the Planning Commission public hearing But I'm not aware of any lighting related concerns or the concerns with that proposed hours of operation Okay, sir. Thank you for your presentation. Any other questions. Thank you, sir

[01:32:19] Okay, this is on the agenda for a public hearing. We will now open the public hearing any other comments or Is parks and recs the applicant here anything you'd like to add sir, please approach mr. Reed Miller State your title. Thank you. Mr. Chairman and members of the board. I'll keep these comments brief I just want to recognize the planning department their assistance on this project They've been phenomenal as always and to recognize a couple of citizens who have really championed this project

[01:32:59] Mr. Chuck Reese Gordon silver who couldn't be with us this evening and Carolyn cook They've been great through this whole process and we're very excited to hopefully see it move forward Thank you, sir for the record. You are the director of Hanover County part for the record. My name is Aaron Reed Miller I'm the director of Parks and Recreation. There we go, sir. Thank you very much Mr. Reed Miller. There is a question from a board member Supervisor Dibble. Thank you, sir. Appreciate the extra steps

[01:33:35] Could you explain to us how this project is going to be funded? Yes We we currently have budget funding specifically for lighting at the dog park at Taylor Park The that's going to cover the lighting infrastructure itself the parking improvements that were mentioned and shown That'll come from a separate budget line item for paving and parking improvements So two different pots of money within the existing budget for those two specific Components of this project. So it's all taxpayer funded money. I thought there was some fundraising There is an outside contribution from Hanover friends of the dog or friends of Hanover dog parks

[01:34:14] I believe miss Carolyn cook will will share some information to make sure that got into the record. So we certainly Yes, appreciate those efforts any other questions from board members. Thank you, sir This is on the agenda for a public hearing. Is there anyone here who wishes to speak in support of this application?

[01:34:39] Mr. Reese, please approach. Please state your name to the district in which you live. You will have up to five minutes. Chuck Reese, Beaverdam. About four years ago, I first attended Taylor Park, Hank and I, and I noticed there's a lot of camaraderie with people.

[01:34:58] If you really want to meet some friends, go to the dog park. It sounds crazy, but there's a lot of people talking and having a good time, and you come to friends of those people. and i noticed in the winter time those people didn't show up but they would normally show up after work four to six o'clock well daylight saving time really kills that and started thinking about letting the park would extend the use of the park and it's a very popular place so i went to the park and wreck and went to erin and he said well without money and a big plan we probably will talk to you in about five years so four years later i'm standing here hopefully getting it

[01:35:34] approved. People showed up and EV vehicles were a great advantage because they could pull in the parking lot and turn their lights on and keep them on for a while and they put aluminum reflectors around the dogs so they can watch them run in the park. It's kind of ingenious. But I put together a survey and found that within a month I had 300 signatures of support for this from the local people. So then I sent information to all the surrounding people there and I got one or two questions back that they would complain if it if this would be a lighting project like a ball

[01:36:11] diamond and we explained to them the lights wouldn't be down only on the park and they probably wouldn't see them so the next thing that i tried to figure out what the cost would be and i talked to several people and it was around forty thousand dollars at the time that was several years ago and that we would try to raise money ourselves and caroline will tell you about the money that she had talked about. I noticed that in a survey that we have a lot of people coming from New York and Florida that actually stop in Ashland to stop specifically for the park. And

[01:36:48] they spend the night in Ashland and money comes from that standpoint. I tried to raise funds and people volunteered that they would pay it. And finally, we've got to a point where the parks have said that they would chip in some money as well. And so we've come here to request that you guys approve that and i just want to say again if you i walk around ashland and i'm not known as chuck all the time i'm on i'm known as hank's dog owner so i mean people really do support that park and hope you try to extend the time by lights thank you thank you for your comments sir next please

[01:37:27] state your name the district in which you live you will have up to five minutes good evening mr chair i'm carolyn cook i reside in the beaver dam district mr stoneman how are you this evening i've been a dog park patron since 2008 less often in recent years as the dogs and i age out i'm here tonight as a representative for friends of hanover dog parks a non-profit organization with the early collaboration of hanover county parks and rec we raised the needed funds gathered volunteers

[01:38:06] and solicited material donations to build and complete the pole green dog park opened in 2016 as i'm sure mr davis will remember because he cut the ribbon since then we have supported many dog park improvements in both locations taylor park and pole green dog park friends of hanover dog parks has participated in the discussion with mr reed miller mr silver and Mr. Reese, I'm pleased to say that on behalf of the Friends of Hanover Dog Parks, we fully support

[01:38:41] the Cup Amendment to the extent that the Friends will be contributing a five-figure sum to purchase of the lights. And I also want to say that in addition to what Mr. Reese just said about people coming and staying in Ashland because they can go to the dog park, one of the early memories I have of somebody doing that was conversation that I had with a patron who brought in, I think she and her husband brought in three dogs.

[01:39:10] They were coming to the races, and they would stay for a three-day weekend. They would use the dog park, and they would stay in Ashland. So that's bringing resources, monetary resources, into the county that are badly needed as well. Thank you, and I hope you have good support for this.

[01:39:29] I appreciate it. Thank you for your comments. Is there anyone else who would like to speak in support? Please approach, state your name, and the district in which you live. You will have up to five minutes. I won't take my five minutes.

[01:39:46] My name is Jessica Hale. This is Rosie, and we live in the Chickahominy District. She's my service dog, and we are not always available to do dog things, especially in the wintertime, during the day.

[01:40:04] And this will extend the amount of time that I can let her off-leash. As you may have noticed, I walk with a cane. And that means I'm not usually taking my dog for walks. And the dog park is really helpful. I have driven cross-country a number of times.

[01:40:22] I do Google reviews on dog parks. Taylor Park is one of the best dog parks I have seen across the country. And the lighting will help that. um meet you and Please approve. Thank you for your

comments Anyone else who would like to speak in support of the application?

[01:40:48] Is there anyone here who wishes to speak in opposition of this application? Seeing none we will now close the public hearing this is shown as Beaverdam district. I will recognize mr Stoneman. Thank you, mr. Chair. Well, I have to say this is probably the the funnest land use that I've

[01:41:25] Had the opportunity to participate in so I'm going to take advantage of it and and I would just like say it's a long long time coming I have visited the park on a number of occasions and I happen to be personal friends with Mr. Reese and and Ms. Cook and I and I have been hearing about this project for quite some time And so I'm really really happy that we can finally get it to the table uh and we do appreciate uh i i personally do appreciate uh public private partnerships where you raise money and help save taxpayers uh dollars in order to get some of the things

[01:42:01] the services that we want um and so you know just recognize once again mr reese and miss carolyn cook and then gordon silva who i think was here earlier and had leave um i have to ask the question miss cook is this the first project that you've spoken in favor of on a land use oh no okay darn i was i was going to get a proclamation on it if it was so anyway no i appreciate i appreciate all the work that y'all have done and i appreciate uh everything that aaron has done to make sure this project uh got to the table um you know before that five-year window so um with that being said i'm going to go ahead and uh motion that we approve uh cup 2025

[01:42:40] 5-0 0 0 0 3 as submitted second there is a motion and a second i have a comment i serve on parks and recs advisory along with mr stoneman and we have been hearing about this request for this use for quite some time and it is great to see the public support with the funding and again ms cook and Mr. Reese, I know Miss Cook's been to parks and recs a few times. I know I've seen them frequently

[01:43:17] So it's great when the public comes out and supports an application makes it easier to support So I'll be supporting the application any other comments from board members Supervisor Pritchard. Thank you, mr Chair, I read an article the other day that said people who live within communities, created communities of support, live approximately seven and a half years longer than those who don't find community.

[01:43:46] And I think the Hanover Dog Park is about the perfect example of people creating community within our community. I don't think there's anybody up here who doesn't know how many dogs I have and how many I've had over the years. You might not know that Mr. Reese twisted my arm in the Kroger on Monday and made me promise I'd support this.

[01:44:08] This is such an exciting thing to to support Right outside of the town of Ashland and we are delighted it is so I'm happy to support any other comments seeing none. We will now call for the vote all in favor Please indicate by saying aye aye and the opposed application approved. Mr. Pompeii rezone from a1

[01:44:43] agricultural to RS single-family residential to allow 48 single-family detached lots adjacent to Woodside estates in the Beaver Dam district. So this property is in the suburban service area that is the 22% of the county that is designated for more intense development with the provision of public water and sewer.

[01:45:06] The property is adjacent to Woodside Estates and is accessed from Woodside Estates. It is designated suburban neighborhood residential, which recommends densities of one and a half to three units per acre. It's on the edge of that designation, which is highlighted in yellow on the map. The blue is

designated employment center and that particular area is where the tracked data center development was approved last year and it's just outside the town of Ashland Woodside Lane you see on the screen. The east side is within Hanover County outside of the town and the west

[01:45:39] side is within the town limits. This property or the subject properties are zone A1 agricultural. To the west, again, is the Woodside Estates subdivision, which is zoned R1, and then to the east is the tracked data center development, which is zoned M1.

[01:45:59] This is an aerial view of the property. You can see Woodside Estates, again, to the west, and then the tracked data center, which is not yet developed to the east. This is the conceptual plan. Our RS ordinance requires submittal and adherence to a conceptual plan.

[01:46:15] this shows the layout of the 48 lots. The gross density is 1.19 units per acre. Once you consider the resource protection areas, the RPAs, the net density is 1.23 units per acre. Again, 48 single family detached lots. The median lot size is just under a half acre at 0.496 acres, which is similar to character as the existing Woodside Estates subdivision. Here's another look at the conceptual plan, this sheet shows the open space highlighted in green. The open space is 11.65 acres, which is

[01:46:50] just over a quarter of the project area. It will be amenitized with a playground, benches, and picnic tables. Sidewalks will be right along one side of the street, and a pedestrian trail will be provided through the open space. It'll be partially asphalt and partially mulch. That open space includes wetlands and RP areas, as well as other recreation areas. Per the county's transportation policy, 40 or more lots. Any zoning request that involves that number of lots must submit a traffic impact analysis. The traffic impact analysis was submitted for this project and reviewed by VDOT. It looked at four intersections on State Route 54 and U.S. Route 1

[01:47:29] and determined that all the movements at those study intersections would operate at a level service of D or better, except for the southbound left turn at Interstate 95 as you're coming on State Route 54. Level service D is the minimum recommended by the comprehensive plan. Based on this traffic impact analysis and those findings, no roadway improvements were recommended as part of the study. VDOT reviewed the analysis and found that the results were generally acceptable.

[01:47:59] Also, as part of the transportation policy, when there are 40 or more lots, the county reviews the transportation impacts and road projects in the area to determine what the impacts will be to our road network from a cash contribution perspective and that's considered by the applicant so in this area we have a lot of improvements that are planned interstate 95 at state route 54 a diverging diamond interchange has been submitted for smart scale funding many of the trips from this proposed development will go towards interstate 95 via route 54 to get to their final destination we also have an improvement at route 54 in goddins hill road a westbound left turn lane some of the

[01:48:36] trips from this development would go to that area. And there's also a roundabout planned at Route 301 and State Route 54. So based on the TIA, trips will be going through all these project areas. Based on the number of trips generated, how they're distributed through the network, Public Works calculates what the potential impact to our transportation network would be, particularly those projects that are intended to add capacity, improve safety in the area.

[01:49:03] Based on Public Works' calculation, a proffer amount or an impact amount of \$19,000 was determined. The applicant agreed to an amount of \$4,000. That \$19,000 amount is higher than many of the

other proffers accepted in this area.

[01:49:19] The \$4,000 per unit amount is in line with some of the other rezonings that were calculated prior to the diverging diamond interchange being identified as a project through the STARS. study that was recently done with VDOT, the county, and the town. Hickory Grove has a unit amount of \$2,300 per unit to go towards transportation improvements. That is an age-restricted neighborhood, which generates less traffic per unit than non-age-restricted.

[01:49:46] And then Patriot Glen, that project is in the town of Ashland. That includes a mix of single-family, non-age-restricted units, as well as some commercial. And that proffer amount was \$4,000 per unit. So again, based on the way we typically calculate proffers, the recommended amount was just over \$19,000. The applicant is proposing \$4,000 per unit to offset their impacts. That 4,000 unit is in line with some of our other recently approved zoning requests in the area. Shifting over to the conference of plan, as I mentioned previously, this area is designated suburban neighborhood residential. It's one of our land use designations applied to the

[01:50:24] suburban service area, which is our designated growth area. It's recommended one and a half to units per acre. This proposed project is slightly less than that at 1.23 units per acre. That 1.23 units per acre is in line with the existing Woodside Estates subdivision, which is 1.37 units per acre. So slightly less than recommended in the Comprehensive Plan and comparable to what Woodside Estates has developed as. It is adjacent to R1 zone property in Woodside Estates, tract, which is zoned M1, and some undeveloped parcels zoned A1. The Comprehensive Plan, as part of the 2023 update talks about transitions not only from higher intensity to lower intensity uses

[01:51:03] but from lower intensity to higher intensity uses you know how do we minimize the negative impacts and relationships between different types of uses so as part of this development there's a large open space area as well as buffers between the proposed development and tract on the residential development parcel again trying to provide some transitions that's in addition to the proffers that were approved with track that require significant perimeter buffers.

[01:51:28] There was a community meeting held on January 15th, and there were questions about how this site relates to the track site in terms of access, impacts to Washington Lacey Park, which is adjacent to Woodside Estates, impacts to traffic on the surrounding area, lot sizes, home sizes, and the price ranges that are anticipated for the proposed development if it's approved, garages and how they're oriented.

[01:51:50] There was comment about how Woodside Estates has side-loading garages, would this development follow suit and then the capacity of public water and sewer in this area to address the conference of plan recommendations as well as some of the comments received during the community meeting the applicant has submitted eight proffers all bmps and retention ponds would be landscaped hours of exterior construction would be limited to 7 a.m to 7 p.m monday through saturday construction traffic would access the southern entrance of woodside estates and come in through Windy Wood Court so there's a designated route for that construction traffic

[01:52:25] profit regarding foundation materials and tree preservation in common areas again the applicant has offered four thousand per unit to offset their impacts to the local transportation network recreational amenities provided shown in the conceptual plan and bonded and then they will disclose that there is a data center project planned adjacent to this particular project if it's approved with notes on the plat in the hoa documents and on the original sales materials as mentioned in the staff report the only

outstanding issue that staff has identified is that cash contribution and whether the board determines that it appropriately mitigates

[01:53:04] impacts to the surrounding road network again the applicants proffering four thousand dollars to offset their impacts and public works calculated about nineteen thousand dollars is the projected impact on the surrounding network based on the projects in the area. The Planning Commission reviewed this request and held a public hearing.

[01:53:21] One speaker shared support for the project during the public hearing and there were no speakers in opposition. After discussing the case, the Planning Commission recommended approval subject to some changes in the proffers and with the conceptual plan that was submitted, the applicant did address the Planning Commission recommendations.

[01:53:42] That concludes staff's presentation. Applicants representative is here tonight, and they also have a formal presentation planned any questions from board members. I have one sir Yes, sir on page 5 of the staff report the study found that in at the top sentence at the top on page 5 the study found that in 2030 if the development is built all movements at study intersections would operate at a level of service D or better except for

[01:54:17] The southbound left turn at the Interstate 95. What is the southbound left turn at the Interstate? So if you're coming from Washington, D.C. and getting off in Ashland and you want to head towards the courthouse, it's the ramp you would take.

[01:54:36] It comes straight off 95 when you're coming from D.C., and then you have to stop and make a left turn to get to the courthouse. So it's the southbound ramp. When you hit the stop, it's the left. That's correct. That answers the question. Any other questions from board members? Thank you for your presentation, sir. This is on the agenda for a public hearing. We will now open the public hearing as the applicant present.

[01:55:01] Please approach, pre-state your name, the district in which you live, or the entity that you represent. Good evening. The dog case is a hard one to follow. That's exciting. My name is Ashley Kyle. Good evening, Mr. Chairman and board members.

[01:55:21] My name is Ashley Kyle. I am with the law firm of Roth, Jackson, Gibbons, and Condlin, attorneys for the applicant. And I have David Bartha, an engineer, our engineer, also here on behalf of the applicant. I will very briefly just reiterate what Mr. Pompey just described about our project.

[01:55:43] The project location is directly east of the existing Woodside Estates community. They're in that blue box. It's between Barron Ridge Drive to the north and Windywood Court to the south. Those are roads that are within the existing community.

[01:56:00] Just a few fast facts before we get going. So there are two parcels that comprise this project We would like to subdivide them into 48 lots with the density of 1.23 units per acre for this project If you compare it to the density of the existing website of states, it's somewhat small. It's somewhat less The existing community density is 1.34 units an acre Also, we we'd like to add more open space than what is required by the comprehensive plan Our number is twenty eight point four three year acres of percent of open space In the plan we've had wonderful support from the existing HOA of the existing

[01:56:38] With the woodside estates community and the residents and the plan would be to include the existing our section into the existing woodside estates So the mechanism that needs to happen for for this is that the existing HOA needs to vote to allow the section to join And so we're kind of at the at the whim of the existing HOA if if for some reason They do not vote to let us join that we will go ahead and form our own HOA that will conform to all rules and regulations But like I said, we've had great support from them and we hope that we would be able to join

[01:57:14] So also just really quick what we're asking is the existing zone it is zoning on these parcels is a one We're requesting RS for both of them. We are consistent with the comprehensive plan, which is suburban neighborhood residential, but it wasn't always, which is what brings me to my next slide. So this case was previously applied for back in 2020. It got as far as a community meeting in October of 2020, but then it was withdrawn in 2021. So some in the community may remember that so what is different now why are we before you now now the

[01:57:52] con the comprehensive plan has been amended from planned business that's to suburban neighborhood residential so now it's fully consistent with the existing woodside estates and the approval of this project would ensure residential transition to the track data center development to the east the Lots here would be very well insulated the tract offers the track proper project offers a very wide 150 foot buffer our project conceptual plan offers 30 foot a 30 foot buffer so combined that's 180 total feet of buffer so these lots would be very well insulated and we believe that this would be a good transition good

[01:58:29] transition into the data center project also we think this addresses the county's need for housing and we've done some redesigning of the stormwater management and then let the our 48 lots are in yellow and then to the north or to the east of that is the tract area so here's our concept plan I'm going to kind of go through these pretty quickly 48 lots here's our existing vegetation and land use plan you can see the open space and the amenities that we're going

[01:59:04] to be putting in the in the center up there the elevations like mr. Pompey said at the community meeting there they asked for sideloading garages which are lovely and so the developer did incorporate some of those into these elevations and then the amenities just to correspond really well with the existing with side estates where you can see there's two sections of playgrounds already there what we wanted to add was just some picnic benches or picnic tables and benches some other benches and another small playground area which would

[01:59:42] include a selection of those swing slides and climbers there quickly just some concerns raised during our community meeting that we held in January the side entry garages so we revised the elevations to include those the community members would like the new homes to include gas service so an application has been submitted for that community members did want the construction limited which is very common so our proper three addresses this concern seven to seven Monday through Saturday will be the construction

[02:00:17] hours and then community members were a bit concerned about the use of their roads for our construction vehicles the way to access our property is through the existing community and so we proposed allocation of our cash contribution to address this concern and I will discuss that at the end and then And also, like Mr. Pompey said, we added a proffer regarding the data center just a disclosure so that future residents know that it's there.

[02:00:51] No impact on the schools, really. All of the schools are still within the utilization limits through 2035, so this is the elementary school and then the middle school and the high school. The traffic impact.

[02:01:08] So we did our traffic impact analysis, and it was dated in December of '24, and we studied the intersections that appear there with the four dots. Like Mr. Pompey said, RTIA recommended that-- or said that all studied intersections will operate at acceptable levels of service during all conditions, and that no roadway improvements were recommended.

[02:01:31] I'd also like to add that during our community meeting, none of the current residents showed any concern. Neither did the HOA for additional traffic on the roads surrounding the community. And at the Planning Commission, there was not. The cash contribution was discussed, but traffic impact and added traffic was not a concern.

[02:01:53] I will acknowledge that RTIA does not include the recently approved Patriot Glen community, but it does take the planned growth of the community that's anticipated into consideration. And I know there's a little bit of concern. know there's the the one we just talked about the the exit ramp off of 95 but then also the southbound left turn lane off of Woodside Lane on to route 34 so I will address that as well here is a close-up of Woodside Lane and route 30

[02:02:27] route 54 and as you can see we have very little impact the left to the left bound is where see where it says six slash four so that's our am and pm contribution that our site would would contribute to the traffic on woodside lane it's very small um virtually nothing so um but this this left turn lane was rated um a c and a d respectively am and pm um and what i will show

[02:03:03] you on the next slide is that any chain it's currently has that rating right now in with the anticipated growth of the area it will maintain that it will maintain that consistent CD rating and then if we were to build it would also maintain that so you can really see how little impact we're gonna have and I will clear I see a couple confused faces and I will clarify that on the next slide and then I also wanted to add that the smart scale funding is that mr. Pompei mentioned we're expected to get a lot of aid for the i-95 route 54 diverging

[02:03:38] diamond it's definitely on track even last week can you can you repeat your last comments in front of the microphone please we may not have captured that on the record there was me there was movement this is a resolution resolution that was made last week at the Commonwealth Transportation Board just to show you that it's not a done deal that this funding is going to 100% go through but it is really looking like it. There's going to be a final vote next month but what is

[02:04:17] highlighted on I think the second to last page is the diverging diamond itself and how much funding that's going to be allocated. So it's looking extremely likely that this is going to go through which will improve the concern about the off-ramp that we just talked about. And then of course residuals from this massive improvement will also address east-west traffic on Route 54 as well. It'll have a trickling effect to help traffic in the area generally. Here is the slide that I kind of alluded to. This is from our TIA and

[02:04:55] in the blue box is that southbound left turn lane on to Woodside Lane and as you can see in the first set of columns this is the existing rating that it gets as as of the date of the TIA. And then in the second set, where it says no build 2030, that's the rating that is anticipated just with the level of growth that's anticipated to occur, regardless of whether or not we construct.

[02:05:22] So assuming that we don't, that's what no build means. And then build means if we do put our site in, what the traffic levels are expected to be. So as you can see, this particular left turn coming south down Woodside Lane really stays pretty consistent, which shows that our site and our project really won't have much of an impact.

[02:05:51] And then I wanted to address how we arrived at the calculation of our \$4,000 per lot proffer. So here was the original calculation by county staff.

[02:06:07] And as you can see up in the diverging diamond column L project cost, it's \$42 million was the estimate at that time. And that was taken into consideration to generate the \$19,399 per lot rate for the lots an hour project.

[02:06:27] Since then, this is from the state. And you can see it's the top one slated under Ashland that the total project cost is around \$45 million. And then the amount requested for funding is about \$41 million.

[02:06:45] So how we came up with \$4,000 per lot is if you look up at column L, Diverging Diamond, again, we have the difference between, and I'll flip back here. We have the difference between the project cost, that \$45 million, minus the \$41 million that we're expected to get for the funding.

[02:07:08] And the difference is about \$4,664. So if you plug that figure into that column L, you come up with \$3,764 per lot. We went ahead and rounded it up to \$4,000 a lot.

[02:07:23] And we think that this is fair because this is the \$4,664,000 is what the locality would be paying for the cost of the improvement on top of what the smart scale would fund. So we think that that's definitely a fair reflection of what the proper should be.

[02:07:44] And then also, like Mr. Pompey said, Patriot Glen is \$4,000 a lot, and then Hickory Grove is \$2,300 a lot. The last thing that I want to talk about this evening is the allocation for the cash contribution. During our community meeting, it was a concern of the residents that some of their roads within the community would need to be repaired.

[02:08:09] We went ahead and got estimates for this cost, and we were thinking that we could allocate our \$4,000 per lot. total to repair of that, and then also the repair of a dilapidated sidewalk on the eastern portion of Woodside Lane going approximately 250 feet south. So we, whoops, we got estimates for it. 4,000 times 48 lots is about 192,000. The milling and paving work combined would be about

[02:08:43] 12,000. The cost estimate for the sidewalk would be about 181,000, all equaling 193,000, about the same as our proper and then here would be the exact language that we would suggest so what I have struck through is what currently exists in our proposed proper and that is kind of the default language that just says you know the count will allocate the funds to whatever they wish but we would wish that it would be allocated to those two projects I did talk to mr. Pompey earlier and I'm understanding that there is a legal concern with the milling and

[02:09:22] paving repair work and that that would not be an ideal allocation so we understand that um and would still like the allocation to be made towards the more expensive of the two um the sidewalk the dilapidated sidewalk okay that's that's all i have for you this evening oh last thing to say is just um this this project is favored by the current woodside estates residents and the hoa it ensures residential transition to the data center which is important and definitely a topic um a hot topic it's consistent with the comprehensive plan and there's very minimal

[02:09:58] impact of traffic in schools so we think it makes sense thank you any questions from board members supervisor pritchard thank you mr herdsburg having recently lived where a subdivision was being built um i am particularly sensitive to the notion of construction vehicles and honestly it sounds really good we're only going to let them come through slate and circle but a bunch of

[02:10:32] People live on Slayton Circle and notoriously construction vehicles go, well, you know, whatever. And so, one, I want to know what you're going to do to promote the notion that they will only go on Slayton Circle.

[02:10:49] And number two, there are a lot of kids that live there. And that is, those vehicles, I happened to be at home during the pandemic when that construction was going on in my neighborhood. and a lot of kids walk in my neighborhood and it was terrifying and so i i am very concerned about what safety precautions will be put in place and how we will ensure that um yes thank you um that definitely came up at the community meeting i emphasized with that 100 especially with the children um i mean we will we will work to enforce the construction the

[02:11:28] pathway by which they're obligated to travel via signs I mean and obviously the construction crews will have very strict instructions my my engineer David if you'd like to add anything about that hello my name is Dave Barthol I'm with BDA development services I'm the engineer I'm also the developer the measures that will be put in place are that construction traffic will be

[02:12:05] restricted to that southern entrance to the extent that we can and the extent that we can will be until the roads are accepted in the state system so that the the thought here is that with enough traffic over the construction of the project before state acceptance of the road going that southern entrance because the northern entrance will be blocked off during that time and what I say to the extent that we can, we will not be able to block that off when we're going for state

[02:12:43] acceptance of the roads, which is further down the life of the project. So the hope is that that will condition those construction vehicles and enough people will be doing that more routinely that they will go that route.

[02:13:07] We we can only do as as as much as we can human nature as human nature We will try to train them as best we can with with operations that are that are put in place Having lived through this that is not even a teeny tiny bit reassuring, but thank you. Mr. Stoneman. Thank you. Mr. Chair So I guess you know you mentioned you saw some confused faces on the level D The left turn southbound on Woodside, that was something that I highlighted.

[02:13:45] It remains a D today, whether you build or not, and then if you build. I've spent some time over there, especially since this project's been up there and watching that. How does that make sense? I know that the issue with the left turn are the people coming from Ashland or 95 going to Hickory Hill or 301 or wherever.

[02:14:08] And with the addition of Hickory Grove, that will add a few more cars, to say the least. So I'm just kind of wondering how we arrived at the level D, even with all of that. Sure. So with the consistency of the level D? Yeah. Right. So you're right that the traffic is really going east to west.

[02:14:28] It's not going north and south, specifically south from our project onto. And it's so low. If you look at this table at the 6-4 projected to go left, and that's AM, PM, peaks, it just doesn't move the needle at all.

[02:14:50] It's just there's such little impact there going left onto Route 54 that that's how it'll maintain that status. Okay. So the level of service doesn't change. It's not per car how long a car sits there.

[02:15:08] It's the traffic backed up to get to that intersection? Yes. Okay. And then the other question I had is on the smart scale funding on the diverging diamond. I mean, that \$41 million, that's in today's value cost based on today.

[02:15:28] And so how long do you think that it would take for that project to come to the table? What I have heard is the funding will be available, assuming this is all approved next month, that the funding will be available in 2027 and that construction will be in the range of 2030 to 2033.

[02:15:47] I do know, too, that Patriot Glen is phased and that the final build-out for that isn't until 2030. So it's not like there's going to be immediate traffic right there tomorrow. that's going to kind of go hand in hand with with the timing on the diverging diamond.

[02:16:07] That is what I'm hearing from traffic engineers right now. Yeah. Yeah, probably not as optimistic on that timeline or that that the cost of the construction. You know, I think that that's probably played a lot into the suggested proffers, you know, is that that 41 million might not might not cover the cost for something like that.

[02:16:31] And and I I'm thinking at least 10 years before that's that's done So but anyway, that's that's just my comments on that as anybody any other comments from board members or questions Supervisor Dibble So, um, it seems to me that as we look at these Traffic analysis and these trips per day We don't feel like there are any improvements that have to be made until we go from like a D to an F

[02:17:06] And then at that point, it's like, well, the last developer in has to foot the whole bill. And I don't think that's the concept that we should embrace. And it's certainly not the concept we should embrace when we're talking about proffers because the proffer needs to cover.

[02:17:25] I mean, everybody needs to give a little bit because it's just simply not right to make the last developer in to pay for it all. Or to, you know, we looked earlier in the day, Polgreen Road and Ashcake, it's just heartburn for me, the tax dollars that have to pay to upgrade those roads, because the developers didn't build the roads, in my opinion, to the right standards the first time.

[02:17:51] So how much, I'm having trouble following the county's methodology to get to this \$193.99. How much of that \$193.99 is the DDI? How does that factor into our?

[02:18:11] So Ms. Kyle pulled up the spreadsheet that was generated from Public Works. It's just really hard for people to see that. It is hard to see. the orange line at the bottom or sorry there there's a line towards the bottom that says how much goes towards each project and that diverging diamond is seventeen thousand of the nineteen thousand dollar contribution

[02:18:48] please approach your podium I'm not sure where Public Works got forty two million 45 million is what the state is saying would be the total cost and then the ask for help from the state is 41 million so that's we subtracted 41 million for 45 million roughly and got about four four and a half million to plug in there so if you notice then if you go back down to the orange that makes that number significantly less um because the locality isn't going to be paying 42 million because we're you know almost positive at this point we're going to

[02:19:25] get that money so so the way that it works out is based on the county calculations of the nineteen thousand four hundred dollars roughly seventeen thousand five hundred to the diverging diamond eight hundred dollars supports the route fifty four three oh one roundabout based on how the trips are distributed and about a thousand dollars for the left turn lane at fifty four and got until so the majority is diverging diamond so we've heard the developer's rationale for why they believe the 17-5 shouldn't be their

[02:20:03] responsibility. What is the county's position in thinking that the proffer should be 19-4? That calculation is based on the fact that we have not been allocated the funding yet for the diverging diamond. The CTB would not vote on that until June and until then there's no other funding for the diamond.

[02:20:25] Fair enough. And then can we go back to your transportation slide? It actually said transportation in red on it. The one with regard to the proffer money being used to, are you wanting to revise the proffer so that the proffer money will be used to repair the roads that you may damage in Woodside?

[02:20:56] Yes, that was a concern that we were trying to address that came up at our community meeting. Okay, well, that's apples and oranges for me. If you tear it up, you're going to pay for it anyway, period. So I would hope my board would not support that because that doesn't, you know, if you tear it up, you need to pay.

[02:21:14] And the proper money is for these off-site improvements. I'd like to clarify, ma'am. It was brought up that the existing roads were in poor condition. So this was offered as a way to address that as well as any possible damages that may occur throughout construction.

[02:21:37] I understand that and still stand where I stand on this. If it's not a good road, maybe you shouldn't be using it. But if you and your heavy vehicles tear it up, you're going to have to repair it anyway because VEDA is going to make you do that.

[02:21:57] And we, I will not support using proper money to do that. It's not the purpose of the proper. I mean, we're taking the roads as we're finding them now. And they're not in perfect condition now. But I understand what you're saying. Any other questions from board members?

[02:22:21] Okay, I have a couple of questions. I think I know the answer. I just want to make sure I understand. When the community meeting was mentioned, you said the neighbors requested gas service. Is that natural gas service for the subdivision?

[02:22:37] Yes Why would the neighbors care how these houses are heated? I think they're thinking about Some of them are looking at to purchase them. Okay, so they may want to purchase them and they'd like to see gas in the house Okay, well that makes sense so the information you passed out from the Commonwealth Transportation Board with Secretary Miller's title on the top left as chairperson, so I have not seen this before today

[02:23:13] This this is can you summarize this document? Is this a document that just is a lot of information? I know So it was it appears as if there was a workshop on May 20th And this is a resolution of the Commonwealth Transportation Board acknowledging the changes that were made at that workshop I'm just trying to show you that steps are being taken in the right direction to get this money for the diverging diamond And it's happening happening pretty fast. Well, I'd love to see the funding for the third thing done

[02:23:51] And myself and Mr. Kilduff, we went down there and I presented to the board and also Mayor Trevett. But it's quite the assumption, I think it's quite an assumption to say that it's going to happen when they haven't voted yet.

[02:24:08] Yes, but it's looking good. Well, I understand it's looking good. But from my perspective, I don't know that it's going to happen. And so my understanding is the difference between the \$4,000 and the \$19,000 is the \$4,000 assumes that that vote is going to be approved for the \$41,000 smart-scale funding.

[02:24:35] If it's not, we're at \$19,000. And, you know, that's, with all due respect, that's a \$41 million variable. It is. Okay. And I think I understand that now. I'm trying to think. I had one other question.

[02:24:53] We went over the southbound left turn lane. I think that's all I have. Okay. Thank you very much Okay, let's see where we're at. We need to have opposition and support. Okay, that concludes your time ma'am Thank you very much. Is there anyone here who wishes to speak in support of this application?

[02:25:16] Is there anyone here who wishes to speak in opposition of this application? Please approach state your name the district in which you live you will have up to five minutes Rob Wilhoy, Chickahominy District. I don't support this because you want to go from A1 to housing.

[02:25:43] Y'all talked earlier about the tomato festival. Well, how are we going to keep having a tomato festival if you keep taking agricultural land out of Hanover County? So, you know, I've worked all day talking what I was going to talk about, but it's just short and sweet. We can't keep plowing over agricultural land for houses. And the one other thing being political, everybody that came on this board two years ago, control growth and try to keep Hanover conservative. The more houses

[02:26:17] you build, the more chances we don't keep the conservative vote in Hanover. Thank you. Thank you for your comments. Is there anyone else who wishes to speak in opposition? Seeing none. Ma'am, you do have some time for rebuttal. If you would like some additional time, would you like that?

[02:26:40] please approach thank you ma'am the only other thing I want to say about the the money for the proffers is that the Patriot Glenn subdivision was approved for 4,000 per lot and I mean they're closer to the diverging diamond than we are and then also the Hickory Grove was even lower I understand that that's 55 and up so you know there will be fewer families with teenagers driving out of

[02:27:15] there so I just wanted to clarify that and that those two communities were approved they're just as close as we are to the diverging diamond um and they weren't taxed with the 19 000 levy so um that's that's just all i will say to conclude when was the patriot glenn approved i don't know exact mr pompey may know exactly it was approved in march but it's in the town of ashland it's at the uh northwest corner of woodside lane at route 54 adjacent to washington Lacey Park because that's in the town correct has this board approved Patriot

[02:27:55] Clint no we don't have to okay so so ma'am you were you were referencing something that was approved by the town of Ashland I was but my point being is that it's so it contributes to the traffic on route 54 which is which is of concern here so yeah okay I understand now thank you very much for your explanation okay we'll now close the public hearing this is in the Beaverdam district chair recognizes mr. Stoneman thank you mr. chair well uh thank you Ashley for your presentation and mr. Pompey I really appreciate all the work

[02:28:34] that everybody's put into this and I did attend the the the community meeting and and you did have a good support there and there was some good questions that were raised in that and and like I said I think the project overall like say it fits into that area and I didn't have a problem with that I do spend some time in that area and and and i have some concerns about traffic um i don't think it's the worst traffic condition at this time um but um the problem i have is that there's so many projects in the pipeline right now and and um as one of the speakers brought up you know controlled growth

[02:29:11] uh and and uh good management of that thing of growth is important um and you know as somebody that you know been in hanover for a pretty long time and i worked for the power company uh at uh charles city road and i just remember uh route 360 um we used to drive halfway up to uh to route 606 just to get a sandwich for lunch um there was hardly anything out there and uh and now you know you know mechanical turnpike looks like a uh runway to an airport um and then you know i spent a lot of time in short pump and i worked at the power company there and and we would drive you know out

[02:29:48] to Cox and Three Chop to get a sandwich at a place called Grandma's Kitchen, and there was nothing between Parham and that area. But then you wake up one day, and it looks like it does today. And that's why I've had some problems with this development, is that I don't know what it's going to look like, because you've got Hickory Grove that's been approved, you've got Patriot Glen, then we've got an Iron Horse Project that has been approved by the town of Ashland, and we we have a section to deal with on in ours and so it's it's a problem for me to to approve something

[02:30:24] like this um you know where there's so many other projects in the pipeline in that corridor you know i feel like that it's a good project but it's a little too soon for me um and i am concerned about the um the level of service there i i have come out on woodside and had to make that left and i waited long enough to where officers not listening are you close your ears that uh it was so much traffic coming toward 301 that um i just drove down the wrong side of lane till i got to providence road and and turned there and so and so uh you know so i do know that there are some concerns there and it there you know there are periods where there's a lot of traffic and and i wouldn't

[02:31:01] want somebody else that's sitting at that intersection to take the same chance that i did um and something happened so um you know i i've you know like say i think uh responsible management of growth um is important for us on the board and i think sometimes if we approve too many things And once they're built, you know, it's too late to back up.

[02:31:20] And so I think a project like this is good for this area, but it's just a little too soon for me to to to get on board with it and support it. So with that, I'm going to motion that that we deny. Go ahead. Ma'am, the public hearing is closed. Please allow Mr. Stoneman to complete his comments. Mr. Stoneman.

[02:31:43] Yeah, I was just I was going to make make the motion to deny REZ 2024 - zero zero zero one eight Okay, there is a motion and a second any discussion. So I I have a comment I'd like to make I think that there's a lot of good planning in this development It's not for me to tell anyone what to do or how to do it or when to come before the board Applicants have a right to pay the fee and have their case heard before the board

[02:32:17] Just a thought, with a \$41 million variable, I think it would have been wise to at least have that resolved. Because as I'm here hearing the case, I have to make a judgment.

[02:32:33] That's part of what we do. We do have to judge these applications. And when there's a \$41 million variable, I don't believe anyone, and I'll put my hand up first, can speak for the Commonwealth Transportation Board until they vote.

[02:32:49] And I and I think it would have been better to at least, you know, maybe had the case heard after that and then Okay, well ma'am, I appreciate it. But the the motion has been made by the board member. There is a second We're just in comment time right now. So any other comments from board members? That's my comments Okay, when I've called for the vote all in favor of the motion to deny please indicate by saying aye

[02:33:21] Any opposed? So the mention is denied. Okay, it is now 8.28. We will take a six-minute recess to 8.35.

[02:36:32] Time is now 8.39. The board is back in session. Mr. Pompey.

[02:43:42] The next two agenda items will have a joint presentation as well as a joint public hearing. This is a request for properties on U.S. Route 360, McInnesville Turnpike, in the Henry District, rezone to B3 and OS to allow a business park. There's a rezoning request for that, as well as an associated special exception to reduce some of the buffer requirements within the OS zoning district. Again, this property is on Route 360 Mechanicsville Turnpike. It is just west of its

[02:44:18] intersection with Walnut Grove Road abutting the Battlefield Green subdivision. The area along Route 360 in this area is designated highway commercial accommodating a mix of highway oriented commercial uses. And as you move away from Route 360, the area towards Battlefield Green is designated suburban neighborhood residential with recommended densities of one and a half to three units per acre. Here's a map showing development in the area. Again, this is just west of the intersection of Route 360 with Walnut Grove Road. There's a signalized intersection there where

[02:44:53] Battlefield Park Elementary is located. To the west of the site is a self-storage facility and then to the north there's a pond and the Battlefield Green subdivision. So this property is a mix of A1 and B3 zoning. Most of the properties along Route 360 in this area are zoned B3 or one of other commercial districts. To the northwest and to the east there are some properties zoned A1 and then you see different residential zoning districts in the green and the mustard color for both Battlefield Green and then to the south is the Pebble Creek community. This is an aerial

[02:45:33] view of the property. Most of the property is wooded. There is an existing commercial use in the southeast corner where the property is zoned B3 currently. This is the proper conceptual plan that shows the layout of the site. The purple area is the area that will be rezoned per this request to B3, and would accommodate just under 15,000 square feet of commercial space within one building. And as you move away from Route 360, the area highlighted in red is requested OS zoning. That would accommodate, per the conceptual plan, six buildings with just over

[02:46:11] 86,000 square feet of space that can accommodate office service uses. These are the proffered building elevations that are included in the conceptual plan. On the top is the B3 building, so that photo on the top left is the front of the building closest to Route 360. And then as you move back into the OS zoning district, you would see the brick front buildings farther down with the metal on the side and the rear. So you have that rezoning request to B3 and OS. The OS has very particular standards regarding buffering, landscaping, and site design. A 50-foot buffer is

[02:46:51] required along the perimeter of the OS zoning district where it abuts residential for non-residential uses there's a 25 foot buffer that's required they're providing the 50 foot buffer on the conceptual plan to the east where it abuts residential uses but they're requesting a buffer reduction or elimination in other parts of the project so they're requesting that that 25 foot buffer be eliminated where the project will abut the b3 zoning district that's being requested as well as the existing state farm commercial site. And then to the east, this map is churned. The east is the bottom of the map. To the east, there's an existing self-storage facility, and they're

[02:47:30] requesting that the buffer be reduced from 25 feet to 10 feet based on that existing use. So the 50 foot will be provided against the residential properties, but reducing or eliminating the 25 foot non-residential buffer in certain locations. Again, the area along 360 is designated highway commercial. This aligns with many of the recommendations in the comprehensive plan for highway commercial uses. There's an enhanced 50-foot buffer that'll include that enhanced landscaping. There's open space provided, HVAC screens provided, a pedestrian path is provided along Route 360, and there's an internal sidewalk network to allow pedestrians to move between

[02:48:06] the buildings. Some of the buildings incorporate quality materials, and there is a consistent architectural theme. One of the outstanding issues identified by staff is the architecture of some of the buildings that will be visible from Route 360, not having the architectural features recommended in the comprehensive plan for a major gateway. In terms of surrounding uses, there are a mix of uses in the area. As I mentioned, to the west, there's an existing self-storage facility. Along 360, there's the State Farm Office building immediately adjacent to the site along 360. There are some

[02:48:42] residential lots adjacent to Battlefield Green to the north and then there is also an existing residence zone A1 to the east. This line of sight drawing shows the appearance of the site from Battlefield Green. There's a pond, a natural buffer that must remain per RPA as well as the conceptual plan and that buffer helps screen the buildings from view from Battlefield Green and that buffer width is more than 300 feet. So there are accommodations to provide transitions to the battlefield green community with the buffering as well as the existing residents to the east there was a community meeting held in february there were questions and comments about those

[02:49:20] buffers and how they address visual impacts and truck noise questions about stormwater runoff property maintenance impacts to the surrounding area in terms of property values and quality of life and impacts to wildlife based on the feedback provided at the community meeting the applicant did make some changes which are reflected in the current rezoning and special exception requests They are providing the full 50-foot buffer to the east adjacent to a residential property that's required by the OS.

[02:49:48] Per ordinance, the buffer has to be 50 feet wide with a screen provided on the internal edge of that perimeter buffer, which the applicant is noting and showing on the conceptual plan. There's also been a proffer submitted to limit the hours of deliveries and trash pickup from 7 a.m. to 7 p.m.

[02:50:04] Based on the anticipated trip generation, a traffic impact analysis was submitted, and And based on the findings of that TIA, there were two recommended improvements which have been proffered and showed on the conceptual plan. The TIA recommended an eastbound left turn lane on U.S. Route 360 with 200 feet of storage.

[02:50:24] And then a westbound right turn lane into the site with 200 feet of storage. There is an existing crossover, but it does not have the eastbound left turn lane. So the applicant would be constructing that

per the conceptual plan and the proffered conditions. VDOT has concurred with the findings of the TIA. So the applicant has proffered 14 different conditions to address impacts to the area and conference of plan recommendations. The first proffer relates to adherence to the conceptual plan. The second, you know, requires monument signage and adherence to the proposed sign program that was submitted with the application

[02:51:01] and owners associated will be formed with this project as approved to address maintenance and buffering uses are limited in the os district there's an enhanced thoroughfare buffer with additional plannings beyond ordinance requirements dumpster enclosures would have brick on three sides dumpster pickup is limited to 7 a.m to 7 p.m business delivery hours are limited 7 a.m to 7 p.m exterior mechanical equipment will be screened any retaining walls will be our earth tone neutral color to blend in with the environment exterior lighting will have house side shields buildings would be limited to 35 feet in height those transportation improvements identified in

[02:51:40] the TIA turn lane improvements of the project entrance will be installed and then cross access which is shown in the conceptual plan is proffered so that the state farm existing business will have shared access with the main entrance to this site with a special exception there are two proposed conditions again reducing that buffer based on the reduced plannings and the reduced buffer width staff is recommending that foundation planning to be provided along the front and side of buildings two and three, the illustrative plan shows foundation plannings, and then the standard condition with all of our special exceptions that development would adhere to all development

[02:52:16] related requirements. In terms of outstanding issues, as I mentioned, staff identified a potential issue with the building elevations, particularly the elevations of buildings two and three, which may be visible from Route 360. The conference of plan recommends additional architectural details and features on buildings along major gateways so the two front buildings in the os area could have could be improved to better reflect the project's location along a major corridor the planning commission reviewed this request at a previous meeting during the public hearing two speakers

[02:52:55] spoke in opposition to the request expressing different concerns related to stormwater management and buffering after discussion the planning commission recommended approval subject to amended proffers and either changing the elevations for buildings two and three to add additional architectural features or redesigning the site to minimize their visibility. The applicant did address the proffer recommendations, but they did not make any changes to the building elevations or conceptual plan to address that planning commission recommendation. That concludes staff's recommendation. The applicants are here and the representatives are here tonight and they do have

[02:53:34] Formal presentation plans any questions from mr. Pompeii from board members. Thank you for your presentation, sir This is on the agenda for a public hearing. I will now open the public hearing is the applicant present Please approach state your name the district in which you live or the entity in which you present Represent thank you Good afternoon, ladies and gentlemen chairman and members of the board. My name is Nathana Hodges

[02:54:06] I'm the zoning coordinator for Roger Chennault. We are representing OBS1 for this presentation. This is the location of our property within the general land use plan. It is in the area designated as Highway Commercial and Suburban Neighborhood Residential. The property is currently

designated as B3 General Business and A1 Agricultural District. We are requesting B3 with conditions as well as OS with conditions for one general business building fronting on 360

[02:54:41] and six office service buildings in the rear. We believe this request is complementary to the surrounding uses. The property includes 17.21 acres and our layout includes 8.59 acres of qualified open space with only 3.11 acres required. Some notable features include enhanced landscape buffers, pedestrian paths along the frontage of 360 for interconnectivity, turn lane improvements for right and left turn lane movements, installation of safer entrances for the adjacent business,

[02:55:18] and proffers that limit the hours of loading, unloading, as well as trash pickup. As mentioned previously, we are providing an enhanced landscape buffer along 360 to provide a greener viewshed. We have the 50-foot natural buffer to remain along the adjacent residential property within the OS requested use.

[02:55:39] We have provided the enhanced landscape screening along the rear in front of the BMP area to screen the rear of the buildings from view to the adjacent residential properties. The building in front along 360 is the only building within the B3 requested use and is intended for general retail uses.

[02:56:00] The six buildings in the rear, not directly visible from 360, are within the OS requested use and are intended for office service uses. The two buildings in the back of the property do have loading docks, but they are intended for box truck size deliveries.

[02:56:16] This is not planned for warehouse distribution whatsoever. We have proffered delivery hours for loading and unloading between the hours of 7 a.m. 7 p.m. as well as the trash pickup times to be between the same time period. I hit a button.

[02:56:35] The subdivision ordinance exception areas that we have requested in conjunction with this request include a reduction to 10 foot on the west property line as Andrew has mentioned due to it being adjacent to the storage facility which is a complementary use. An exception to the buffer requirements in the rear due to the width of the area of the land to be undisturbed which includes a 100-foot natural buffer, the existing pond, a proposing BMP area, and then a 10-foot landscaping buffer prior to meeting the drive aisle. And that's specific. You'll see in this little gray area

[02:57:10] here. It kind of goes into our drive aisle. So the exception area is mainly focused on this part. Then the last location is to eliminate the buffer on the southern OS boundary because it does adjoin the B3 area that is part of this development. Here are some of the renderings for the general retail building located in the B3 use area that fronts along 360. Due to its visibility from 360 we have enhanced the features to this particular building to include masonry on three sides and metal in the rear along the varied as well as a varied roof line. The six office service

[02:57:49] buildings in the rear as I've mentioned they are not directly visible from 360. These will have masonry front elevations with metal side and rear elevations. These will have a slope roof line and materials that are complementary to the newly constructed Volo retail building adjacent to ours that is actually fronting directly on 360 invisible. We got some feedback from the Planning Commission as you heard from Mr. Pompey's presentation so we decided to work with architecture and engineers to put together this post-buildout render

[02:58:26] to show what it would look like from that median crossing looking at buildings one, two, and three at post-buildout. This obviously doesn't include all of the buildings but I just wanted to show the

areas of concern because buildings two and three were mentioned previously about their elevation style. This also does include our landscaping plan that's shown on the conceptual plan. So those trees that you see in the front as well as the natural foliage on the state farm parcel that would remain and be preserved. We have received a few

[02:59:04] questions that were also addressed during the Planning Commission meeting and I would like to take a moment to also address them here. For the 50-foot natural buffer on the eastern property line within the OS requested use, I would like to note that we have spoken with the adjacent homeowner about their concerns on the density of the natural foliage that will remain. We explained that our landscaping plan attached to the conceptual plan, which is proffered to conformity, references the ordinance requirement that enforces the buffer meet the density requirements of said ordinance and will be inspected by county staff prior to the developer being released from any of its performance agreement responsibilities.

[02:59:44] That being said, if the vegetation doesn't meet the ordinance requirements, we will be responsible for supplemental plantings, additional screening materials such as a fence or et cetera. Also, on our conceptual plan, we provided this exhibit to show the 600 plus or minus line of sight from the existing residential homes in the rear in comparison to the loading dock buildings.

[03:00:11] As you can see, within this area, there is 100 foot of natural buffer to remain. And then we plan to provide an additional 10 feet of landscape screening behind our buildings to enhance that buffer. The last slide, I would like to take note of the highlighted in yellow.

[03:00:28] We are proffering the 200-foot storage with 200-foot taper left and right turn lanes into the proposed development. Additionally, highlighted in green, we are providing a 150-foot taper back out onto 360, which requires closing the first entrance to the adjacent property.

[03:00:45] The second will remain, which is shown in orange. Therefore, we are providing a safer access off of our proposed entrance road shown as the joint access highlighted in blue. We are actively working with the adjacent business for this joint access alignment. And I would also like to take note that all of these road improvements would have to be constructed in phase one of this development as it is proffered.

[03:01:09] I want to thank you again for listening to my presentation, and I am happy to answer any questions or concerns that may have come up. any questions from board members mr chairman mr davis thank you man for being here um so i don't want to make any assumption you have regular contact with mr rogers yes sir are you regular contact with mr seretny yes sir did both of them inform you that i had spoken with them about the elevations yes sir okay uh is it correct that you have the authority um to accept or deny

[03:01:42] conditions uh before the board yes sir okay the reason i asked those uh pre-qualification questions is i spoke to mr rogers we talked about the elevations and i told him uh that those were likely going to be incorporated did mr seredney talk to you and tell you that i'd had the same conversation with him yes sir okay so let me ask this respectfully uh you didn't incorporate them here are you waiting for me to say that they need to be incorporated then you have the authority to to do it yes sir are you willing to incorporate those now yes sir and we do have a revised conceptual plan as well as signed proffers if that were the case

[03:02:19] for what we needed to do to approve this mr. chairman I request we take a three-minute recess give me a chance to go with stat up to ten minute recess get with staff look at these revised sign proffers and the conceptual plan that

[03:02:35] to be my request mr. chairman boards and recess for 10 minutes

[03:12:05] time is now 908 the board is back in session mr. Davis thank you mr. chairman chairman mr chairman the board is now considering a change to this application the board has been

[03:12:41] provided with revised elevations and they are noted on your plans as c3 and c4 i'm also going to make this available is anyone here who's going to speak on this case anyone you're going to speak on this case at some point sir all right well then come on up i'm going to give you a copy of this too then since you get a chance to look at it since we don't have it on the screen So this is a revised elevation for the project. Certainly, you know In addition to that mr. Chairman The gentlelady who's presenting this case has provided

[03:13:21] Updated Proffers dated May 28 2025 They have been signed by mr. John a serenity and notarized So I'm going to ask that we enter those into the record. I'm going to have these unless board would care to Look at them anybody on the board Make sure they get to miss hunter. So with that We are now considering the updated proffers dated today with the revised elevations noted Specifically in this packet, but more dynamically in C3 and C4

[03:13:57] I have no further questions for the applicant ma'am. Thank you for your assistance in that I yield back to chairman. Thank you. Mr. Davis for your comments. This is a public hearing the public hearing is open is there anyone who wishes to speak in support of the application please approach state your name the district in which you live or the entity that you represent you will have up to five minutes my name is matt dutcher from the henry district we live on the eastern property right

[03:14:31] there i can't say that i'm speaking in support but i'm not speaking in opposition uh we moved into that that house and property May of 2024 and we're not aware of the behemoth of a development that was going to be coming in right next door. But that is not the the fault of Roger Chennault. That was not disclosed to us when we were going through the process and we didn't even think to research something like this. So you can imagine moving in learning about this there was a lot of concerns that we've had and really coming up here to talk tonight to say that a majority of those have been worked through and just thank you to the

[03:15:08] planning staff thank you to Sean Davis to Marty Williams to Nathena has been great to work with to understand more about what's going on here so yeah the the buffer being at 50 50 feet hours of operations being at 7 a.m. to 7 p.m. directional lights these are all great we also talked with Nathena directly to ask if we could be notified when each phase of construction is about to kick off so that we can just be prepared and understand what to expect with that and and they agreed to that which has been great. The water engineering is very confusing and we have

[03:15:45] no idea how it works but we understand that there are a lot of people that are focused on making sure that that's okay and that's very important to us because we're on well water. So we want to make sure that at no point in time our water source gets contaminated or that's something that we have to worry about. So we understand there's a lot of restrictions and governance around that which has made us feel very confident. The one thing and I know I've been really nitpicky about this is just the privacy

screening. It's important to us that we don't have to look out across our yard and see a bunch of buildings and cars and people driving through that. That's really important to us. And I understand that there is a provision in there that says so long as the

[03:16:22] natural vegetation does not provide any the screening requirements, they will add additional screening. I know for a fact, having just gone out through a winter at this property, that there is no screening that's going to be provided by some of that vegetation in those winter months where all the leaves and brush falls off of those trees so that that led us to be a little bit concerned about who's going to be accountable for that learning today that the county is responsible for making sure that those screening requirements are met made us a lot more confident in the the ability to make sure that there's going to be screening there so yeah that's that's all the

[03:16:58] comments that i have thank you is there anyone else who wishes to speak in support of this application is there anyone who wishes to speak in opposition please approach state your name the district in which you live you will have up to five minutes rob willoy chickahominy well 360 hadn't been farmed and god knows how long until you get well east of or of mechanicsville uh but the problem that i've

[03:17:32] got with this is what Mr. Pompei said in planning was wildlife impact. What wildlife? It's all asphalt and buildings. The other concern I would have, there's three, is the wildlife. Two is stormwater runoff. Is there anything to mitigate from ruining that pond from everything coming from all of that hard surface? And then three is how much more traffic can 360 take? I would hope that this would be turned down just because of those impacts. Thank you. Thank you for your

[03:18:10] comments. Is there anyone else who wishes to speak in opposition? Seeing none, would the applicant like time for a rebuttal? No rebuttal. We'll now close the public hearing. This is in the Henry District. Mr. Davis. Thank you, Mr. Chairman. I want to speak briefly to a couple of things.

[03:18:34] So I'm going to cover Mr. Dutcher's concerns, and thank you for spending your time speaking with me, Mr. Dutcher over the past couple of months and to the applicant. Thank you for having these in your back pocket I'm glad that you're folks that you represent conveyed my concerns and To you and you were prepared that that's that's good. We've got that handled. Okay, so the 50-foot buffer on the residential side negotiable and I do want to talk to Mr. Dutch I want to talk to staff as well as the public on

[03:19:13] this so one of the things we talked about was an augmented buffer or adding supplements and the reason I we have looked at this over the years and it tends to be the general consensus that a natural buffer that is augmented is going to provide you a better buffer than to clear everything go in with shorter plantings and then have to wait years for it to come through to your point though and I'm going to talk to staff about this, they do need to meet those requirements to provide supplemental plantings to augment that natural buffer. You bring up a very good point, and I'm

[03:19:47] going to direct staff to do this. That needs to be done with the lowest season of foliage, because if the foliage is, you know, if you're looking in December and you're looking in November, it's obviously going to look very, very different than it does May through August or September. So i'd like to make sure that we we have that looked at before we release any bonds uh in the lowest foliage season to make sure that it's augmented uh properly and uh that will be the standard and i see you shaking your head let the record reflect that uh the applicant recognizes and understands that meeting that requirement will be uh a review through the lowest foliage season

[03:20:24] stormwater runoff there's a retention pond it is engineered uh and that's exactly uh what it's for to mr. Dutch's point and the point that the advocate made where they're in agreement is this property has been in 360 obviously is being worked on does have a high traffic volume and currently the load is within the requirements not set forth by the board but by traffic impact analysis the updated elevations were very important and so we have those board members have have that there I've heard nothing from board members any comments on that

[03:21:03] that that's the expectation there in that commercial corridor as it relates to business uh the more businesses we have pulling on the wheel um or pushing the wheel uh what horse is pulling on the cart obviously helps us with the tax burden to meet the the services but this has been in the general land use plan for a number of years uh and so i recognize and that you know where your property is uh that's why we're gonna not move on the buffers i recognize that and and you have a right to that um as far as the buffer reduction on the self-storage i'm going to reference the sheriff's office there we've had self-storage before and we've had some folks come

[03:21:41] in with substantial buffers one we don't need to buffer a property from an adjacent property that's of similar use unless there's there's a reasonable impact in your case we need to buffer because it's not a similar use but on self-storage the sheriff has talked about folks have come in with different fences uh uh solid vinyl fences and the sheriff says we don't get involved in land use his office however they've asked for see-through fencing and those types of things because it helps with security where they can look from another property and those types of things so i have no problem with the buffer reduction next to the self-storage and again common sense would dictate that you're

[03:22:20] not going to buffer within your own property uh you just caught up because you had a couple different g pins uh so with that being said i just want to uh thank mr dutcher um for for his continued communication with me working with the developer and for y'all coming together working out these things where it didn't have to be mandated by the board it can just simply be voted on because y'all have agreed to to these so mr chairman uh as a point of border we've had one public hearing but we do have to have two separate motions i do want to say that the term uh with conditions incorporate all the conditions in the staff report that were agreed to and a part of the application in the rezoning, as well as ESE.

[03:22:59] So with that, Mr. Chairman, I move to approve REZ 2025-00005. Second. There is a motion and a second. Any discussion? Supervisor Dibble. I actually was hoping to jump in ahead of the motion to get a clarification from the board.

[03:23:21] I'm a little confused with the way that this plan is drawn. it says 50 foot buffer but it doesn't say 50 foot natural undisturbed buffer and so you could grade in it you could cut it all down and then you have to come back and plant so my question would be what is the intent is that truly we're gonna not touch 50 feet so i'll speak to that but then i'll

[03:23:51] I just dealt with this on another case, and it was listed like this, and I was told, unless I added the undisturbed, natural, anything could happen. Yeah, so I'll speak to that, and then I want staff to speak to the ordinance.

[03:24:09] So it's referencing the ordinance that requires the natural vegetative buffer. Should that be disturbed, should it need to be disturbed, and the applicant may want to speak to this, Obviously would have to be augmented, but it has to follow the ordinance guidelines. Great question. Mr. Pompey If the

chairman Authorizes I'd ask you to address that so ask that mr. Um Davis because when you have 35 50 foot tall trees and you replace them with a six foot evergreen or a 10 foot

[03:24:42] Lollipop of a red maple you just I want to make sure that this gentleman has an image in his mind of exactly what we're going to do because i'm not sure mr pompey so the os ordinance requirements say that there should be a buffer provided 50 feet and then on the interior edge screening provided that can be a fence or plantings they've also proffered the conceptual plan which is an ordinance requirement the conceptual plan shows the proposed tree line throughout the whole 50 foot buffer so the conceptual plan shows that it will be doesn't say existing tree line it says

[03:25:22] proposed proposed tree line. So it could all get knocked down and then they just plant some trees. Well we would interpret that since it shows the proposed tree line going through the buffer it needs to remain undisturbed. If it wasn't if they didn't show a proposed tree line that would mean planted and Ms. Hunter wants to add to that but that's that's how we would interpret that. They show the tree line inside the buffer and I'll see you on the slide of that. It's graphic doesn't have any dimensions on it. It does show a 50-foot buffer or it does

[03:26:01] label the buffer. So on this slide on the top says you know 50-foot buffer there and it says it has a 50-foot dimension. Is it intended by the developer to leave it or use it to grade in or? And then it shows the tree line and it says proposed tree line going towards the edge of that 50-foot buffer. So we want to interpret that that vegetation should remain as it is plus the ordinance says

[03:26:37] the inner edge has to be planted. So Mr. Davis would it make sense to add on the site plan that this be designated as undisturbed if the natural undisturbed buffer? Sure as a point of order Mr. Chairman I withdraw my motion and I have no issue with that i can i can i can uh i can restate the motion with that um because that is the intent but i think the applicant should be able to speak to that but yeah i got no issue i think because that's the intent that as i understand it but to codify it in the motion

[03:27:14] would be important pritchard has a question supervisor pritchard thank you mr chair um i want to piggyback on on what miss dibble said at the break i was actually talking to miss hunter about another development by the same developer where it was unclear to folks in the area when they got that 50-foot buffer that it didn't mean they were going to clear cut before they put a 50-foot buffer in.

[03:27:45] And if this got clear cut before a 50-foot buffer got planted, in essence, they'd have no buffer for years. And so I'm much more comfortable with it being proffered that it would be left and Added to as opposed to you can't just clear-cut and sample plan of offer because you don't get a buffer Okay, we got it we got to get back to a little bit of structure I believe the applicant would like to address the issue. Would you please come forward ma'am?

[03:28:20] So I'm on the conceptual plan if you look at the landscaping plan on L1 it should be your in the new packet you have one two three four the fifth page you will see that it says the existing trees to remain 50 foot os buffer see landscaping sheet notes and then if you go over towards the left side you'll see that we say an eastern 50 foot landscape buffer so it does show that the natural foliage of the tree line is to remain and then we have that note for

[03:28:55] supplemental plannings as well per the ordinance it's well it says existing trees to remain on the landscaping plan which is part of the conceptual plan which is proffered just just I know that on the

first sheet it doesn't it does say the 50-foot buffer so I just want to describe that it is notated any other questions for the applicant while she's at the podium I do see you know one it

[03:29:30] clearly states existing trees to remain any other questions okay the chair recognizes mr davis thank you mr chairman um so being that this was added and we've accepted that i move to approve rez 2024-00005 subject to the proffers dated may 28 2025 which were submitted

[03:29:58] tonight as well as the updated conceptual plan dated may 28 2025 there is a motion to approve rez 2024 the special exception will be separate this is a motion to approve rez 2024-0005 is there a second second there is a motion and a second any discussion amongst board members seeing none call for the vote all in favor of approval please indicate by saying aye aye

[03:30:36] any opposed that motion carries mr davis thank you mr chairman mr chairman i move to approve se 2024-00023 with conditions second there is a motion and a second any discussion amongst board members call for the vote all in favor please indicate by saying aye aye aye any opposed that

[03:31:05] motion is approved unanimously mr pompey the last zoning related public hearing scheduled for tonight is an ordinance amendment that addresses vehicle and equipment storage as well as contractor equipment storage yards it amends the definition of vehicle equipment storage to include contact with equipment storage yards since they're similar uses requires a conditional use permit for vehicle and equipment storage in the a1 and m1 zoning districts and the m2 and m3 zoning districts

[03:31:42] outside of a subdivision i'll go into more detail about this ordinance amendment but it was reviewed by the community development committee in march and then later in march the board authorized advertising the public hearing that we're hearing tonight so in october of 2023 the board of supervisors approved an ordinance amendment to require a conditional use permit for vehicle and equipment storage in the m2 zoning district one thing that we've discovered as we're implementing this ordinance is that contractors equipment storage yards are very similar to vehicle and equipment storage yards you know sometimes a site may store boats as well as contractors equipment

[03:32:18] so as we're implementing the ordinance approved in 2023 realizing these two uses are really similar and should probably have the same standards regardless of where they are in the county so with this ordinance amendment we would combine the two uses into one vehicle and equipment storage so amending the definition of vehicle and equipment storage to include contractors equipment storage that's the red underlined text we're adding so vehicle and equipment storage is storing boats rvs utility trailers commercial vehicles and commercial equipment and materials

[03:32:54] per this proposed ordinance amendment it excludes certain types of uses that we'll get into so again with this ordinance amendment vehicle equipment storage would include contractors equipment storage it would exclude these types of uses so accessory parking a freestanding parking garage rvs that are stored as part of a residential community in a designated lot storage yards associated directly with a contractor and repair shop so if there's a general contractor that has an office and stores one acre or less on site that would be excluded from this ordinance

[03:33:33] and then a sales site so a place that sells rvs can store rvs and would be excluded from this particular use so we would amend the definition so that vehicle equipment storage and contractors' equipment storage yards are one-use, vehicle and equipment storage, and this use would require a

conditional use permit in A1, a conditional use permit in M1, and then a conditional use permit if outside of an existing industrial subdivision zoned M2 or M3.

[03:34:05] If it's inside an existing M2 or M3 zoned industrial subdivision, it would be permitted. So, for example, in the air park, property zone M2 and M3, that's an existing industrial subdivision. vehicle and equipment storage would be permitted by right but if we have an m2 or m3 zone parcel that's not part of a subdivision in another part of the county it would require a conditional use permit the planning commission held a public hearing on april regarding this request there were no speakers and they recommended approval approval with a vote of six to zero that concludes the staff presentation i'd be happy to answer any questions the board has at this time

[03:34:45] Any questions from board members? I have one mr. Pompey sir at its meeting on March the 5th the Community Development Committee Discussed the proposed ordinance amendment recommended that the Board of Supervisors authorized advertisement What was that that was it three to zero or two to wanna? I believe that vote was three to zero three to zero

[03:35:11] Okay. Thank you. Okay. This is on the agenda for a public hearing the public hearing is now open Is there anyone here who wishes to speak in support of the ordinance amendment?

[03:35:33] Is there anyone here who wishes to speak in opposition to the ordinance amendment? Seeing none the public hearing is closed chair of the Community Development Committee Supervisor Floyd. Thank you, mr. Chair. We did go over this in community development We were all in support of it. So I motion to approve ordinance 25 - 02 as proposed second there's a motion and a second any discussion mr.

[03:36:05] Chairman if I may sir Walter just for for clarification board members may note on page 11 of both the black line as well as the clean version which were attached from the cup in the board's packet includes a hard bracketed area which says that located in an industrial park if that plan or plat was approved prior to and it says the date of ordinance adoption by adopting the ordinance tonight that will change to may 28 2025 so i just want to make that clear because staff was not aware of what what day the board would actually adopt this we didn't want to um include

[03:36:44] a date but by adopting the or the motion as proposed it's going to be interpreted as the board including that to provide for may 28 2025. any other questions from board members or comments or discussion i thought of a question mr pompey could you please approach a podium so when equipment storage. How is a trailer classified? Four foot trailer, eight foot trailers, 12 foot trailers,

[03:37:17] covered trailers, open trailers? We would consider that a utility trailer. It doesn't matter the size or scope of it. Utility trailer. Is that considered equipment? Yes. Per this definition, it would be equipment. Okay. So this ordinance amendment, would that allow an unlimited number of trailers or is there a limit it would be unlimited so with the conditional use

[03:37:53] permit process if it required a conditional use permit you know we would go through and understand the area for storage and that kind of thing i understand thank you very much so there is a motion and a second on the floor any other discussion all in favor of approving the ordinance amendment please indicate by saying aye aye any opposed ordinance amendment has been approved Next on the agenda, item 10, announcements.

[03:38:24] Any announcements from board members? Mr. Badesky, seeing none. Next is adjournment to June 11, 2025 at 2.30 p.m. for a joint meeting with the Henrico County Board of Supervisors to be held at

the Henrico Sports and Events Center, All-Star Boulevard, Glenallen, Virginia.

[03:38:46] We are adjourned.



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