

FLUVANNA COUNTY PLANNING COMMISSION
WORK SESSION AND REGULAR MEETING MINUTES
CIRCUIT COURT ROOM—FLUVANNA COUNTY COURTS BUILDING
6:00 p.m. Work Session 7:00 p.m. Regular Meeting
MARCH 13, 2018

MEMBERS PRESENT: Barry Bibb, Chairman
Ed Zimmer, Vice Chairman
Lewis Johnson
Sue Cotellessa
Howard Lagomarsino
Patricia Eager, Board of Supervisors Representative

ALSO PRESENT: Jason Stewart, Planning and Zoning Administrator
Brad Robinson, Senior Planner
James Newman, Planner
Fred Payne, County Attorney
Stephanie Keuther, Senior Program Support Assistant
Scott Miller, Code Compliance Officer (attended regular meeting)

Absent: None

Open the Work Session: (Mr. Barry Bibb, Chairman)
Pledge of Allegiance, Moment of Silence

Director Comments:
None

Public Comments:
None

Work Session:

ZTA – Telecom Fees – Presented by James Newman, Planner

Current issues:

- 3 different fees listed for telecomm applications:
- 22-17-7. Fees: \$1,500 plus \$5,500 with consultant review
- 22-17-14. Fees for supplemental review: third party review is \$4,000
- Current application: \$900 for consultant review (*The Atlantic Group* has replaced *Cityscape* as our reviewer).

Possible Solutions:

Amend ordinance to change fee.

Proposed fee for new towers is:

- Special Use Permit, plus
- Site Development Plan, plus
- Mailing costs, plus
- Consultant Review fee (\$3,200)

Proposed fee for collocation/addition to/ modification of existing towers is:

- \$550 (cost of a minor site plan), plus
- Mailing costs, plus
- Consultant review fee (\$900)

Amending Sec 22-17-7 language to read:

Telecommunications Towers

~~\$1,500.00 plus mailing costs~~
~~\$5,500.00 w/consultant review~~
\$550 for colocation, modification,
or addition, plus consultant review
fees as set by contract from time
to time, plus mailing costs

New towers require a Special Use
Permit, a Site Development Plan,
plus consultant review fees as set
by contract from time to time, plus
mailing costs

Amending Sec 22-27-14 language to read:

Where the county deems it appropriate because of the complexity of the methodology or analysis required to review an application for a wireless communication facility, the county may require the applicant to pay for a technical review by a third party expert, selected by the county, the costs of which ~~\$4,000.00~~ shall be borne by the applicant, and be in addition to other applicable fees. ~~Site plan review for antenna element replacements only may be reduced to \$1,800.00 provided the applicant meets all the requirements for an antenna element replacement. If however, during the antenna element replacement site review it is determined the request does not meet the definition of an antenna element replacement, then review of the application will cease until the correct fee and correct plans are submitted.~~ Further, if additional information is needed to evaluate the applicant's request, the applicant, shall make such additional information available as the county might reasonably request. (Ord. 9-21-11)

By adding the language ***"plus consultant review fees as set by contract from time to time"***, staff will not need to come back to the Planning Commission and Board with a new Zoning Text Amendment to replace the consultant fee amount every time a new consultant is hired.

Staff has prepared a text amendment for April.

Cotellessa: It makes perfect sense to me to get all zoning fees out of the ordinance and put them in a separate fee schedule that you could amend separately.

Eager: It would make it more desirable to co-locate than to put up a new tower.

Newman: Yes, because no matter where you are in the county all of our zoning categories requires a special use permit for a tower. You have to go through that process, then the site plan process, and pay right now is \$3,200 to the Atlantic Group. If you're co-locating its \$900.00 to the Atlantic Group, plus the proposed \$550.00 for the minor site plan.

Stewart: I think you will find that on the application the Atlantic Group does just as good a job as our previous vendors. A major complaint with the telecom providers were the fees were much higher when compared to other localities.

Payne: One thing they said was not only were they high, but they didn't take in account for the amount of work that needed to be done. Therefore, if you had a full-scale application from the ground up with (x) amount of dollars and if you wanted to have just a review, for example to see if there's enough structure to support a relatively minor addition, we charged the same thing. This is not fair. One takes a month long job the other takes maybe an afternoon. That's how this all got started.

Newman: We will bring this back as a public hearing in April.








ZTA – Density Updates – Presented by James Newman, Planner

Dwelling Unit-Definition:

Dwelling unit: Any building or portion of building intended to be used for residential purposes by a single family and designed or arranged in such a manner that none of the facilities or areas customarily provided for cooking, sleeping, eating sanitation, or other residential functions is shared by any other family or persons residing in the same structure.

Current Density:

Zoning	Current Density	Community Planning Areas	Comp Plan Density
A-1	1 unit per 2 acres, OR Rural cluster subject to R-4	Columbia	None specified
R-1	1 unit per 1 acre, OR Rural Cluster 1 unit per 1 acre	Fork Union	Up to 4 dwelling units per acre (pg. 58)
R-2	1 unit per ½ acre	Palmyra	Up to 4 dwelling units per acre (pg. 54)
R-3	2.9 units per acre	Rivanna	Up to 6 dwelling units per acre (pg. 51)
R-4	1 unit per 2 acres without sewer/water; 2.9 units per acre with sewer/water. Rural Cluster allows 2.9 units per 1 acre	Scottsville	Up to 4 dwelling units per acre (pg. 58)
MHP	1 per 6,000 sq ft	Zion Crossroads	Up to 10 dwelling units per acre (pg. 45)
PUD	ZION CPA: Single Family: 6 per acre (max). Townhouse: 9 per acre (max). Multifamily: 16 per acre (max) ZION UDA: SF: 4 min, 6 max. Townhouse: 6 min. 9 max. Multifamily: 12 min. 16 max.	Rural Planning Areas	Comp Plan Density
		Rural Residential	1 d.u. per 2 acres, gross; or 6 d.u. per acre net (developable area only, not counting open space)
		Rural Preservation	None specified

COMMUNITY ELEMENT MATRIX						
urban					rural	
						
Regional Center					Rural Areas	
Regional Mixed Use	Regional Employment	Neighborhood Mixed Use	Neighborhood Residential	Village	Rural Cluster	Rural Preservation
Density						
Commercial FAR: 2.0 Residential DUA: 10-15	Commercial FAR: 2.0 Residential DUA: 10-15	Commercial FAR: 1.0 Residential DUA: 8-10	Commercial FAR: 0.5 Residential DUA: 4-8	Commercial FAR: 0.75 Residential DUA: 4-6	Commercial FAR: 0.5 Residential DUA: 2-6 (net)	Commercial FAR: 0.1 Residential DUA: 0.5-0.1

- As PUDs are now restricted to Zion CPA and UDA, highest density allowed elsewhere in the county is 2.9 dwelling units per acre (R-3, R-4 with provisions)
- Comp Plan shows that all Community Planning Areas should allow up to 4 dwelling units per acre
- Engineer and applicant Justin Shimp wants to make R-3 *by-right* density 2.9, with an SUP required for any *increase* in density up to a maximum of 10 units per acre.
- This would allow for more multi-family housing in county

R-3 current language and proposed:

- Sec 22-7-1. *Intent*. “This district is intended to permit compact village-style residential development and associated institutional uses, community serving mixed-uses, open spaces, and creative design in accordance with a master plan.”
- Sec. 22-7-8. *Permitted Residential Density*. “Maximum gross residential density: 2.9 residential units per acre.”

Mr. Shimp proposes this language:

Sec. 22-7-8. Permitted Residential Density.

Maximum **by right** gross residential density: 2.9 residential units per acre.
Maximum gross residential density (by special use permit): 10 residential units per acre.

Four (4) Paths for the Commission:

- Modify density for R-3 only
- Modify density for all zoning categories
- Modify density for all zoning categories, and allow for an SUP to increase density in CPA’s
- Leave as is

Potential Updates to all categories:

Zoning	Current Density
A-1	1 unit per 2 acres, OR Rural cluster subject to R-4
R-1	1 unit per 1 acre, OR Rural Cluster 1 unit per 1 acre
R-2	1 unit per ½ acre
R-3	2.9 units per acre
R-4	1 unit per 2 acres without sewer/water; 2.9 units per acre with sewer/water. Rural Cluster allows 2.9 units per 1 acre
MHP	1 per 6,000 sq. ft.
PUD	ZION CPA: Single Family: 6 per acre (max). Townhouse: 9 per acre (max). Multifamily: 16 per acre (max) ZION UDA: SF: 4 min, 6 max. Townhouse: 6 min. 9 max. Multifamily: 12 min. 16 max.
Zoning	Potential Density (for discussion purposes)
A-1	Same as existing (1 unit per 2 acres)
R-1	Same as existing (1 unit per acre)
R-2	3 units per acre (increase from 2 per acre)
R-3	4 units per acre (or no restrictions. Already requires a Master Plan) (increase from 2.9 per acre)
R-4	1 unit per 2 acres without sewer/water; 6 units per acre with sewer and water. (increase from 2.9 per acre)
MHP	Same as existing (1 per 6,000 sq. ft.)
PUD	Same as existing

Community Planning Areas	Comp Plan Density
Columbia	None specified
Fork Union	Up to 4 dwelling units per acre (pg. 58)
Palmyra	Up to 4 dwelling units per acre (pg. 54)
Rivanna	Up to 6 dwelling units per acre (pg. 51)
Scottsville	Up to 4 dwelling units per acre (pg. 58)
Zion Crossroads	Up to 10 dwelling units per acre (pg. 45)

Zoning	Purpose for Potential Density Changes
A-1	Same as existing; preserves rural character of county and purpose of A-1- “low density residential development”
R-1	Same as existing; fulfills purpose of R1- “low density residential areas” “this district be established in appropriate areas...for primary residential development”. Requires central water/sewage
R-2	Multi-family housing is allowed by right in R-2. “Low to medium density concentrations of residential uses” “This district be established in...community planning areas.”. Currently 2 per acre (1 per ½ acre), increase to 3. Requires central water/sewage
R-3	“Compact village style residential...in accordance with a master plan.” . Increase density to allow for multi family. Requires central water/sewage
R-4	Majority of R-4 is in Rivanna and Columbia CPAs. Allow higher density per Comp Plan (6 per acre) if access to sewer and water. Keep existing density for parcels that rely on septic and wells.
MHP	Same as existing.
PUD	Same as existing

CPA as overlay:

Community Planning Areas	Comp Plan Density
Columbia	None specified
Fork Union	Up to 4 dwelling units per acre (pg. 58)
Palmyra	Up to 4 dwelling units per acre (pg. 54)
Rivanna	Up to 6 dwelling units per acre (pg. 51)
Scottsville	Up to 4 dwelling units per acre (pg. 58)
Zion Crossroads	Up to 10 dwelling units per acre (pg. 45)

Rural Planning Areas	Comp Plan Density
Rural Residential	1 d.u. per 2 acres, gross; or 6 d.u. per acre net (developable area only, not counting open space)
Rural Preservation	None specified

Could allow higher density in Community Planning Areas, subject to a Special Use Permit.

What would the Planning Commission like to see?

- Modify density for R-3 only
- Modify density for all zoning categories
- Modify density for all zoning categories, and allow for an SUP to increase density in CPA’s
- Leave as is

Payne: It might be a good idea to find actual development in the general area at these actual densities.

Open the Regular Session at 7: 00pm (Mr. Barry Bibb, Chairman)

The Pledge of Allegiance followed by a Moment of Silence.

Director’s Report: Mr. Stewart:

Board of Supervisors Actions:

February 21, 2018

ZTA 18:01 – Rezoning Fee: An ordinance to amend Fluvanna County Code Section 22-17-7. The proposed amendment reduces the rezoning fee by eliminating the \$50 per acre charge, so as to aid in the economic development of the county. **(Approved 5-0)**

March 7, 2018

None

Board of Zoning Appeals Actions:

February 20, 2018

BZA 18:01 – Bella Terra Farm LLC: A request for a variance to Fluvanna County Code Sec.22-4-3(C) of the Zoning Ordinance to allow for the reduction of the minimum frontage required along a public road, from 300 feet to 296.59 feet, for the purpose of subdividing 8.869 acres from an existing 11.558 acre parcel being Tax Map 4, Section A, Parcel 38. **(Approved 5-0)**

Technical Review Committee for March 8, 2018:

None

Public Comments:

None

Approval of Minutes

Minutes of February 13, 2018

Motion:

Johnson made a motion to approve the minutes of February 13, 2018 Planning Commission meeting as presented. Seconded by Zimmer. The motion was approved with a vote of 5-0 AYE: Cotellessa, Johnson, Bibb, Zimmer, and Lagomarsino. NAY: None ABSTAIN: None ABSENT: None

Public Hearing:

ZMP 17:05 - 2428 Richmond Road LLC – Presented by Brad Robinson, Senior Planner

To amend the Fluvanna County Zoning Map with respect to 29.4 Acres of Tax Map 4, Section A, Parcel 27, to rezone the same from A-1, Agricultural, General to I-1, Industrial, Limited and I-2, Industrial, General. The affected property is located along Richmond Road (U.S. Route 250), approximately 0.16 miles west of the intersection of Zion Road (State Route 627) and Memory Lane (State Route 698). The parcel is within the Zion Crossroads Community Planning Area and the Palmyra Election District.

Existing Zoning: A-1, Agricultural, General

Proposed Zoning: I-1, Industrial, Limited and I-2, Industrial, General

Existing Land Use: Vacant industrial

Planning Area: Zion Crossroads Community Planning Area

Adjacent Land Use: Adjacent properties are zoned A-1, I-1, I-2 and R-3.

Zoning History: A salvage yard operated by Cosner Bros. was formerly located on the property for several decades. The salvage yard ceased operation within the last year and was a legal nonconforming use.

Zoning Violations

- Complaints received since February 13, 2018
- Activity has included lights, noise and beeping from trucks and equipment, camper parked on property, dog chained to fence, and welding
- Storage of construction materials constitutes a contractor's storage yard
- Not permitted in A-1 District

Bibb: It was 30 days ago yesterday of notice of this violation, has anything been done to correct this violation? **Robinson:** No

Zimmer: Are materials being stored there? **Robinson:** Yes

Bibb: It's now A-1 and they want to increase the possible usage of it, yet there in violation of the present zoning. How many complaints have you had? **Robinson:** At least 100 emails or so. Some from the same complainant.

Bibb: Were they given 30 days' notice to correct the zoning violation notice? **Robinson:** Yes

Stewart: The zoning violation to our knowledge wasn't in existence when they initially made the application. This was discovered through citizen complaints about a month ago.

Zimmer: There were apparently multiple violations, have any been corrected? **Robinson:** No

Scott Miller, Code Enforcement Officer: On February 14, 2018 they were notified they were in violation.

Bibb: You've seen no efforts to correct this?

Miller: Correct. One of the violations that are present didn't exist when the initial violation notice was issued. So there's been an additional violation since then.

Zimmer: What's that? **Miller:** The camper.

Payne: I want to make a correction; today is actually 31 days not 30 days. January has 31 days.

Bibb: How long do you think as of today do you think it would take to correct the violation?

Miller: 3 - 4 days.

Bibb: But no efforts have they been made about correcting these violations? **Miller:** Correct.

Lagomarsino: Is there evidence of someone living in the trailer?

Miller: It does appear to me now that someone is. When it was out front, I wasn't sure. It stayed out front for about 1 ½ to 2 weeks, then it was moved to the back.

Johnson: Who did you present your violation too?

Miller: Mr. Morris, the owner of M&M Salvage.

Zimmer: Can you tell specifically what was being laid down and or stored out there?

Miller: Yes, the wood shown out there was from pallets stacked high, large pieces of pipe, numerous pieces of equipment, valve pieces, and many complaints with traffic being blocked on 250, which I has witnessed for myself.

Stewart: It should be noted that's one of the reasons we have site plan requirements is for VDOT to have comments about those type of situations.

Bibb: Is this part of the Williams Pipeline?

Miller: We thought all of it was, but now we understand only part of it is. It could be several contractors storing stuff, but I don't know which is which or whose is whose.

Johnson: When he's running these things is he constructing something or tearing things down?

Miller: They appear to be welding large sections of pipe, which have additional extensions coming out the tops.

Bibb: Has there been any encroachment onto the subdivision property?

Miller: I have only seen lighting and heard constant noise.

Lagomarsino: Is the noise in violation of the noise ordinance? **Miller:** No

Kelly Strickland with Shimp Engineering, Representative of the applicant: It's our understanding that the salvage yard is a grandfathered by-right use and it ceased to operate last May so it's good to operate for at least another year from this May. From my perspective, the use that's in there now is in violation because it's not zoned properly and I think Mr. Morris is trying to come forward and rezone it. He didn't realize it would take a month or two. In the meantime, he lined up a gas company that's using the site. I have written down the comment from Mr. Morris:

If it's not approved I will run them out in 30 days if the zoning is approved he will submit a site plan and put the salvage yard back in place.

Bibb: It bothers me that this is A-1, we have a zoning violation, and a person wants to have higher zoning. How will they do with larger zoning? So the applicant is not here? **Strickland:** No

Bibb: So we can't ask him about his purpose or anything.

Strickland: He spoke at the neighborhood meeting.

Cotellessa: I noticed on the application it doesn't have an E911 address but I assume it's the same as the name of the company. When we talk about the impacts on adjoining properties the application says Fox Glen Subdivision is east but it's actually west, correct. **Strickland:** Yes.

Cotellessa: There's mention of Fox Glen's open space serving as a buffer certainly the buffer is from the more intensive use to the lesser intensive use and Fox Glen's open space is associated with their development; it's not to create a buffer for this particular use. So that would have to come on this site itself.

Public Comment:

Kary Clarke, 504 Glen Circle, Troy VA: I'm a new resident to Fluvanna County and I noticed on your report to the citizens it's a great place to live, learn, work and play; well I'm not finding it a great place to live right now because my property is right on the rear of what was M&M. We were woken up shortly after we had moved at 1am due to bright lights and beeping. It wasn't an alarm; it was a tractor unloading from a tractor-trailer. This could be seen clearly with the lights. What bothers me the most with the company there now with all these zoning violations: what will they do if they are legally allowed to stay there? There's currently a trailer there; where is the hazardous waste going? Are they just dumping it? If there not following the rules who's to say what they will do with their waste. They allow dogs chained to the fence and they disregarded animal control. We try hard to live by the rules while they just disregard them. It bothers me we're woken up by lights and noise. If this is zoned I-2 it will continue and it won't make my living conditions very good. It will also mean you don't believe what you write and say.

Rob Zanferdino, from Fieldstone Development: My wife and I moved down from New York 4 years ago. The primary reason we picked Fluvanna County was that it reminded us of Upstate New York where I'm originally from. I would like the board to remember this name, The City of Hopewell Junction, New York. Hopewell Junction, New York is a town approximately 70 miles North of New York City in the Hudson Valley Region it is the home of sum 30, 000 people about the size of Fluvanna County it's also the home of IBM. IBM also has a semiconductor plant in this town it's been a resident for about 50 years. One of the things IBM has done was to pollute the ground water along with some of the other manufacturing companies that supported IBM. My concern being a resident not too far from this construction site is that the possibilities of the demolition of these vehicles is the leakage of pollutants in the ground water. The concern I have after spending \$350,000 on a new home, that the likelihood five years from now ten years from now that this going to be another Love Canal situation. For those of you younger than me who don't know what that is, it's a city near Buffalo that was buried over with dirt because of the pollutants they found in the water. Now as the town is very familiar with if your well goes bad a filtering system cost \$5,000 for a resident homeowner. The people of Hopewell Junction had to contact the federal government and have the EPA put in these filtering systems. So the other concern I have is being a resident not too far from 250 as currently the large amount of trucks that are traveling on this road. My wife and I are very well known at VDOT for requesting them to clean up along 250. I can only imagine what an operation like this running 24/7 with trucks will be like. As much as I'm an environmentalist, I'm also a capitalist. I understand that the town/county need to support the residents, however for a penny, as I understand it the amount were to obtain from this establishment. I just think this is the wrong place and the wrong type of business so close to a residential area.

Salvatore Zambito, 394 Glenn Cir.: I am the president of the Homeowners association of Fox Glen. I have received many of the complaints of the residents being that I'm the president. I would like to pass along some of these complaints. Regarding the dogs chained to the fence, we've had contacts with animal control and the sheriff. The sheriff yesterday gave them two citations for the violations for not providing proper shelter for the dog and leaving them out in the snow. The sheriff said the worker that owned the two dogs are currently living in the camper located on the property because he lives out of state. Some of the impacts on the subdivision are lights, noise vibrations. I've actually had to leave my house with my dog because she started to get bad anxiety. My dog would run around the house panting and hiding due to the vibrations. I don't want to have to move because my dog has panic attacks all the time. Another impact on the subdivision was on multiple occasion they would block the turning section into our subdivision with their trucks and just park. We've had three homes go up for sale since LKQ was approved. The people that were trying to sell their homes have had trouble due to the activity that's going on. One homeowner told me he had multiple potential buyers but no sale because of the construction going on surrounding the neighborhood. One offer he did get was \$50,000 lower than the market value because of the construction going on next store. This will also impact the quality of life in Fox Glenn. When you're sitting down to relax and watch T.V. all you hear is the beeping and I'm all the way at the far end of the subdivision furthest away.

Joseph Ryan, 113 Glenn Cir: These violations have been going on since December. I live right behind the front part of the parcel. When I get up at six in the morning, there are the bright lights. I hear things before work and when I come home from work. The only reason we didn't report this earlier is we didn't realize that these were zoning violations. Mr. Morris commented at the last meeting twice, well you moved next to a junk yard. Well before when it was Cosner there, we didn't have these problems. It wasn't noisy it was quiet. I was an urban planner for 5 years. We never put I-2 industrial next to a residential community.

Comments ended. Commission Discussion:

Payne: First, the important thing to remember is that the primary zoning violation is the use. The contractor storage yard is not a permitted use in A-1 district. Second, it's not the same use as a salvage yard so the use has been changed. The noise and lights I'm sure are very bothersome but the issue is, this is not a permitted use in the A-1 district. The significance of this use and problems the neighbors are having is it illustrates the problems that can arise from certain uses by right, and the use by right in question, contractor storage yard is permitted in both district I-1 & I-2 permitted by right. This is an illustration of potential problems of this kind of use. It impresses me that a non-conforming use has been abandoned and not merely by non-use but the use has not only been discontinued, it's been substituted by another use. I believe the law is that when a non-conforming use is terminated and another use is substituted for it that it is deemed abandoned and is no longer lawfully non-conforming. If the argument is, well we can go back and reestablish the salvage yard that may very well not be true. And it almost certainly would not be true without a site plan.

Bibb: If the applicant or representative is not willing to attend the TRC, how can they take care of these other things?

When notified of the zoning violation they don't seem to be concerned with fixing it. You would think they would want to show they could be in compliance.

Zimmer: We really did not get a good explanation for the violation; maybe the rezoning process didn't move as fast as they thought it would. But if you can't tell someone you have a contract with you can't start yet because it's not legal, that's a big concern of mine. This doesn't just accidentally happen that this use started before it was properly zoned. The no effort to correct it by not attending the TRC and then to threat to turn it back into a salvage yard if the rezoning is not approved is not ok with me.

Cotellessa: I look at this a little bit differently. It's about basic consistency with our comprehensive plan. We talk about this area, the application talks about adjacent industrial zoned properties; it doesn't mention how much of the adjacent property is agriculturally and residentially zoned as well. Also, it doesn't talk much about the fact that the Economic Development section in our Comprehensive Plan does call for a range of uses that light industry is probably more compatible for than is heavy industrial. So the I-2 part of this application concerns me, in addition the intent in the zoning ordinance says that the I-2 district is created specifically to prohibit residential and neighborhood commercial use of the land.

Johnson: I'm always concerned with how the neighbors feel and I haven't heard any of the neighbors speak positive about this.

Lagomarsino: On the application, they want to mitigate everything that is brought up.

Bibb: I just don't understand how the applicant themselves are not here.

Motion:

Johnson move that the Planning Commission recommend denial of ZMP 17:05, a request to amend the Fluvanna County Zoning Map with respect to approximately 29.4 acres of Tax Map 4, Section A, Parcel 27, to rezone the same from A-1, Agricultural, General, to I-1, Industrial, Limited and I-2, Industrial, General. Seconded by Cotellessa. The motion was denied with a vote of 5-0 AYE: Cotellessa, Johnson, Bibb, Zimmer, and Lagomarsino. NAY: None ABSTAIN: None ABSENT: None

SUP 18:01 – Amber Hill LLC – Presented by Brad Robinson, Senior Planner

Request for a special use permit to construct a salvage and scrap yard with respect to 90.17 acres of Tax Map 4, Section A, Parcel 27A. The property is located along Memory Lane (State Route 698), approximately 0.35 miles south of the intersection of Richmond Road (U.S. Route 250). The parcel is within the Rural Residential Planning Area and the Palmyra Election District.

Existing Zoning: I-2, Industrial, General

Existing Land Use: Vacant industrial

Planning Area: Rural Residential Planning Area

Adjacent Land Use: Adjacent properties are zoned A-1, I-1 and I-2.

Zoning History: ZMP 17:04 was approved on December 20, 2017. ZMP 05:11 was approved January 18, 2006 for a portion of Tax Map 4-A-27A which is now a part of adjoining parcel 4-A-20A. 2 A salvage yard operated by Cosner Bros. was formerly located on the property. The salvage yard ceased operation within the last two to three years and was a legal nonconforming use.

Salvage and scrap yard is defined as *“Facilities engaged in the storage, sale, dismantling or other processing of uses or waste materials which are not intended for reuse in the original forms. Typical uses include, but are not limited to, paper and metal salvage yards, automotive wrecking yards, junk yards, used tire storage yards, or retail and/or wholesale sales of used automobile parts and supplies.”*

Overview

- 100,000 sq. ft. building with parking area and storage yard;
- Vehicles are dismantled and eventually crushed and hauled away;
- Office/retail hours and storage yard to operate only during daytime hours; dismantling facility to operate 24/7;
- Change by applicant 3/12/2018 – proposed building height now stated as 50' instead of 30' to 35'

Eager: Is there an existing turning lane going onto Memory Lane? **Robinson:** Yes, going east bound.

Cotellessa: The staff analysis had a statement that a sketch plan may be sufficient with a special use permit. Does staff believe that this will require a more detail site plan? **Stewart:** Yes, definitely. A major site plan would be required, which would come back to the Commission for review.

Cotellessa: I had particular concerns with environmental impacts and loading spaces, along with several other issues.

Payne: In addition to that, I would like add a suggestion to another condition, which would not relate to the site plan because that's going to be required by the ordinance anyway. Substantial compliance with the sketch plan is proposed. I would suggest a condition as follows: Development of the property shall be generally in accord with the sketch plan submitted with the application, subject to revisions necessary to meet requirements of those conditions and as otherwise required by law.

This would not substitute for a full site plan, but an addition to the site plan.

Cotellessa: There may be revisions that would be beneficial to the community that would change the sketch plan somewhat.

Payne: I tried to word this carefully so not to preclude that sort of thing. The main thing I was thinking of was the idea of the location built and it's obvious the building is going to have to relocate because, assuming the Board agrees with your recommendation to deny the rezoning application for ZMP 17:05. That's the kind of revision I'm thinking of in terms of the sketch plan. Certainly, what I am talking about would not preclude any detail of improvements of the entrance parking, lighting screening and all that.

Applicant Scott Haley with KP Development representing LKQ: With me tonight is Matt Caddy the district manager. Ross Stephens with Kimley-Horn all here to answer questions. Our company has the contract to purchase the property; we work for fortune 500 companies that do similar to what we're doing here and throughout the country.

As you know it is a special use permit, I think the staff appropriately mentioned before this is not a by-right use, it's a special use permit, which allows this body to make recommendation to the Board. I think our application and the recommendations that have been outlined in the report; we recognize those and accept those. I hear the county attorney referencing a sketch plan in compliance when we come through with a final plan that is acceptable. I also understand that if the adjoining property is not rezoned then we would have to adjust to and create a buffer. We can easily address those items. Again, the outlined

conditions are acceptable. (Mr. Haley concluded his presentation with a power-point presentation that can also be heard by audio at time 1:37)

Zimmer: I see the concrete and the paved area; would that be considered a pervious or impervious surface?

Applicant, Scott Haley: That would be considered impervious.

Bibb: So you're saying the vegetative buffer would be there and the actual fence would be inside of that?

Applicant, Scott Haley: Correct. You'll see there's other opportunities to deal with storm water by retaining it. Right now, it free-flows into the waterways that are there.

Cotellessa: Would the storm water areas be outside the buffer so they would not affect the tree buffer?

Applicant, Scott Haley: Yes, that is correct.

Bibb: Are all the fluids drained from the vehicles inside the building? **Applicant, Scott Haley:** Yes

Cotellessa: When vehicles get to the site, are they stored first for a certain period?

Applicant, Scott Haley: Most cars come into a holding area and are processed, drained, and dismantled. All fluids remaining are captured and taken off site before the cars even go onto the lot. Some of the oils are even used to heat the building during the winter and fall. In terms of the lighting, we are not lighting the remaining site, we're only lighting around the building. There aren't any light poles around the building, our operations occur during the day. This is not a junk yard it's a salvage yard where things are done in a very systematic fashion. Cars are placed in certain ways because there assets, not just something to store so it can be crushed later. What happens when a car comes into the facility they know they bought their car at an auction and the value of that car. When it comes, it is processed and they're immediately taking off parts and other elements of that car are being cleaned and distributed in the warehouse and then taken to a larger facility. So when that car is processed some of the parts are dismantled; if they need a front door or a bumper they take those. That car then has its own spot. The car will later be brought back in to take other parts off it until it has no more value left to it. The parts are taken off and boxed they are then loaded into trucks. We have very limited trucks that leave and not at all hours of the night. They probably leave between the hours of 6-8pm at night. The truck would then return empty, probably around 4a.m. The process is then repeated.

Bibb: You deal with individuals. Do you deal with Insurance Companies as well? **Applicant, Scott Haley:** yes

Zimmer: Have these vehicles been in accidents and floods?

Applicant, Scott Haley: Yes, but it's not a pick and pull salvage yard.

Cotellessa: One of the things our Comp Plan talks about is the importance of riparian buffers and it actually recommends 100-foot forest buffer along our stream banks. What are you doing to protect the streams on the site?

Applicant, Scott Haley: We are working with engineers. Kimley-Horn would be better to address that.

Cotellessa: Have you considered another thing the Comp Plan talks about in this area of the Zion Crossroads: in order to make industrial facilities consistent with residential, agricultural and commercial is to provide things that workers and residents alike can do to recreate. Like a trail?

Applicant, Scott Haley: Not specifically a trail. But buffers yes. A fence on our side of the buffer area, which allows people to walk along some of those areas.

Cotellessa: Memory Lane dead ends. I think on the sketch plan there's discussion about temporary access or possible future dedication to VDOT given the possible large number of vehicles that will be coming back and forth. Has there been any discussion of construction that section on Memory Lane to VDOT standards?

Applicant, Scott Haley: We have not. In terms of the width and the cul-de-sac and getting in and out, the site is sufficient for our needs. In terms of the size of the trucks and the number, we identified about 40 trucks. As I mentioned early on we're looking at how this site will operate 20 years from now. We're nowhere near doing 40 trucks on day one.

Matt Caddy LKQ: Most of the cars come from auctions, some direct buys from wholesalers. 9x out of 10 it will be wrecked or damaged. We will set that car up closer to the building, usually 3-4 week's tops. There's usually a couple weeks' worth of inventory there to process, everything else would be stored in the yard once it has been properly drained. All of your drive tram and motor transmission and everything like that are removed before its set in the yard. Those are all drained and stored inside the facility.

Bibb: How often does crushing occur?

Matt Applicant: 3-5 days monthly, when it's done we then pick up all the debris.

Zimmer: Crushing occurs where?

Matt Caddy LKQ: In the yard.

Ross Stephens, Kimley-Horn: There's a dedication shown on the survey that the attorney is still working through to determine if VDOT still needs that extra projection of the cul-de-sac into the property. It would just be an extension of the cul-de-sac; it wouldn't be widened or additional width created. What's there today is sufficient for our needs.

Bibb: You said it would be used as a temporary easement in order to be dedicated for public use for the extension of route 698.

Ross Stephens, Kimley-Horn: Correct.

Cotellessa: So you're talking about the turning radius within the cul-de-sac. I'm concerned about site circulation when the trucks are coming on and using loading docks. I know a facility that is hundred thousand square feet has zoning ordinance loading requirements beyond what's shown here. What are you proposing for loading docks?

Ross Stephens, Kimley-Horn: We have shown truck-turning movements. We have two access points to the sites so we can have movements that illustrate that trucks can come into the facility, back into the loading space, and leave. We have confirmed that we have adequate loading spaces onsite for truck turning requirements per the code.

Zimmer: Turning back to the crushing, what are the business hours for crushing and what are the noise decibels?

Matt Caddy LKQ: It's a diesel engine; we would be in compliance with the noise ordinance.

Zimmer: So the loudest part would be the engine running, not the crushing noise?

Matt Caddy LKQ: Surprisingly it's not nearly as loud (Spoke from his seat and unable to hear)

Eager: When we talked about the trucks backing up, you said that your company uses the lowest decimal OSHA allows.

Matt Caddy LKQ: Yes, and there is an adjustable level we can use. (Spoke from his seat and unable to hear)

Public Comment:

Kary Clarke, 504 Glen Circle: Being efficient is about doing things right and being effective is about doing the right thing. My concerns are hazardous waste. All it takes is one mistake from one person to make an impact on thousands of people. That vacant house could possibly be a historic home and should be considered for preservation. When they talk about trucks coming up Memory Lane, I had no idea what it looked like until I drove up it. Its very small narrow road that hardly accommodates two cars. There a home's right up close to that children live and play there one time is all it takes for a major liability. Just the little noise M&M makes can be compounded; you can only imagine what a larger company will sound like.

Rob Zanferdino , Fieldstone Development, 122 Spring Meadow Lane: Since the purpose of this meeting is to discuss not only the economic impacts and the environmental impacts, I want to throw out some numbers to you. Representing as a resident of

Fieldstone Development there are sum of approximately 60 homes in the Fieldstone development at an average cost of about four hundred thousand dollars per home. You're talking about a residential community somewhere in the area of twenty-four million dollars. Now assuming that we all pay approximately the same taxes, your talking something in the area of one hundred eighty-thousand dollars that we pay to the county. What is the impact that this facility will have on these sixty homes? There's also a major concern regarding trucks. Just Rt 250 alone the commercial trucks that are going into Van-Der-Linde Recycling and all the other facilities that has become a major impact. Now Memory Lane you all have to create a much larger entrance into that area. The other concern I have and I don't want to be redundant is, having come from New York where IBM was a major resident my concern is the contamination of ground water. You have vehicles that are being dismantled, there is going to be leakage. Now the crushing the gentleman said it was only going to happen about 3-4 times a day. I have been in the corporate world for 30 some years I know for a fact that crushing... means a profit. They're going to try to crush as many vehicles as possible because that's their business. Whether or not the location of this facility is the best place, I really think this committee has to decide, do you want to put this type of facility next to a residential area impacting the community.

Katie Ward, 705 Burton Street, Hampton, VA: I am an adjacent property owner to the property directly south that borders along the creek. We just purchased the land last summer. Thank you for your vote in December, because you listened to your instincts and us and knowing this is not the right fit for the county. I wish it would have made more of an impact on the BOS I'm quite surprised it didn't. However, we're here now and I hope you can apply those same principles in this case with the application. One thing I just can't quite get is when I'm asking at the different meetings about environmental impact analysis or traffic analysis I'm continually told well that comes later in the process or that's after the special use permits approved. Is it too much to ask as a residential or of the Planning Commission to have those documents up front so that the questions that you have are already answered before you have to approve anything? Take trucks for example. At first in December, we were told its 3-4 a day, then it was 8 at the neighborhood meeting. Then the conditions the staff recommended it could be up to 40 that's a huge difference. I think that's something that should be considered as to have these things outlined on paper or upfront other than a guess. Another example of something that's just changed is back in December it was said that the crushing would occur once a month or every other month. It was just asked and it's back to 5 times a month. Things just keep changing and it makes me very uncomfortable because I'm wondering why these things keep changing further along the process. Maybe things will change in the future but I don't feel comfortable with that because that's my property. Now again that building could even move closer to the creek from what the original plan was. It seems like this was planned to be rezoned under false pretenses because things keep changing left and right and its very upsetting. As you saw the property and the beautiful farm, I just think it's the epitome of Fluvanna. An old farm, an old barn that could have some historic value based on it was owned by a Civil War soldier. There's no condition in that staff report that says that should be looked at for archeological purposes before its demolished. I think that's important. Also, I remember from the original testimony that there's the water sample but not the soil. To me that really important because water could tell you one thing but the soil could tell you something completely different. I the cars are on the lot then the soil or the gravel in this case should be looked at.

Jennifer Hoppe, 164 Buck Ridge Rd: I'm here today because this is not what Fluvanna is about. I lived here before there was Fox Glen, before there was Field Crest. I was born and raised in Fluvanna. Fluvanna is not industrial and that's one of the awesome things about it you all keep it tight. If I wanted this noise, I would live in Charlottesville or in a big city. I don't want to hear this noise. Ask yourselves this, would each and every one of you be ok with this coming to your neighborhood to your backyard while you're watching TV. Would you be ok with this noise, traffic and pollution? You people are essentially okaying mixing industrial with residential. Have you seen Memory Lane? It's not exactly big. There are kids down there people walk down there, people's dogs and pets are there. You want eighteen-wheelers and all that even if it is just one once a day. Who wants an eighteen-wheeler coming down their country road every day? We're a county of preserving and there's a civil war marker on this house site. Do you even know there's a house there? Yeah it's abandoned but Fluvanna's all about preserving history. What part of a junkyard is preserving history? People keep saying M&M was there already and it's a junkyard why do you care now. Yes, look at what M&M is doing now and the trouble they're causing. Thank you for voting against the rezoning in December. If the BOS doesn't back you, you then why are you even here?

Salvatore Zambito, 394 Glenn Cir: I am the president of the Fox Glen HOA. Mr. Zimmer, the one thing that wasn't answered was the time crushing would take place. I want to point that out. Another thing that hasn't been mentioned yet is LKQ has a D-business rating from the BBB. Where M&M Salvage yard was an 8-5 Mon-Fri business operation, this will be 24/7. AT the neighborhood meeting with LKQ, they said they like to work with residents in the area. Yet here are there responses to some of my questions.

1. Will they be willing to change their hours of operation from 24/7 to 8-5 Mon- Fri. LKQ said not possible
2. Would they keep the delivery/crushing hours between 8-5 Mon- Fri. LKQ said no.
3. Would they build a higher fence to block the visuals or a sound barrier like the one you see on the highway? LKQ said no.
4. They said they would not have any lighting on the property. Since then they've said they would have lighting around the building itself.
5. We asked they not have the lighting. LKQ said no, they need it for the workers at night.
6. Their application said they wouldn't have any significant impact on vegetation, yet they will be tearing down approximately 20 acres of trees.

I don't think these are unreasonable request, but it's obvious that LKQ is too big of a company for this area and don't want to work with the residents at all. I hope you will deny this for LKQ, if not please have them limit their hours and crushing from Mon-Fri 8-5 or 8-6.

Dorothy, 122 Spring Meadow Lane: I want to start by saying the acoustics are horrible in here (the Courthouse). So those of us in here that are hard of hearing may repeat some of the things that were already said. Now that you've heard the pros and the cons, I would like to ask you as stewards of the county to ask yourself two questions. 1. What do you want Fluvanna to become? Do you want to be known for as its beauty of wild life and beauty? Or do you want to become known as the heavy industry county. If you let them come in it will crack the door for more to come in. Then our other concerns will happen: the noise the pollution vehicles, fluids, and chemicals. You know there will be an accident with a high-risk company. What do you want Fluvanna to be? All the money you put into this county at the Library, sheriff's office, the school makes it beautiful. You have a great opportunity to make this a great residential community. Or become the garbage dump with heavy industry. Rt 15 will have heavy industries. Even though you think they're bringing in money in the long run they're not. Take care of the county and us now and we won't have to deal with these problems later.

Minor Eager, Mechunk Creek Dr: I went to Pennsylvania with Patricia Eager to see the operation. The best way to describe it would be it's an industrial ballet. It was the most organized, neat, clean and incredible operation you've ever laid your eyes on. It was spotless; the employees were thrilled with their jobs. I think there talking about bringing us close to 30 jobs and they pay well and they're highly skilled. Out in the yard was really nothing but the frames. The transmissions, motors and suspensions were all lined up perfectly. Every little mirror, bumper, and tire was taken off. All the fluids were carefully recycled. There was no noise from the take down shop. I walked all around the take down shop and no noise got through that building. Now the backup beepers I'm not sure what we do about that, but I believe there required by OSHA. It was the most impressive industrial operation I have ever seen. Somewhere we have to recycle cars. They really are excellent jobs, the employees I talked to were thrilled with their jobs, management was impressive. The whole operation, you really had to see it to believe it! I would love to see an industrial operation of that quality in our county.

Walker Ward, 705 Burton St Hampton VA: I am an adjacent property owner to the property directly south. The building itself I have concerns with as far as them storing vehicles outside before they make their way in. They can't guarantee that cars they buy the fluids are drained and won't contaminate while waiting to be processed. So if cars are being brought in and set out on the pad for three to four weeks, it's a guarantee that the area around there is basically going to have some contamination and could possibly get down in between before where they take it in to actually remove all the fluids from the vehicles. The noise, some of the other hearings they said you may not hear impacts in the wintertime because the doors will be closed. In the summer time when it's nice out the doors would be open, while they're dismantling vehicles. You're going to add more noise and pollution during the summer times but the wintertime's it will be quieter. There's another consideration to look at as far as decibels and hearing stuff. They said they were going to try and do something about the beepers on the vehicles. If they don't need to be there with all these forklifts moving cars back and forth, then why have them there? I just retired from the military and bought this piece of property. We paid over two hundred thousand from an enlisted salary. I don't make a lot of money.

We wanted to come to the country and enjoy the rest of my life after being medically retired for the injuries I sustained while being deployed in Iraq. I just wanted to come here, enjoy my time and my piece of property, and not have anything around this area. Granted it used to be a salvage yard, but know when you look at it all the cars are gone and it's beautiful. There's a nice majestic barn up there, old house. That place could be a very nice winery. Something else besides a salvage yard. You can drive by M&M and see what it's done to the area. There is stuff left over from the M&M operation that's still affecting the environment. What's to say they will do any better?

John Alexander: I know a few of you. I previously lived here, I moved away about five years ago to the adjoining county of Louisa. I'm a landowner here in the county. I also work for AG Dillard, which is directly across from this proposed facility. There's been many things brought up. When I was here, previously I was a member of the Economic Development Committee and a lot of what I hear tonight is what I heard before. These folk seem to have put together a reasonable sketch plan with reasonable things. Truck traffic, we have trucks at AG Dillard that go down that road every day. Our employees are parents of the children that are on that road playing. This area of the county has been designated as a growth area and while I understand, each individual taxpayer has the right to want their own happiness on their own land we have to look at the total picture. The kind of money we spend to educate kids; from a taxpayer perspective we need to be able to give them sustainable jobs. That's something Fluvanna definitely lacks. I would encourage you to move this forward.

Comments ended. Commission Discussion:

Bibb: Mrs. Eager visited the site and told us a little about it at the February work session. She said it was a very clean site. Inside the buildings, was the noise level high? **Eager:** no, you could easily have a conversation.

Bibb: The machinery they had has different sensors to keep the vehicles from going in too close?

Eager: Yes, when they bring the pieces from the automobiles to box them and sell them? **Bibb:** Yes **Eager:** They're all stored on the racks you saw in the power point. The forklift actually has magnets on the floor inside the concrete. Once the forklift lines up with the magnet it goes directly to where it needs. We saw them pick up a motor turn and go out without touching anything and there wasn't much space to do that.

Bibb: Was everything outside neat and orderly? **Eager:** Yes, it was all lined up neatly. Reminds me of the solar farm.

Bibb: Were the doors opened or closed? **Eager:** They were closed as it was in January and cold outside.

Bibb: And the noise outside, was it loud? **Eager:** No, just the occasional truck backing up. They were not crushing that day.

Bibb: Was the backing up of the forklift very loud? **Eager:** It was not as loud as the one at Fox Glen, they have it dialed down.

Bibb: I looked up the BBB since that was brought up. And there not actually rated by the BBB at all. There was just a complaint about a freight charge of \$750.00. I looked at the employee rating sites, it turned out 67% approved, and approximately 33% did not approve. Some of the things said are normal in the retail environment.

Eager: We all drive cars, they all get old, and they have to have somewhere to go. Lately we've been concerned in the county about the county's trash, the way people's yards look and the amount of cars they have. A gentleman asked me to ride along his farm on their Gator and there were so many cars abandoned in the woods, close to 100 I bet. We can't have that! That's what people tend to do when there's nowhere to take them.

Bibb: I asked my brother who's in insurance if they had heard of them and they had. I talked to Mr. Johnson and he had a car part that actually came from LKQ.

Zimmer: Some of my consideration comes from the fact the BOS approved this rezoning. As you said, we can't really re-litigate that rezoning in any way. So there is clearly going to be some type of industrial there, why not this company?

Cotellessa: The zoning is not an issue. It is zoned I-2. What is an issue is what's going to be on there? We talked earlier tonight about potential rezoning on a site and what could be by-right without a site plan, which could be contractor storage yards, machine shops, lumberyards, or saw mills. It's going to be important to control through the special use permit process what goes on this site, where things are sited, conditions you place on it. There's going to be noise and the noise will have to have limits. There's going to be visual impacts and we have to mitigate that. There have been changes through this process. That is very typical of development processes. As you go through and a question is asked they think, well we might need a little flexibility for the future on this. As we're looking at this if you do a very tight box on this then it becomes a real headache in the future. We have to look at as many of the issues as possible, button them up as much as you can. And we put in most of our special use permits a phrase that says the property shall be maintained in a neat and orderly manor so the visual appearance is acceptable to county officials. You have rules on noise limitations, which can be measured. You have rules on lighting, which can also be measured. There are likely to be ones we heard first tonight and some issues like those that we heard tonight. However, I think we cannot say we can't do this particular use in favor of getting who knows what. My tendency would be to try as much as possible to rely on the guarantees of the site plane process, DEQ, and certainly all the environmental aspects are critical. The staff will need to work with the developer and the engineers to make sure that during the buffers are appropriate and the riparian areas are respected. The building coming back another 15ft from the northern property line is likely to occur if

the rezoning to the north does not occur. I don't think that's a huge difference especially given the building now is to be 50ft. A 50ft set back makes perfect sense. My biggest concern is going to be really monitoring the noise and making sure the buffer is as good as it can be.

Lagomarsino: My issue is when we were talking about the rezoning, what will go there if this doesn't? I think we need to control what we have where we're at. The other uses that are there, to me, are worse. The things that are allowed by-right are much worse.

Johnson: I think this is about as good as your going to get it.

Recommended Conditions:

If approved, Staff recommends the following conditions:

1. Prior to development of the site, a site development plan that meets the requirements of the Fluvanna County Zoning Ordinance must be submitted for review and approval.
2. The site must meet all Virginia Department of Transportation requirements.
3. The site must meet all Virginia Department of Environmental Quality requirements.
4. The site must meet the requirements set forth by the Virginia Department of Health.
5. The dismantling facility and the adjoining concrete pad area shall be permitted to operate 24/7. The operational hours of the storage yard shall only be for daylight hours.
6. The dismantling facility and storage yard will not have more than 40 truck trips in any 24 hour period. A truck trip shall be defined as the same truck leaving and returning or arriving and leaving the facility.
7. Used motor oil, coolants, discarded automotive parts and tires shall be recycled or disposed of in accordance with State and local laws.
8. A minimum 50 foot buffer shall be maintained along all property lines that adjoin agricultural, residential or business districts. A minimum 8 foot fence shall be used around the storage yard. Privacy fence slats shall be required on chain link fencing and shall be green in color.
9. Any lighting shall not be directed toward adjacent properties and comply with Article 25 of the Fluvanna County Code. The storage yard shall not have any site lighting.
10. Any noise shall comply with Chapter 15.1 of the Fluvanna County Code.
11. The property shall be maintained in a neat and orderly manner so that the visual appearance from the road and adjacent properties is acceptable to County officials.
12. The Board of Supervisors, or its representative, reserves the right to inspect the property for compliance with these conditions at any time.
13. Under Sec. 22-17-4 F (2) of the Fluvanna County Code, the Board of Supervisors has the authority to revoke a Special Use Permit if the property owner has substantially breached the conditions of the Special Use Permit.
14. Development of the property shall be generally in accord with the sketch plan submitted with the application, subject to revisions necessary to meet requirements of those conditions and as otherwise required by law.

Motion:

Zimmer moved that the Planning Commission recommend approval of SUP 18:01, a request to construct a salvage and scrap yard with respect to 90.17 acres of Tax Map 4, Section A, Parcel 27A, subject to the thirteen (14) conditions listed in the staff report. Seconded by Johnson. The motion was approved with a vote of 5-0 AYE: Cotellessa, Johnson, Bibb, Zimmer, and Lagomarsino. NAY: None ABSTAIN: None ABSENT: None

Public Comments

None

PRESENTATIONS:

None

Site Development Plans:

None

Subdivisions:

None

Unfinished Business:

None

New Business:

None

Public Comments:

None

Adjourn:

Chairman Bibb adjourned the Planning Commission meeting of March 13, 2018 at 9:28 pm.

Minutes recorded by Stephanie Keuther, Senior Program Support Assistant.

Barry A. Bibb, Chairman
Fluvanna County Planning Commission