

May 28, 2013

County of Greene, Virginia

THE GREENE COUNTY BOARD OF SUPERVISORS MET ON TUESDAY, MAY 28, 2013
AT 4:00 P.M. IN THE COUNTY MEETING ROOM.

Present were: Jim Frydl, Chairman
 Davis Lamb, Vice Chairman
 David Cox, Member
 Eddie Deane, Member
 Clarence Peyton, Member
 Ray Clarke, County Attorney
 Patti Vogt, Deputy Clerk
 Tracy Morris, Finance Director

RE: EXECUTIVE SESSION

Upon motion by Davis Lamb and unanimous vote, the Board entered into Executive Session to discuss legal and personnel matters pursuant to Section 2.2-3711 Subsection (a, 1-7) of the Code of Virginia.

Contract Matters:

- Water and Sewer

Land Acquisition:

- Water and Sewer

Legal:

- None

Personnel:

- Administration

Various Appointments:

- RSA
- JABA

Recorded vote:	Jim Frydl	-	Yes
	Davis Lamb	-	Yes
	David Cox	-	Yes
	Eddie Deane	-	Yes
	Clarence Peyton	-	Yes

Motion carried.

Upon motion by Clarence Peyton and unanimous vote, the Board returned to Open Session.

Recorded vote:	Jim Frydl	-	Yes
	Davis Lamb	-	Yes
	David Cox	-	Yes
	Eddie Deane	-	Yes
	Clarence Peyton	-	Yes

Motion carried.

By unanimous vote, all members certified that only public business matters lawfully exempted from the Open Meeting requirement and only such matters as identified by the motion to enter into Executive Session were discussed.

Recorded vote:	Jim Frydl	-	Yes
	Davis Lamb	-	Yes
	David Cox	-	Yes
	Eddie Deane	-	Yes
	Clarence Peyton	-	Yes

Motion carried.

RE: WORKSHOP – COUNTY PROCESSES

The Chairman opened the workshop with citizens and developers to discuss county processes and to hear suggestions of ways to make processes more streamlined and business friendly.

Robbie Morris – sees a lot of businesses when they first get going – still a lot of confusion about what they need to do – suggested the development of a very simple flow chart outlining what needs to be done – any information that could be put on web site or emailed would be helpful and cut down on confusion – electronic is the way to go – need something specifically for Greene County – make applications on website fillable forms – tracking system for applications to avoid calling staff – struggled with edu policy over last few years – reviewed history of Holly Hill edus – market has changed drastically – County should be flexible in how they look at the edu policy – request to exchange (water for sewer) was denied – have to come up with \$20,000 when building a spec house which is a lot of money – have to pay when get building permit – moving payment for edus to when home is sold would help a lot of builders - Consider allowing transfer for a fee? – fees are tough

Tony Williams – actually developed a brochure outlining county processes

Robbie Morris – county website needs work – would appreciate updated overhaul of site

Larry Lamb – agreed with comments about fees – makes no economic sense to the builder to have to pay fees up front – should be able to hold those funds in reserve until hookup is needed – fees are high – could be even more if need to bore under road or need grinder pump – faster turnaround time on plans/plats would be helpful

Thomas Rosazza – Pioneer Bank – complimented staff noting people are important – also speaking on behalf of contractor, PW Campbell - any individual they worked with in Greene was extremely helpful – stayed on schedule with building completed in March thanks to people here – commended staff for help in process – people from other areas will be coming to Greene to see new building – professional photographer will be taking pictures which will be used in national brochure

Michael Payne – traveled through County a lot – not really a place he wanted to stop – people were friendly but primary reason for low opinion was condition of sites in Ruckersville – suggested the County encourage folks to beautify their property in exchange for lower fees - got a lot of raw material that needs polishing to make more attractive – noted blighted building still in Ruckersville on corner

Butch Davies – former representative in General Assembly – Stephanie and Bart are absolute delight to work with – comfortable relationship with people to be able to work things out – represents Highland Golf – worked out issue with Comprehensive Plan - community effort - worked out in public meetings – staff willing to work with people – commented on length of time to get plans approved (range from a year to one day)- average was about 20 days – that’s impressive

John Silke – owner of Greene House Shops for 16 years – works with Bart, Stephanie and Shawn – never had problem – Building Inspections Office couldn’t be any better – County has unbelievable crew – Tony (Williams) is great – member of Tourism Committee – work hard to figure out different ways to get tourists to Greene – appreciates support of Board – wouldn’t have development without developers (i.e. Food Lion, Lowes, Wal-Mart, etc.) – in regards to water fees, everyone wants everything for free – if Board hadn’t stuck neck out, wouldn’t have water and sewer - nice to be able to flush toilet – property next door is just falling down and looks bad

Steve Jones – Fried Companies – echoed positive comments – appreciate thankless job Board does but need to look at some things – talked with Bart and he needs to be given “green light” – bit of rudderless ship without County Administrator and lack of leadership – this issue needs to be addressed – still have full E & S review as part of preliminary plan for subdivision – preliminary plan is basically lot count, to make sure it fits on site – can’t do E & S plan until grading plans – needs to be modified – if we’re not going to do it, change the ordinance – plan review times are inconsistent - County uses a lot of third party reviewers (i.e. RSA, VDOT, etc.) – staff is great getting back to you on their time line but unfortunately it’s not same timeline as other agencies – get consistent so we know what we are dealing with - RSA should not be an approving agency – current ordinance is set up that if RSA does not approve you can’t get a building permit – this could stop a large economic development deal with antiquated specs, rules and regulations – just take recommendations from RSA – Tony (Williams) does great job with economic development – did not think his time should be spent on tourism – not good utilization of his skills – his focus needs to be on economic development, bringing businesses into community – lack of rooftops is devastating to retail business recruitment - listed companies contacted (i.e. Home Depot, Costco, Walgreens, Macy’s, Wegmans, 7-Eleven, etc.) and all had little to no interest in Greene – been trying for years to get anchor retail at Rapidan Center – keep running into same problem – Why do we not have housing? Track residential building permits since implementation of edu fees since year 2000 - fees \$5,000 each in 2000 – from 2000-2005 averaged 195 new home starts – raised to \$7,500 in 2006 – dropped to 178 in 2007 – raised to \$10,000 from 2008-2012 – averaged 90 new home starts per year – water/sewer model based on 200 plus new homes per year – not even half - economy is part of that – builders and developers taking less for lots and homes but County still charging \$20,000 for tap fees - same fee regardless of size of house - average water/sewer connection in VA – water is \$2,025 – sewer is \$2,890 – Greene fee is \$20,000 – highest of all surrounding localities for residential tap fees – Greene needs to be able to capitalize on beauty and location – no cost savings by driving up road

– in memo from NVR Ryan “analysis of applicable building permits since January 2011 shows Greene permits trending down while everyone else in VA is trending up - consider reducing tap fees

Commercial tap fees – EDU formula is flawed – it’s not the way to go, it doesn’t work – case in point, in dispute right now – Tierney was required to purchase 92 taps to secure a building permit for hotel and shopping center – been operating for six years and using 33 taps – request for refund was denied – request to transfer those fees to another project was denied – we basically feel we have \$500,000 that has been taken from us that we got nothing for and no means to get that back – look at surrounding communities that are thriving, they all use a meter based system for commercial development (i.e. Albemarle, Hanover, City of Charlottesville, Waynesboro, Henrico, Spotsylvania, Rockingham, City of Harrisonburg, Dayton, etc.) edu formula for commercial does not encourage or support economic development – requirement to pay fee upfront makes it difficult for contractors to do spec building – lack of flexibility to transfer from one project to another - County is up against it - if we don’t continue to grow and get new rooftops, new taxpayers to support new retail and economic development, all will be “dead in the water” - wrote letter to County in 2008 to ask Board to look at edu policy – nothing was done – meeting in November, 2010 with Tony Williams – again nothing was done – County’s own SWOT analysis done in 2011 – “fees for water and sewer connections are high enough to discourage business” – another meeting with Tony in 2012 - again nothing done – hoping this meeting will result in action – invested over \$100 million in Greene over last 8 years – nothing is going to happen if changes aren’t made to fees

Jim Frydl - have made small changes from previous meetings – big changes take time – hope you don’t feel like this is an exercise in futility

Neil Williamson – Ruckersville/Free Enterprise Forum – lot of what he’s hearing tonight are good ideas – talking about private industry, education sector and investment – putting those together and making it work - concern is where government fits in this – when comments are made about blighted property or signs, hear calls for architectural review boards which only adds to bureaucracy and to the cost of doing business in the locality – there are ways to modify ordinance to achieve end goal – ARB creates a whole new challenge for folks who are trying to get things done – idea of roundtable is helpful but only as helpful as what happens afterwards

Tony Williams - spends very little time on tourism as he has a Tourism Board and Tourism Manager – activity has been steady – submitted Rapidan Center property a few times but closing the deal with issues mentioned (water and sewer, the way the 29 corridor looks) is difficult – getting looked at, being toured – closing a deal takes more than just having a site – do better job as well as making sure our website is telling that story, making sure processes are out there to see – we have the tools that will help once it is put on line – the County website is looked at and it really hurts a lot – been in situations where been embarrassed because of it – clients even talking about it – that’s not how we look, how that website looks – we tried to address in 2008/2009 – would love for that to be upgraded so it really shows what we’re about

Don Pamerter – Stanardsville – on EDA Board – sympathetic with comments made by developers and the need for rooftops – hope that Stanardsville isn’t forgotten – Fried Co. had proposed development in Town but it feel by wayside primarily due to lack of water and sewer – have to think about impact of not having sufficient water supply for school system in the event of a major disaster/fire etc. (lack of water pressure) – this lack causes concern and second thoughts

by developers about establishing in the area - 1935 system needs renovation which would also help with streetscape project

Helen Cauthen – Central VA Partnership (formerly TJPED) Tony Williams is great resource – Greene did tremendous job during recent site visit – hope the prospect will come back for another visit – real key to landing that kind of project is to address some of the concerns that came up today – commended Board for having this forum, getting public input and taking next steps to address issues

Eddie Deane – his first workshop of this nature – very constructive comments – appreciate attendance – lots for the Board to think about – would like to do something about it

Davis Lamb – agreed – “stay on our backs, and we’ll get it done”

Jim Frydl – thanks to all for attending – lots of simple, good suggestions – reap benefits easily without a lot of difficulty – website is an issue – working on having County Administrator with experience to address some of these things – as a Board, we are aware of the issues and concerns about the edu policy - will work on that – is not a quick fix – millions of dollars and need to provide infrastructure – has to be a workable, conceptual plan that encourages growth but also pays for infrastructure and operation of system – long process – is a priority of the Board but will take time

Davis Lamb – especially liked comment by Mr. Williamson about limiting bureaucracy – agreed 100%

The Chairman closed the workshop.

RE: PUBLIC MEETING

The Chairman opened the meeting with the Pledge of Allegiance followed by a moment of silence.

RE: PUBLIC HEARING – RESTRICTION OF THROUGH TRUCK TRAFFIC IN STANARDSVILLE

Mr. Frydl said the purpose of this public hearing is to hear comments regarding the submission of a request to the Virginia Department of Transportation to place a through truck restriction or prohibition on Route 33 Business (Main Street) west of Route 230 (Madison Road) pursuant to Section 46.2-809, Code of Virginia, 1950 as amended.

Opened floor for public comment.

Gary Lowe – Mayor of Town of Stanardsville – briefly reviewed background of request and process involved - final decision will be made by Commonwealth Transportation Board – get this to VDOT for review and consideration - alternate route would be from Route 230 turn left up hill and continue to bypass – coming west over mountain stay on bypass, turn at business 33 and come back up to Route 230 – talking about through tractor trailers that aren’t doing business in area - tractor trailers will still be able to make deliveries in Town – looking at safety issues to protect citizens – schools are in vicinity – getting ready to do streetscape project and trying to encourage pedestrians – issue with elderly people in town – trying to be proactive – never been an accident to his knowledge and would like to keep it that way

Mariana Bennett – resident on Main Street – reiterated previous comments regarding vibration caused by heavy trucks which is undermining the sewer system – cost of replacing system will depend on how heavy traffic is coming through - bridge over Mitchells Creek is old

and VDOT is looking at repair/replacement – has seen this same problem in many communities in other states – more prevalent in smaller towns

Mary Hogge – representative of Mary Taylor, Director of Small Steps Preschool – read letter from Ms. Taylor – restriction is imperative for safety, well-being and quality of experience for preschool children and families - counted truck traffic during outdoor playtime since previous meeting – from 11:00 to 11:30 a.m. has ranged from 8 to as many as 14 – majority of trucks passing through exceed 25 mph speed limit – excessive noise, pollution, distraction but most importantly safety – urged Board to be proactive and approve resolution to restrict truck traffic so an accident can be prevented - Church is home to several other outreach programs serving the community

Alan Pyles – owner of Lafayette Inn – would like to see pass thru trucks minimized – noise and pollution issues – paid for bypass and getting ready to revitalize town – asking trucks to go around when just passing through reinforces bypass and we are trying to revitalize town

Doris Swenson – Ford Avenue – safety issue getting on Main Street from Ford Avenue – many times have had to stop on Main Street when truck turning from Route 230 onto Main Street – trucks run up on sidewalk on her side of road – worried about getting hit - tractor trailers passing school bus are very close, very dangerous

Keith Bourne - supports ban of trucks – enjoys Stanardsville and likes to come up for dinner – really looking forward to streetscape project which will make it much more friendly – getting trucks off road will go long ways to making area more pedestrian friendly and nice place to be in the evening

Celia Tumolo – supports truck ban – main issue is safety – public schools on this road, preschool, assisted living facility and residents – major misconception seems to be that all truck traffic would be banned which is not true – has three small kids – daughter in preschool, oldest goes to kindergarten and younger child – in and out of Stanardsville multiple times per day – sitting in line to pick up son from school and watching middle and high school kids running across road to shopping center - trucks barreling through is asking for disaster – for safety of everyone it is wise to ban trucks

Cory Tumolo – supports truck ban – What if something does happen to a citizen or child? Would need lot bigger room to explain to everyone how something was allowed to happen – he and his kids are the future of Greene County – wants to know that political officials are taking children's safety at forefront

Michael Wolkowicz - member of Stanardsville Town Council – supports banning of trucks – for safety issues and improvements the Town is trying to institute

Glenn Brill – spoke in opposition of the truck traffic ban – trucks will have big problem turning onto Route 230 from Route 33

Sheriff Steve Smith – neither for or against proposal – will enforce if passed

Don Pamenter – member of Economic Development Authority - agreed that this is not ideal solution but is good temporary solution - hopes one day will be able to work cooperatively with Madison to ban trucks on Route 230 – will change traffic pattern for very reason that it is not a convenient turn north onto Route 230 from business Route 33 – end objective is to make Stanardsville a more inviting place for businesses – 18 wheelers do not patronize local establishments but do scare off potential businesses – former Bank of America building is empty and we're working very hard to fill – it is a deterrent to a bank with a single ATM machine to

exit onto Main Street where there is risk of encountering truck traffic – appealed to Board to consider this on the basis of what it can do to help Stanardsville

Jackie Pamerter – President of Greene County Historical Society – ten years ago, members of Society spent enormous amount of time and energy on survey work that led to Stanardsville being included in the National Register of Historic Places – as part of architectural analysis, “Stanardsville is one of a handful of intact courthouse towns that grew up along transportation routes crossing the Piedmont Region of Virginia. Despite fires occurring during the first half of the 20th century and the Clerk’s Office explosion of 1979, the town scape survives much as it did during the late 19th century.” Main street looks, in many respects, just like it did in 1860, 1870, 1880..... Being one of the handful of intact courthouse towns is what makes it attractive to tourists as well as those who live here. The Stanardsville Historic District includes about 160 contributing buildings (old enough to be included as historic) and 80 non-contributing buildings. The narrowness of Main Street puts passing traffic very close to buildings, both old and new, on either side of the road. Can’t be good for them and certainly isn’t good for passersby walking on sidewalks. Trucks should use bypass.

John Hott – agreed with safety factor – drove truck for 30 years – he could not have come into Town – there are rules and regulations which must have changed since he retired – can’t drive a tractor trailer thru a business district

Dick Early – member of Stanardsville Town Council and lives on Madison Road – reiterated earlier comments – supports re-routing of truck traffic

Brigette Freeman – Main Street – agreed with previous comments – not only safety thing, it is also not a sophisticated thing to have truck traffic – trucks are cutting corners – just want to go faster to save some miles and save some money – think it should be stopped completely

Leonard Stoehr – Country Club Estates Subdivision – back side of his property abuts Route 230 – previously owned another property at Greene Mountain Lake Subdivision for about 15 years – prior to that lived on Military Road in Arlington County which is main snow emergency route and regularly used by trucks and buses as well as Washington metropolitan commuter traffic – enjoys new home with exception of noise from truck traffic – through trucks do not serve needs of area – supports ban of truck traffic

Scott Winslow – Beazley Road – advocate for safety also – suggested the Board look into potential safety solutions if the perceived problem is too much speed and too much heavy traffic through Stanardsville before sending to VDOT – reducing speed limit might have more significant impact on increasing safety margin for everybody involved rather than reducing tractor trailer traffic – Will agricultural vehicles, or vehicles that originate anywhere in the County, be able to use the Stanardsville road to Route 230? Extremely helpful to miss six stop lights you would hit between bypass to beyond Lowes on Route 29 when hauling a load of livestock – continue running livestock traffic from farm thru Stanardsville and up Route 230 would be helpful

Eva Young – Jonquil Road – agreed with Winslow comments - criteria for Transportation Board is going to require that the alternative route be reasonable – haven’t heard a lot of discussion that alternate route is going to be any more safe – look at safety alternatives

Jimmy Henshaw – Dundee Road – spent a lot of time and money trying to develop an agricultural operation in County – tractor trailer traffic has been going through Town and up Route 230 before folks chose to come here - other towns are thriving with truck traffic passing

right down main street – commented that few vehicles are parked on Main Street – this Town will die if you keep going the way you’re going. – Why weren’t funds for streetscape spent on alternate route? Safest thing coming through Town are these trucks – trucks are not speeding – can’t recall an accident involving a tractor trailer in Stanardsville or an accident on Route 230 caused by a truck driver – opposed to ban

Norman Slezak – member of Greene County Planning Commission which also serves as PC for Town of Stanardsville – referred to Town Comprehensive Plan - “Main Street in Stanardsville currently sustains an excessive amount of truck traffic, 9% of all vehicles. This leads to heightened safety concerns, increasing the need for roadway maintenance and generates pollution and noise in close proximity to businesses and homes.” Goals: “Implement traffic safety improvements to divert heavy thru traffic from Main Street” and “To work with VDOT and Greene County to establish an alternative route for through truck traffic.”

Joel Denunzio – VDOT Residency Administrator – reviewed process and timeline – County has to make formal request after holding public hearing – criteria that has to be met includes: reasonable alternate route; character/frequency of truck traffic not compatible with area; roadway is residential in nature. (typically judged residential if at least 12 dwellings combined on both sides of road within 150 feet of existing center line per 1,000 feet of roadway); roadway must be functionally classified as either local or collector. Route 33 Business will not meet fourth criteria as it is classified as a rural arterial road. Request will be reviewed and forwarded to engineers for study/evaluation. Final decision is made by Commonwealth Transportation Board. Process takes about 9 months.

VDOT would cover cost of signs. Any problems with geometrics of roadway would have to be addressed. Mr. Denunzio said there is no recourse if the request is denied by the Commonwealth Transportation Board.

Mr. Frydl noted the area would benefit from a safety study regardless of outcome of request.

Mr. Lamb asked if the third requirement, 12 houses per 1,000 feet, could be met. Mr. Lowe said he did not know at this time if criteria are met.

Mr. Cox asked for clarification as to which trucks will be restricted. Will trucks based here in Greene be able to use Route 33 and Route 230? Mr. Lowe said it is their understanding, from a conversation with a VDOT representative in Richmond, that if the truck is based in Greene County, it will be permitted to use restricted route even if not making a pickup or delivery on the route.

Mr. Deane asked if that meant law enforcement then has to determine who is from Greene and who isn’t? Mr. Lowe said he would think that would be part of the process.

Mr. Deane asked if the revitalization plan includes cobblestone. Mr. Lowe said the plan calls for stamped asphalt which is the most reasonably priced durable product available. It will be used to identify crosswalks.

Mr. Frydl commented on the definition of a through truck which is: “one that travels from one terminus to other with no origin or destination along the designated route.” Mr. Denunzio said the origin or destination has to be within the restricted route. Mr. Frydl said explanatory information would have to be corrected to reflect that the restriction would not allow for a truck that originates in Greene County and just passing through.

Mr. Cox noted the Town’s information and VDOT information does not match.

Mr. Cox said, as a tractor trailer driver who has used Route 33 in both directions, it is not possible to make the turn coming westbound on Route 33 business onto Route 230 even with a shorter vehicle. He understands agricultural vehicles would be allowed to use restricted route. He said he is a firm believer in safety first and felt it would be a lot safer to go down the hill at 25 mph and make a left hand turn onto Route 230.

Mr. Deane said he understands the inconvenience and noise issues. He commented on the 25 mph speed limit in Town and said he doesn't see a lot of trucks "barreling through". If this end of Town is restricted, the other end will be more dangerous because of truck traffic coming that way. The alternate route would also have to be reviewed for safety. He has not seen any safety issues in Town when it comes to truck traffic. Making half the road safer is not good enough and he can't see this is improving safety. He agreed with trying to find solutions to safety issues.

Mr. Peyton, who lives in the Town on Madison Road, referred to the resolution as proposed by the Town. In his opinion, pending streetscape project has nothing to do with safety. Noted there have been numerous accidents, with fatalities, on Madison Road in the area of Commonwealth Drive. Safety issue in that area and speed limit has been reduced.

Mr. Peyton questioned if the reference to historical district is misleading. There are more passenger cars speeding than tractor trailers. It seems to him that trucks are more careful in school zone than passenger cars as truck drivers have CDL licenses and could lose their jobs. Mr. Peyton said he did not feel the proposed alternate route is reasonable. He felt it would have been better situation if the request had been to keep truck traffic on bypass all the way to Ruckersville.

Mr. Lamb concurred with Mr. Cox and Mr. Deane as far as safety of turning radius at Route 230. The intersection would need major construction. He said this would create a hazard on that end of Route 33 Business while relieving some on this side. Tractor trailers do tear up streets but thinks it would wrong to change traffic unless pattern is changed.

Mr. Frydl felt documentation doesn't match and some wording in the resolution is not necessary to make point. There is a hope to try to make Town better but he didn't sense that anybody feels strongly that the reasonable route is satisfied. There is some advantage in having a safety study, even though he has doubts that the request will be approved because of issues that have been raised.

Mr. Denunzio said VDOT can conduct a safety study if Board makes that request. A speed study can also be done. A problem with speeding would require increased enforcement as the limit can't be lowered any further. A safety study would take 30 to 60 days depending on work load.

Mr. Lamb asked about construction if there is a problem with turning radius. Mr. Denunzio said a construction project would require right-of-way acquisition and engineering. The timeline would be a minimum of two years after funding is in place.

Mr. Frydl noted a large majority of people support resolution. He noted the County uses VDOT as the traffic authority for all County projects. He suggested the resolution be "cleaned up" and supporting documentation be corrected.

Upon motion by Davis Lamb and unanimous vote, the Board approved the resolution with revisions. (See Attachment "A")

Recorded vote:	Jim Frydl	-	Yes
	Davis Lamb	-	Yes
	David Cox	-	Yes
	Eddie Deane	-	Yes
	Clarence Peyton	-	Yes

Motion carried.

RE: PUBLIC HEARING – VARIANCE TO REGULATORY REQUIREMENTS – GREENE COUNTY CLOSED SANITARY LANDFILL

The Chairman read an excerpt from the public notice: “Greene County has submitted a petition to the Director (of the Department of Environmental Quality) for a variance to the requirements of 9 VAC 20-81-250.A.3.a(1) and 250.A.3.f which will remove the requirements for an upgradient groundwater monitoring well. USEPA maximum concentration limits (MCLs) and DEQ alternate concentration limits (ACLs) will serve as groundwater protection standards (GPS) for the facility. This petition has been submitted consistent with the requirements of 9 VAC 20-81-760.A. The tentative decision to approve this petition for a variance is based on information submitted to the Department.”

Mr. Frydl said the County is actually sampling some existing wells outside of the landfill so there is no need to place new wells.

The floor was opened for public comment. There were no comments.

Mr. Frydl said this is the final documentation for compliance at landfill. Sampling of wells will be ongoing.

RE: PUBLIC HEARING - PERFORMANCE SIGNS, LLC – REVISE ZONING ORDINANCE – REDUCTION OF BUILDING SETBACKS IN B-1, B-2, B-3 (BUSINESS) AND M-1, M-2 (INDUSTRIAL) ZONING DISTRICTS

Mr. Bart Svoboda, Zoning Administrator, reviewed the proposed revisions to the Zoning Ordinance, Articles 8, 9, 10, 11, 12 and all applicable references regarding the reduction of building setbacks in the B-1, B-2, and B-3, Business, and M-1 and M-2, Industrial, zoning districts. (OR#13-002) Performance Signs, LLC is the applicant but the revisions are not specific to that business. Affects districts as noted.

During the Comprehensive Plan review, urban designated areas and those associated design elements were discussed and include in the Plan. A design element for that designation includes reduced setbacks for the following reasons:

- Building and Space of Human Scale: Reduce the front setback or yard requirement in residential, commercial, and industrial districts so that buildings can be closer to the street and provide opportunities for relegated parking.
- Eliminate the “one-size-fits-all” setback and base front setback or yard requirement in street characteristics such as number of lanes and speed of streets.

The proposal would reduce the excessive setback requirements to make a more efficient use of parcels without negatively affecting the quality of life.

Don’t envision this on Route 29 but more on side streets.

The Planning Commission recommended approval of the ordinance revisions as submitted.

Mr. Robbie Morris, applicant, spoke briefly on the proposed revisions. This will only affect the front setback on right-of-way. On a two lane road, the setback will be 15 feet.

Existing setback is 35 feet which results in increased cost, increased environmental impact and inefficient use of land. The proposed front setback of 15 feet is supported by the Comprehensive Plan, results in decreased costs and environmental impact, increased economic development competitiveness and no cost to citizens.

The public hearing was opened and closed with no comments.

Mr. Lamb asked if a sidewalk can be within the 15 foot setback. Mr. Svoboda said 15 feet allows room for a sidewalk and parallel parking.

Mr. Lamb asked if the State requires speed limits in shopping centers. Mr. Svoboda said speed limits are required only on state roads. Roads within shopping centers are private.

Mr. Frydl asked how this will affect interconnectivity. Mr. Svoboda said travel ways would still match up even though not necessarily in a straight line.

Upon motion by Davis Lamb and unanimous vote, the Board approved the request from Performance Signs, LLC for revisions to the Zoning Ordinance, Articles 8, 9, 10, 11, 12 and all applicable references regarding the reduction of building setbacks in the B-1, B-2, and B-3, Business, and M-1 and M-2, Industrial, zoning districts. (OR#13-002) (See Planning Department for text)

Recorded vote:	Jim Frydl	-	Yes
	Davis Lamb	-	Yes
	David Cox	-	Yes
	Eddie Deane	-	Yes
	Clarence Peyton	-	Yes

Motion carried.

RE: SHERIFF'S OFFICE – AUTHORIZATION TO APPLY FOR US DEPARTMENT OF JUSTICE BULLETPROOF BEST PARTNERSHIP GRANT

The Sheriff's Office has requested authorization to apply for a US Department of Justice Bulletproof Vest Partnership Grant in the amount of \$10,116. A local cash match of \$5,058 is required over a two year period. The first half of \$2,529 is included in the FY 13-14 budget.

Major Charles Swingler briefly reviewed the request. This is a two year grant. Need to replace fourteen vests within next two years. Each bulletproof vest has a life expectancy of five years. Vests are custom made for each deputy and cannot be "handed down".

Upon motion by David Cox and unanimous vote, the Board authorized the Sheriff's Office to apply for grant funds.

Recorded vote:	Jim Frydl	-	Yes
	Davis Lamb	-	Yes
	David Cox	-	Yes
	Eddie Deane	-	Yes
	Clarence Peyton	-	Yes

Motion carried.

RE: MATTERS FROM THE PUBLIC

CENTRAL VIRGINIA PARTNERSHIP FOR ECONOMIC DEVELOPMENT

Ms. Helen Cauthen, President of the Central Virginia Partnership for Economic Development, formerly the Thomas Jefferson Partnership, reviewed their new brochure. Briefly reviewed activities.

Funding formula changed to per capita. Smaller counties have \$10,000 minimum. Larger counties moving to \$.50 per capita formula.

Madison County does not participate.

TOURISM COUNCIL

Mr. Roy Dye said the Tourism Council is making effort to honor families displaced from mountains by the creation of the Shenandoah National Park. The Blue Ridge Heritage Association has been formed. The intent is to develop a memorial for families displaced and have educational outreach program to teach about mountain culture at that time. There will be a meeting on June 10 at 7:00 p.m. at Blue Ridge Café.

RE: CONSENT AGENDA

Upon motion by Davis Lamb and unanimous vote, the Board approved the following items on the consent agenda:

- Minutes of May 14, 2013 meeting.
- Resolution to approve request from *STAR* to use Courthouse/County Administration Building grounds and parking areas for Independence Day parade. (See Attachment "B")

Recorded vote:	Jim Frydl	-	Yes
	Davis Lamb	-	Yes
	David Cox	-	Yes
	Eddie Deane	-	Yes
	Clarence Peyton	-	Yes

Motion carried.

RE: OTHER MATTERS FROM BOARD MEMBERS

Mr. Deane said there will be an open house at the former Bank of America building in Stanardsville on June 6 at 3:00 p.m.

Mr. Deane said he rode with Mr. Denunzio up Route 33 to the County line. Some pretty serious issues were discovered. Lots of place water running in road that is so unnecessary. Mr. Denunzio made notes about issues.

Mr. Lamb said the Strawberry Festival will be this Saturday, June 1.

Mr. Frydl said the Assistant position in the Economic Development Office is vacant. It was the consensus of the Board that the position not be filled until the new County Administrator is on board.

Board of Supervisors
May 28, 2013
Sheet 13

RE: ADJOURNED MEETING

The meeting ended at 9:36 p.m. The next scheduled meeting of the Board will be on June 11.



Jim Frydl, Chairman
Greene County Board of Supervisors

RESOLUTION

Request for the Commonwealth Transportation Board to
Consider Restricting Through Tractor-Trailers on Route 33 Business
From Route 230 West to Route 33 Bypass

WHEREAS, tractor-trailer traffic on Main Street in Stanardsville is incompatible with the safety of pedestrians in the downtown business district, with the pending streetscape improvements; and

WHEREAS, tractor-trailer traffic on Route 33 Business west of Celt Road is incompatible with the safety of school children and pedestrians in the area; and

WHEREAS, the Town Council of Stanardsville on January 21, 2013, requested the Greene County Board of Supervisors to begin the process required by VDOT to restrict through tractor-trailer trucks on Route 33 Business (Main Street) from the western intersection with Route 33 Bypass to the intersection with Route 230; and

WHEREAS, the Greene County School Board voted on February 13, 2013 to support the Town's request and so informed the Board of Supervisors in a letter dated February 19, 2013; and

WHEREAS, in accordance with Section 46.2-809 of the Code of Virginia, the Greene County Board of Supervisors conducted a public hearing on May 28, 2013, to obtain public comments on restricting through tractor-trailer trucks on Route 33 Business; and

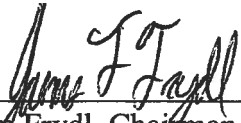
WHEREAS, Town residents, business owners, and others in the community have expressed strong support for restricting tractor-trailer traffic on Route 33 Business; and

WHEREAS, the proposed truck restriction implements a goal of the Town of Stanardsville's 2011 Comprehensive Plan and is consistent with the goals of Greene County's 2010 Comprehensive Plan; and

WHEREAS, the Greene County Board of Supervisors has evaluated the four criteria that the Virginia Department of Transportation and the Commonwealth Transportation Board will consider in reviewing a local government's request for a through truck restriction, and has determined that three of those criteria are met in the case of Route 33 Business west of Route 230: 1) a reasonable alternative route to be considered (Route 33 Bypass) for tractor-trailer trucks to use in the event of a restriction; 2) the character and frequency of tractor-trailer traffic on Route 33 Business is not compatible with downtown Stanardsville and the school complex; and 3) the roadway is residential in nature, with a residential / commercial district at one end and the school complex and residences at the other; and

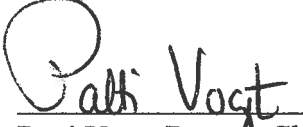
WHEREAS, the Greene County Board of Supervisors agrees to use its good offices for enforcement of the proposed restriction by the Sheriff's Department;

NOW, THEREFORE, BE IT RESOLVED, that the Greene County Board of Supervisors hereby requests that the Commonwealth Transportation Board consider restricting through tractor-trailer trucks on Route 33 Business (Main Street) from the western intersection with Route 33 Bypass to the intersection with Route 230.



Jim Frydl, Chairman
Greene County Board of Supervisors

ATTEST:



Patti Vogt, Deputy Clerk

RESOLUTION

WHEREAS, the Greene County Board of Supervisors wishes to join Americans across the nation in the commemoration and celebration of Independence Day; and

WHEREAS, the Town of Stanardsville is sponsoring an Independence Day parade and celebration which is being organized by Stanardsville Area Revitalization (*STAR*); and

WHEREAS, *STAR* has formally requested use of the Greene County Court House grounds, County Administration Building grounds and nearby parking areas for this event on Thursday, July 4, 2013;

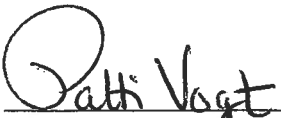
NOW, THEREFORE, BE IT RESOLVED, that the Greene County Board of Supervisors grants permission to *STAR* to use Court House grounds, County Administration Building grounds and parking areas on July 4, 2013 for this celebration.

Adopted in open meeting this 28th day of May, 2013.



Jim Frydl, Chairman
Greene County Board of Supervisors

ATTEST:



Patti Vogt, Deputy Clerk
Greene County Board of Supervisors