

**Buckingham County
Planning Commission
March 3, 2022**

At a regular meeting of the Buckingham County Planning Commission held on Wednesday, March 3, 2022 at 6:00 p.m. in the Peter Francisco meeting room, located within the Buckingham County Administration Complex, the following members were present: John Bickford; James D. Crews III; Stephen Taylor; Steve Dorrier; Ashley Shumaker; Joyce Gooden and Board of Supervisors' representative Danny Allen. Also present were Nicci Edmondston, Zoning Administrator, and E.M. Wright, Jr., County Attorney. was absent.

Re: Call to Order, Quorum Present, Invocation, and Pledge of Allegiance

Zoning Administrator Nicci Edmondston called the meeting to order. Joyce Gooden gave the invocation, James Crews III led the Pledge of Allegiance and it was said by all who were in attendance. Chairman Bickford certified there was a quorum- seven of eight members were present. The meeting could continue.

Bickford: Were going to call to order the Planning Commission meeting from February the 28th. From the combined meeting with the board of supervisors. Our first order of business is new business, Nicci.

Edmondston: Yes, sir. Mr. Vice Chairman. The first case under new business is the introduction of case 22 SUP 300 landowner and applicant this evening is Aaron Beiler 257 Spouses Lane Dillwyn, Virginia. Tax map is 124 parcel 12. It contains approximately 121.6 acres and as I mentioned, it's located at 257 Spouses Lane Dillwyn and this is in the Maysville magisterial district. It is a A1 zoning district with a imposed watershed overlay. I do want to point out that this zoning district has to be superimposed over other existing districts in the special requirements of the district shall apply in addition to the requirements of the zoning use district in which the property is located all permitted uses and special uses allowed in the zoning district over which the watershed districts are superimposed shall be allowed with a few exceptions, but a sawmill and a school house are which is the next upcoming case. The applicant wishes to obtain a special use permit for the purpose of operating a sawmill and the applicant is asking the Planning Commission to hold a public hearing to hear this request. The zoning ordinance does not permit a commercial sawmill as permitted by right use in an A one zoning district However, within an A one agricultural zoning district a commercial sawmill may be permitted by the Buckingham County Board of Supervisors by a special use permit following recommendation by the Planning Commission in accordance with this ordinance and the Code of Virginia. The Planning Commission may recommend and the Board may impose conditions to ensure protection of the district that the special use permit is approved. This case came to the attention of the zoning administrator by way of a complaint. After investigation and meeting with the landowner it was discovered that a commercial sawmill was operating, staff has been working

with Mr. Beiler since August of 2021 for a completed application to submit for review. I have attached 10 conditions for review that we may want to impose on this if it's moved forward in the course. In other cases, involving a sawmill there were other conditions that were added or deleted or modified to ensure safety. What would be the wishes of the planning commission? Would it be to set a hearing and date quite possibly March 28 20. Our regularly scheduled Planning Commission meeting. Aaron Beiler is in the audience. Should any of you have questions or concerns.

Bickford: March 28, to give you the proper time to get your advertisement and everything out.

Edmondston: If we set it today. Yes, I will be giving them their signs for advertisement. They could put those out as early as tomorrow, which would give us more than 21 days prior to the meeting.

Bickford: Do any of the commissioners have any questions? If not, I'm going to ask the applicant to come forward and just briefly go over what he wants to do. All right Mr. Beiler would you step forward to the podium, sir and just give us a quick summary of what you want to do and where we stand.

Aaron Beiler: Good evening, ladies and gentlemen. Firstly, I'd like to take the opportunity to thank you all for what you do as our elected officials in the county. So, yeah, how do we proceed? You have questions or?

Bickford: Okay. He's got the narrative in the package, and ive got a couple of questions I want to ask you. Just to make sure we understand. Looks like you'll probably have, if im reading correctly. You'll have maybe one tractor trailer load of finished lumber to go out a week.

Beiler: That's my capabilities. Yes.

Bickford: And you may have two loads, possibly.

Beiler: Yes and that's using semi-trailers.

Bickford: Okay. Do you do you anticipate any weeks that you might have more than two loads coming in?

Beiler: That's looking at the average, you know, one week you may get three or four next week you may get none, Depending on the weather. I mean, you're in the timber business, you understand that weather conditions and all right.

Bickford: And at this time, you have no plans to expand at this time,

Beiler: I don't, no. But I put it in and my written narrative that if lumber markets continued thriving, some expansion may be done in the form of expanding the building by 25% and

increasing production by up to 50%. And I just put that in to kind of cover myself. But um, no, I don't have any plans to expand my focus would be to keep it a small business be self-employed, just kind of do my own thing.

Bickford: What kind of hours do you plan to be operating? Im not holding you to a fixed one just general hours of operation?

Beiler: I kind of start when I get around to it in the morning, you know, generally around seven o'clock, and some afternoons I may quit at three o'clock. Others four o'clock. But you know, on the average, I take an hour for lunch. I take a coffee break in the morning about 9:30 10 o'clock you know? So really I'm around the mill about seven hours a day six, seven hours a day. Some days I don't run it at all.

Bickford: And looks like you anticipating basically Monday through Friday for the most part?

Beiler: For the most part yeah.

Bickford: Do you anticipate working anytime on Saturday Sunday?

Beiler: No I do not.

Bickford: When we talked before you know my one of my concerns was you're making sure your road was wide enough for emergency vehicles.

Beiler: Your talking about the proposed new roadway?

Bickford: yeah the entrance I think you're going to be fine on but you know, when you tie in with the existing just make sure that's wide enough to get emergency vehicles down if need be.

Beiler: Yeah, okay. Absolutely.

Bickford: Im sort of monopolizing the time. Any other commissioners have any questions at all?

Allen: Well, I'm just looking I hadn't had to look at it but it was saying that the entrance does not does not meet the requirement. I didn't know what you were counting on doing or what VDOT said.

Beiler: Well, what we did DD can't give me approval for entrance we have and that's because of the site distance. So we picked out an alternative site, and he's given me approval for that site, there's nothing there yet. Like I said, I just have approval from him that that would meet his specs.

Allen: Where did you end up at? I mean, used to be the what was it called for motorcycle cross. So do you... Oh, y'all already got pictures.

Bickford: This is original.

Edmondston: Mr. Beiler has asserted that he has ownership of about one and a half acres coming off of Route 20 to get would be again the v dot representative 20 Which is why there is an explanation...

Too many talking at once

Edmondston: The existing entrance would be on Sprouse is lane and it's indicated in the Edward Mr. Edwards report that the existing entrance which will be Spouses does not meet sight distance requirements for this application. applicant has been issued a beat out land use permit to construct a low volume commercial entrance at an adjacent location, which are the plats that Mr. Beiler turned in for the what I think is 1.6 acres. It's a strip of land off of Route 20. And he has asserted that he has ownership of that piece of property and that would be according to Mr. Edwards readout report that that would satisfy the requirements and applicant has been informed of risks created and legalities of continued use at the existing entrance on Spouse's lane.

Allen: So it's next to Pauline Steinrucks house. That's what it looks like to me.

Beiler: What's that again?

Allen: Your driveway is going to be down next to Pauline Steinrucks house?

Beiler: Yeah, it's after the Sprouse Lane, the trailer court and Pauline's house. It's just a little piece of property there that Mr. Bobby Sprouse at some time he had gotten that from Mrs. Steinrucks for I was told there had been some issue with Spouses lane using that as a grandfathered right away. So he went and got that piece of property, but he never did anything with it.

Allen: Would that will that be going around behind the trailer court there?

Beiler: Yeah,

Allen: Will it go behind that brick house, her house...It's a brick house back here and then it's the trailer court.

Beiler: Yeah, yeah. It goes all the way around the trailer court. And it ties that piece of property ties into our property that it will it'll head over towards Sprouse lane, and then tie into Sprouse lane at some point.

Allen: So that's something your working on now?

Beiler: No, I was told there's, there's nothing I can do until I get a special use permit. That that's what Nicci said. We're just on hold.

Edmondston: Mr. Allen, at this time, a formal site plan is not required. He knows what the next steps are with VDOT for his entrance, should he move forward with a special use permit and it is granted at the end of the process, then he'd have to present those engineered plans to VDOT for their approval to adhere to that state guideline.

Beiler: You're talking about the entrance?

Edmondston: Yes.

Beiler: DD is not requiring engineer drawings for that.

Edmondston: It tells you on here that you have a land use permit. So at the end of the day, your construction of that low volume commercial entrance... if there's an additional statement that Mr. Edwards needs to put with this, please contact him and let him know that supplemental information.

Beiler: I'm just going by what he told me. He's just told me basically what he's looking for. And he's not going to require an engineer drawing for that, for the entrance. But while we're on Spouses lane entrance, question always have and had his I think we all know what that motocross track was all about. I mean, that was before my time. But why and how was that permitted? I mean, why are we concerned about a few trucks?

Allen: Hit it one more time im listening. Why is it permitted for the motorcycle?

Beiler: Yeah, yeah. All these years it was probably before all the zoning come out, what year did zoning come out?

Edmondston: October of 1997.

Bickford: More likely grandfathered in. But I would also say with speculation that, that's reason that Mr. Spouse had acquired that deeded right away, knowing that at some point, because there's limited sight distance, that he may have to move that entrance. So I expect he was aware of it, he just, you got to remember to that was something that was not on a regular basis. I think he did it. Was it four or five times a year or something like so what? Yeah, it was probably I would expect it was grandfathered in. But I do believe that's why he had already acquired this other easement in because it probably been brought to his attention that if he was to increase the level of activity, then he probably has to have a new entrance in order to get the site distance.

Beiler: Well, what about I think about as recently as a that first that tractor pull that was held there. Wasn't that an issue then? Did they have to have a special use permit for that?

Bickford: If I remember correctly, they have flaggers out there at that point.

Edmondston: From what I understand is that they purchased a one-day permit for each day and they did have flaggers.

Bickford: I do believe I recall because I went to that they had if I recall, they had flagman out there on both directions on 20 for the traffic, and you got to remember yeah you had some trucks with trailers, but you didn't have semi-trucks coming in with loads of logs coming in or going out. So you know, you got a longer, much longer vehicle because of the trailer link on it. And that's part of the problem with existing. And so that's why VDOT, I'm sure was one of the reasons VDOT is asking you, you know, turning down the existing entrance because of the amount of sight distance.

Beiler: Yeah, that's that was his problem with it he called it sight distance. This just doesn't quite make sense.

Allen: You've got to have so many feet sight distance before. It's easy to turn with somebody seeing you.

Bickford: I suspect if you are willing to get with VDOT and pay somebody to go out and flag for you. They probably would agree to it. In the long run you'd be better off with the new entrance.

Beiler: It wouldn't be feasible.

Bickford: Yeah, exactly.

Beiler: But I guess another question I had, you know, while we're talking about flagmen is the issue coming in? Or is the issue going out?

Bickford: Probably both I don't know without talking to the representative of VDOT but I suspect it's both in and out of the just for the fact you know if you're coming if you're coming down Sprouse and turn on 20 And you're going north know you have to cross the lane to get into your drive.

Beiler: Yeah somewhat.

Bickford: A tractor trailer is going to take up the entire route 20 Turning in and turning out.

Beiler: Pretty close yeah.

Bickford: That probably reason for it. Any other questions from the commissioners or concerns?

Dorrier: Im okay with it.

Beiler: Now what would you as the Planning Commission is, is there any requirements that I would have to follow as far as constructing the new driveway or who dictates that?

Bickford: Well as far as the entrance exit that will come under VDOT authority. My only concern with the access ingress egress is just like I told you on the phone I just would like if it required that has a width enough to make sure you can get an emergency vehicle in there.

Beiler: Your talking about the new driveway?

Bickford: Well, the new driveway plus the existing Spouses when you tie back in are really the whole road from 20 in and out.

Beiler: Yeah, well you know my thoughts as far as if there's ever an emergency you would like your emergency vehicles come in the closest way and that's going to be Spouses Lane I mean, somebody isn't going to be concerned about hey, we can't have a fire truck coming in there because it's not safe.

Bickford: Possibly. And I don't disagree with you they may but you know if you've got a brand new entrance with sight distance and you know I can't speak for them and don't know which way they come you know if they would come I would assume they would take the new entrance because most time we're going to be coming from 15.

Beiler: Yeah, but it still be a lot quicker just go down a little bit and then come in Spouses.

Bickford: Well I'm not going to be... personally I'm not concerned with that section of the old road I'm more I'm concerned with the new entrance the section of road from when you turn off 20 till you get to the saw mill just to have a wide enough that in case you have emergency a fire or something happens to get hurt or something you can get an emergency vehicle in.

Beiler: The existing driveway entrance is adequate to get a fire truck.

Gooden: That's for VDOT that's not our call.

Bickford: Yeah, and they have and they will be able to put some input on that also but anyway,

Allen: VDOT is going to take care of the road and all but they have already put on there that it isn't going to pass because it doesn't have the sight distance. Nicci is it in there in the book, is it in our conditions that if we pass this he has to get the road fixed.

Edmondston: No it's not in any of these conditions

Allen: So why do we have VDOT saying that it don't?

Edmondston: But are you talking about what Mr. Bickford was speaking to in alluding to the width of the road are you talking about that...

Allen.: That road there was...

Edmondston: Spouses lane was turned down I can go print that off I was looking through my emails on my phone it doesn't go back far enough Spouses Lane was turned down for I believe two specific reasons. Number one it has too many driveways. I don't have this verbiage correct Because I can't remember exactly what it be that said but Spouses Lane cannot be used for anything else on Mr. Beliers property or anyone else apparently that comes there. But I can go get that one that was turned down. So the question that you're asking me is that the width of the new road that's leading to the sawmill or what is...? I just need to understand your request.

Allen: Okay VDOT has turned that road down.

Edmondston: This one on Sprouses lane. I did have a conversation with Mr. Edwards if he would be able to tie back in to where his driveway is off of Spouses lane and there was no concern to tying back in to Spouses to where he had indicated he was going to on Sprouses lane to enter that property but he cannot use Sprouses lane for this entrance.

Allen: So if you can't use it I should at least a condition here is saying once we approve it then he he's got to make that new road.

Edmondston: well if you want to put a specific VDOT construction plan to address specifically the new roadway otherwise...

Allen: I think the entrance the driveway from the highway the only place VDOT is going to be worried about

Edmondston: So that's the state.

Allen: So the state will say he has to have a what do you call that?

Edmondston: A low volume construction and entrance.

Allen: A business entrance more or less yeah and then the rest I mean he's going to have tractor trailers coming in he knows he got to be wide.

Beiler: Yeah I mean just common sense big enough wide.

Bickford: Well a simple fix to that and it was just a request to gate be put up he's going tie back into it and is still on his property just ask for gate there on Sprouses Lane

Allen: Where you going to put the gate at?

Bickford: No not at the end if you come in with the new entrance comes in like this and turns and then ties into Sprouses Lane right there where it ties in you just a gate that'll stop any traffic from going any further then it has to be on a new road.

Allen: I guess you'd have to say how many other houses are down below that gate.

Bickford: Well they would be on his property they are far enough in that they are all on his property all the way.

Allen: Okay, but the people who live you know, way I took it now. I haven't looked at close but way I took it to people living on the driveway, they can use your driveway, if you put the gate right here and somebody else got driveway fifty feet below your blocking it in.

Bickford: If you put it on his property is what im getting at. He's here and between all the people that live on 20 because it's on his property if they're using it, they're going to be from his gate out to 20. So it wouldn't affect them whatsoever.

Allen: Okay, I mean, long as you know that all the other private driveways above that.

Bickford: Yeah, exactly. You couldn't lock out a certain degree, right? That's why I say put it back where he ties in and just put a gate there. If that's a concern.

Beiler: Excuse me, but I don't follow you with your gate. Like where are you putting it?

Bickford: Take this map here. Tie in with your new road and it will come over and tie on the existing road. If that's a concern, if that's what Mr. Allen wants, then that the other people will be coming in between that gate and the corner.

Beiler: Nobody is using that driveway, except which crosses my driveway up there. That's another address. That's another family living there. We're sharing Sprouses lane. That's our private entrance.

Bickford: Yeah. I thought you could put a gate there. But I see what you're saying. But you wouldn't be able to do that because you've got someone inside from this property here.

Inaudible

Bickford: We could put something Danny into it that any to specify only the new entrance can be used the new section of road for truck traffic.

Allen: Yeah, you could.

Bickford: Make that a condition.

Allen: I see what he was saying too you can turn in the new driveway and then when you're getting ready to leave you could use the old back toward Dillwyn you'd be alright to use the old one sight distance wise. I see what you're saying.

Bickford: I didn't realize there was another home down there.

Beiler: Even if there wouldn't be we'd still want to use that as our private,

Bickford: We could just say make a condition Nicci to restrict any truck traffic to the new entrance and new section of road. And that should cover it.

Beiler: That the whole point of putting it in.

Allen: The biggest complaint is a sight distance. Right? And that would you know, that's what they usually say causes wrecks because you can't see close enough and whip off in front of them. But so yeah, that part coming in would be the big deal.

Beiler: Does that make sense to you. I mean is that a clear picture now.

Bickford: It will look better once Nicci gets some proper language. Hopefully that'll clear it up. I think if you just specify all truck traffic in and out has to do that new section of road and new entrance. that'll cover your concerns.

Allen: I mean, how many trucks you get? Logging trucks in a days time?

Beiler: That's, that's in here.

Allen: I just got mine today.

Beiler: My capabilities are doing about 10,000 board feet a week. That amounts to about two loads of logs, one load of lumber, give or take. And that's just using semi-trucks as a guide. Now, I get some trucks in, you know, straight trucks have some lumber going out on gooseneck trailers, but just for the purpose of giving you an idea of, you know what my capabilities are that I use the semi-truck.

Allen: Yeah I don't blame, you probably get like 4000 feet on a truck.

Beiler: Excuse me?

Allen: Used to be like 4000 feet of logs on the truck.

Beiler: That depends if it's pine or oak.

Allen: Smaller stuff. Okay. I'm just thinking out loud.

Beiler: Yeah, that's fine. That's fine.

Bickford: Any other commissioners?

Dorrier: Yeah. Would it be feasible to have signage on the road? Maybe? I know when you have timber being cut, you have signs out on a daily basis I wonder would it be a good idea to have some type of signage north and south to say trucks entering highway or we could work with VDOT on that maybe.

Beiler: You're talking about using the existing driveway?

Bickford: No, no the new,

Inaudible

Dorrier: No just a sign on 20 so people would see there could be trucks in and out of there.

Beiler: That's between you and VDOT but I wouldn't, I wouldn't have a problem with that you know, anything to make it safer. I mean,

Dorrier: It'll be quite a few trucks I'm sure.

Beiler: Not really not for my operation

Dorrier: Just a suggestion.

Beiler: I think it's a good one. I mean, even if it's just a few trucks you know, just make people aware watch for trucks.

Shumaker: I think since most of our questions have been centered around the commercial entrance that it might be a good idea to have vdot here if we do move this along to public hearing.

Bickford: Probably wouldn't be a bad idea or at least have a letter from them.

Edmondston: They're supposed to be at the meeting but after the long meeting Monday evening and they were available they may not have been able reconvene but yes we can have them present for the public hearing.

Bickford: Or even just a written statement you know updating us, whichever is most convenient for them.

Edmondston: Okay, and then I'm going to go back to Mr. Dorrier, he indicated signage, do you want that in along with traffic...

Bickford: Yeah something truck traffic.

Allen: Or sawmill entrance only here.

Dorrier: Whatever VDOT would agree to because they do the signage.

Allen: You talking about DD or Scott?

Edmondston: I'm going to contact Scott Fredrick.

Beiler: While we're on the subject of VDOT, just from hearing you talk Nicci was saying one of the reasons that Mr. Edwards couldn't approve that entrance was because there's already two dwellings for that. I don't know where he comes by with that because later he told me it's not an issue. But still he put that on as one of the reasons that that entrance failed.

Bickford: You referring to the original entrance?

Beiler: Yeah, the Sprouses Lane entrance. That was one of the reasons that he couldn't approve that entrance. But later he told me you can have more than one you know. I don't know why he put that on there. But I still think bottom line is the sight distance

Bickford: Well, I think that was her main concern she's going to go see if she can find the report she got from Edwards on that as to why he needed a new entrance. On my question about emergency as long as you can get your tractor trailers down and in and out. That will probably suffice for our emergency vehicle. So you're going to be able to operate the way you want to you're going to have your road it will fit that criteria that you can get emergency vehicle down. In the interim does anyone have questions from the Commission?

Allen: Got many people working for you?

Beiler: Present.

Allen: That aint bad.

Shumaker: Just one more so I'm looking at your drawings for it says existing building. But your quote is dated January Have you already built this building that you intend?

Beiler: It's an existing building and I do have engineered approval on the building. Do you have that in front of you?

Shumaker: I do. Yes. Was that built specifically for this project? Or had you been using it for other purposes also?

Beiler: Excuse me?

Shumaker: Have you been using it prior to the sawmill project for other purposes?

Beiler: It was it was built to house the sawmill. And at that time I wasn't focusing on a commercial operation I was focusing on harvesting and cutting my own timber off the farm.

Shumaker: That why I was asking I looked at some of the building reports that we get in our packet each month for building permits and I hadn't seen that it in prior months permitted for that so that's why I was asking.

Beiler: That building would have been built in spring of 2018.

Bickford: Mr. Beiler if you want to sit down until Nicci gets back versus standing there your welcome to do that. I thought she'd be back by now but she hadn't got there and she might be having difficulty finding it. We'll call you back up when she gets back here. Mr. Beiler if you'll step up I'll read you what they said. So you can understand the two reasons. The first, which was probably the primary one is you had the sight distance to the south, it exceeded the 400 minimum 495 feet stopping sight distance. The site distance to the north however didn't. It was maximum of 455 feet. And that was not accepted. And the other thing is what you're referring to, there are two residential dwellings utilizing the entrance and private roads Sprouses Lane. And that is a maximum use allowed of circumstances. So that was, you're two reasons because you already had to you didn't have the site destined for commercial entrance, which was the primary one, but also because it was two residential dwellings are already using existing road, which is your neighbor. That was the maximum they would allow,

Beiler: Does that make sense to you? There's you can just have two dwellings on one driveway.

Bickford: I think because it's going to be... what you were asking for commercial entrance. That was a reason for it. If it was going to be just a regular driveway. I doubt they would have had an issue with it. But being it was going to be a commercial entrance.

Beiler: Because somehow that don't doesn't quite make sense with what Mr. Edwards had told me later. You know, later from I gather from him that no, you could have more houses on that driveway. So I was kind of confused what he was trying to say.

Bickford: I would say what he was saying is if it existed as it was without a commercial entrance. That you could have more homes using that, but because you wanted a commercial entrance that triggered stringent, more stringent conditions and parameters and you didn't have the sight distance for commercial entrance. And apparently, one of their criteria is that you cannot have on a commercial entrance more than two residential dwellings utilizing that that

Beiler: That doesn't quite...

Bickford: I can't speak to that because I don't know what Mr. Edwards told you but I can only tell you what im reading.

Beiler: Yeah, I understand I'm not holding you for it.

Bickford: But your fine you've already made arrangements for the new entrance and all, you can use still use this because it's not going to be a commercial entrance for your ingress egress and your trucks will have to use the new entrance. So. Any other questions or comments at this point? Do I have a motion to move forward for public hearing or deny?

Dorrier: I'll make a motion we move to public hearing with VDOT available at the public hearing.

Bickford: I have a motion do i have a second?

Allen: Second.

Bickford: Any more discussion? All in favor, raise your right hand. That is unanimous. Okay, Mr. Beiler We'll see you on March 28.

Beiler: Thank you ladies and gentlemen.

Commissioner Dorrier moved, Supervisor Allen seconded and was unanimously carried by the Commission to move 22-SUP300 on to Public Hearing.

Bickford: Thank you. Okay, Nicci, that brings us to the next application.

Edmondston: Next introduction is case 22 SUP 301. Landowners Aaron Beiler 257 Sprouses Lane Dillwyn and the applicant is Amos Smucker of 17 Belle Branch Road Farmville. Tax map is 124 12 it contains 121 acres and it is at 257 Sprouse is lane. Again this is an agricultural district a one with a watershed overlay. This applicant wishes to obtain a special use permit for the purpose of operating a private school one room schoolhouse the applicant is asking the Planning Commission to hold a public hearing to hear this request. Once again zoning ordinance does not permit a private school as a permitted by right use. However, within the one district and watershed a private school may be permitted by the Buckingham County Board of Supervisors by special use permit following recommendation by the planning commission in accordance with this ordinance and the Code of Virginia. Mr. Smucker has submitted a completed application for review I have attached 10 conditions that are very similar and the same to the last private one room schoolhouse that was approved for a special use permit last year.

Bickford: Okay any question before I ask the applicant to come before the commissioners. Alright, Mr. Smucker would you come forward just give us quick overlay of your request.

Smucker: Evening everybody, So it's a one room schoolhouse like we normally have this we didn't change anything. operates from August to May. And there's a written narrative on there. I thought I have my paperwork and everything with me but I don't. it's a one room. Amish parochial school. The schoolhouse size is 30 by 42, which includes an eight by 20 porch, open porch. This says three quarter acre fence playground. From what we measured, it's probably going to be little more than a three quarter acre more like an acre. Due to that well that was in there. We want to keep the outhouses 100 feet away from that well, so that pushed our fence down a little further towards Aaron Beliers it may be more than a three quarter acre. It's a One teacher per school. Max students per school is 35. They usually start around the last week of August end the second or third week of May. The Ages of school children or five years 10 months to 13 years. And the hours of operation is 8am to 2:30pm. Monday through Friday. So, I had a question, it's, it's kind of not sure what word to use not really unfortunate. It's just the way it is happens to be that, that we have. We call book society, there's a board group or a group of committee members that take care of our schools, in general, we just do the pulling the permits and doing the building projects or whatever, that's what this is. So when they had a meeting to pick a site, so they picked a site, and then we prepared for the building. They picked a site right there, and it would make the most sense for, you know, area wise, where most scholars or, and to relieve the other schools that need more space. And it happens to be on Sprouse lane where they need a new entrance. So my question was, Aaron wasn't sure if he can have his, I should back up a little further. First, when I talked with DD, he said, no big deal. And then I applied for the permit. There's a traffic impact determination application. So I called him about that. And then he changed his mind, he was like, you know, in order to have the school there, we cannot use the old driveway for the school it's going to have the only way he can approve it is if Aaron puts a new driveway in for the commercial entrance. Then recently, Aaron pointed out he's not sure how this is all going to work out. Is the new driveway going to be finished? By the time we're like August? Can we use the old one until that new one's finished? Or?

Bickford: That's a question you'd have to ask the VDOT rep, which he will be here on March 28. Our concern is going to be safety. And that's a whole issue there. If you were to get approved, it could be as soon as May no excuse me, April, end of April. Correct? By the Board of Supervisors?

Edmondston: In May.

Bickford: So you would have May to August to get the entrance developed in a new section of road. That should give you enough time to get that done with like, but if circumstances, then you can certainly ask the VDOT Rep. But it would come under their authority, we couldn't tell you we have to rely on them because it is a state road.

Allen: The schoolhouse has to have a commercial driveway just like...?

Bickford: What it was in the one of the things from the VDOT. They're saying that the schoolhouse traffic will have to also use the commercial entrance because of the sight distance. And I assume it would reflect back on the safety issue of not having worrying about the carriages turning off and not having enough sight distance.

Smucker: There's more questions I would have for him. He may not even be aware of what kind of traffic it generates.

Bickford: Well, that would be good to have you not you haven't had a chance to discuss this with him? I would suggest well, you can tell us and we'll go on public record here. So you got a maximum of 35 students if reading correctly.

Smucker: Yeah, that's the max.

Bickford: How many buggies do you feel like you would have to get in if you had a maximum 35 students? How many buggies would you have coming in and going out? In a school day? Do you have any idea?

Smucker: Well, yeah, on that that particular site, there probably won't be any.

Allen: I think that's a good thing if you had a van or something to bring the kids back and forth.

Smucker: Just one van is all we expect?

Bickford: Well I think that you need to make that aware to the VDOT representative then if that's the situation, he may allow, if you don't have... for whatever reason, a new entrance, commercial entrance has not been developed by that point that you need to start your school here. If it's if your students are going in on a van, he may very well allow it lease on at least a temporary basis. But again, we can't answer that because it's VDOT issue,

Smucker: But since it's on 20, I don't think I don't think we're going to even, you know, consider any horse and buggies or, I mean, if it would be a horse and buggy, it'd be driven by like 11 12 year old and that's a no.

Bickford: Yeah, it would be ideal if you didn't have any its a lot of traffic on 20.

Smucker: I don't think that's an option. In my mind, it's not an option. And the other thing that Mr. Edwards had mentioned, was that, are you going to have school children walking along 20? I said, No. But I can't speak for somebody else that moves in 10 years from now, I had hoped they never do. They might cross the road. You know, there's, there's nobody close enough that it would happen. I don't know where they would buy a piece of land that would allow them to do that really.

Bickford: I think for safety reasons, and after talking to you I would suggest that it be part of a condition that the children had to be brought in by van versus buggy you know, in other words, because that's what you want. And that's the safest thing to do. It probably be good to have it in conditions require that and then that way, anybody new to comes in to your community understands that, you know children have to come in on in a van or another van, whatever,

Smucker: Either a van or, or driven by an adult.

Bickford: Im sorry?

Smucker: Or the horse would be driven by an adult.

Allen: Route 20 is a very busy road and I'd hate to see anyone hurt.

Bickford: For safety I don't even know if you want to do that. That's it's just a lot of traffic on 20.

Gooden: Mr. Chairman would that be a condition set by VDOT the safety of what kind of traffic is allowed on those specific roads,

Bickford: It would be VDOT for whether he can use... they can use temporarily... they've already said they have to use a commercial use, excuse me, it would be VDOT approval, or their authority as well. They could give a temporary use of the existing road is what he was asking us now as far as a condition saying the children have to be brought in by a van. That would be our authority. That will be one of our conditions. If we wanted to add that to it. And that goes back to just basically safety for the children and as well as people traveling 20.

Gooden: Right. But I just didn't know if it was VDOT covering that safety issue, or that was the recommendations from the VDOT saying because we already know that the trucks have to use that commercial entrance and the residents that normal resident traffic can use Sprouses lane. And so I didn't know if...

Bickford: Well, they were I think we could still make the condition and we probably want to have their input. What you may be able to do, and this would go back to Mr. Beiler, case, or application is at a time that you think to between was August to May, at those times 8am, right before 8am and say between 230 and three and 730 and eight, that no truck traffic can come in or out. And that will protect the children coming in. So we could make a condition for that for his application. And that would serve both applications would be my suggestion. And that would be under our authority.

Gooden: So we still actually need VDOTs input.

Bickford: It would be good to have their input. Did that answer your questions?

Smucker: Yeah, it does. So we still need to talk with or somebody needs to talk with DD I was not able to get ahold of him. He's a busy man.

Edmondston: We will have a VDOT representative at the March 28 We'll have them go back and watch the YouTube video from tonight so that he can compile answers to the questions that were raised and he'll be prepared March 28.

Smucker: For us to move forward. We're getting close to a deadline, you know, for us to have the schoolhouse built by August and ready to use what are our options, you know, do we think it might move forward or do we have to look for another site?

Bickford: Well, the next step here in the process is just like Mr. Beiler. If we move it forward to a public hearing. And at that time, we'll have the VDOT representative here. And he will comment on both cases at the entrance, and from that, we'll probably finish up our conditions for you. It's sort of honestly it hinges a lot on what the VDOT rep says because they have that authority, not this commission or the Board of Supervisors. So if they say, No, you got to use a commercial entrance before the school. And I will tell you, in his letter, it says they don't authorize, or what I forgot what it was suggested building the school until the entrance is completed.

Edmondston: They don't condone the building of a schoolhouse until a new entrance has been constructed and completed.

Bickford: So I will prepare you, I don't know if they're going to back off of that or not. So you need to be aware of that. You know, if Mr. Beliers approval happens, and then you get to school, they may say you can't start school until that entrance is completed and the road is established. So, but if everything works, right, you'll have June, July, two months to get entrance in and road built. What time do you usually start in August on your school year?

Smucker: Usually the last week of August.

Bickford: So really you've almost got three months, you almost got 90 days. So hopefully that will work for you. So any other questions for the applicant? Have a motion to approve or deny?

Allen: Motion to move on to a public hearing.

Gooden: Second.

Bickford: Have a motion to approve and a second. Any more discussion? All in favor, raise your right hand. That passes unanimously we'll see on the 28th. And hopefully a VDOT rep will be here. And you can ask him these questions. Thank you.

Smucker: Okay. Thank you.

Supervisor Allen moved, Commissioner Gooden seconded and was unanimously carried by the Commission to move 22-SUP301 on to Public Hearing.

Allen: Yeah, he'll be here then we can all getting settled.

Bickford: Brings us to your reports.

Edmondston: The building permit report is in for your review. The only thing that I have to report this evening under zoning administrator is that we will be having the work session on Monday, March 21. We talked about it in February, but the 22nd of February was not open on the calendar for the boardroom here. So that was pushed to March 21 and that will be at 7pm. There will be agenda prepared a week before, like always, and we discussed having signs or signage and site plans, I do have a few other items that we can take a look at a zoning ordinance as well, just some items for discussion, home based operations will be one of those. So just wanted to remind you all March 21 7pm. And then we'll move both of these cases forward to march 28 7pm for a public hearing,

Bickford: I assume you will send some notification just to make sure.

Edmondston: I will send a reminder and I will send a packet.

Gooden: Nicci Another question. These packets that have been growing at my house that you send us the week before? Alright proper storage, can I bring them back to you. Because I usually I try to keep the three previous months, but now have a year's worth of packets,

Edmondston: You can at our work session, we may be addressing that, in an effort to make everything more efficient for the planning commission as it is for the Board of Supervisors. There have been I think it's iPads purchased for the planning commission, and the utilization of Dropbox or Google. Jamie Shumaker is our IT director so he knows those wonderful alternative measures that we're going to take. So that will come with a review page and an agreement for electronic receipt of the packages and those type of things. So we're trying to take paper off of you, you also get the packet a bit quicker because as soon as it's uploaded to our website, you all will have access to it and you will have an email address issued to you as well, which will be a county issued email address for correspondence with anyone that has questions, comments or concerns. So you should see that on the 21st as well.

Gooden: Thank you.

Edmondston: Yes, ma'am.

Bickford: Any other comments from the Board, Commissioners have anything they want to discuss? Do I have a motion to adjourn?

Dorrier: I make a motion we adjourn.

Allen: Second.

Bickford: Have a motion and second we adjourn. I'm not even asking for discussion. Raise your right hand. All right. We are adjourned. Thank you.

Commissioner Dorrier moved, Supervisor Allen seconded, and was unanimously carried by the Commission to adjourn the meeting.

There being no further business, Chairman Bickford declared the meeting adjourned.

ATTEST:

Nicci Edmondston
Zoning Administrator

John Bickford
Chairman