

STAFFORD COUNTY PLANNING COMMISSION

March 8, 2023

The meeting of the Stafford County Planning Commission of Wednesday, March 8, 2023, was called to order at 6:00 PM by Chairman Kristen Barnes in the Board of Supervisors Chambers of the George L. Gordon, Jr., Government Center.

MEMBERS PRESENT: Kristen Barnes, Albert Bain, Dexter Cummings, Steven Apicella, Martin Martinez, Laura Sellers, Willie Shelton, Jr.

MEMBERS ABSENT: None

STAFF PRESENT: Jeff Harvey, Lauren Lucian, Stacie Stinnette, Kathy Baker, Crissy Kendall, Ginny Adams, LeAnn Ennis

DECLARATIONS OF DISQUALIFICATION

Ms. Barnes: Do we have any declarations of disqualifications this evening? Any changes to the agenda? Okay, thank you very much. We'll move on to the Public Presentations portion of tonight's meeting. This is an opportunity for anyone to speak on any type of any topic except items scheduled for the public hearing tonight. So if you're here to talk about the elementary school, you need to wait for that public hearing to come about. When you come forward, state your name and address. Once you do so the green light at the podium will come on indicating 3 minutes to speak. The yellow light will come on when 1 minute remains. And the red light will begin blinking when time has expired, and we ask that you conclude your comments. If you would like to address the Commission, please come forward. Okay, seeing no one, I will close the public hearings... or the public presentations and move on to our first item on the agenda. And for that we will recognize Kathy Baker with the Comprehensive Plan Compliance Review for Stafford County Public Schools Elementary School #18.

PUBLIC PRESENTATIONS

NONE

PUBLIC HEARINGS

1. COM22154805; Comprehensive Plan Compliance Review – Stafford County Public Schools - Elementary School #18 - A request to review compliance with the Comprehensive Plan, in accordance with Virginia Code Sec. 15.2-2232, of a proposed public building or public structure, consisting of a new elementary school, on a portion of Tax Map Parcel No. 36-37 (Property), zoned A-1, Agricultural. The Property consists of approximately 34.7 acres and is located on the south side of Truslow Road, across from Summer Breeze Lane, within the Hartwood Election District. **(Time Limit: May 7, 2023)**

Ms. Baker: Good evening Madam Chair, members of the Commission. This item is a Comprehensive Plan Compliance Review for Elementary School #18. And this request would determine compliance with the Comprehensive Plan in accordance with State Code, Section 15.2-2232 for a proposed public building, specifically a new elementary school. The property is zoned A-1, Agricultural. It's on approximately 34.7 acres of a larger parcel. It's in the Hartwood District with Stafford County Public Schools being the applicant. And the property is currently owned by the Ward Corporation. This is the general location, you see on the south side of Truslow Road opposite from the Willows Subdivision. To the right you'll see the Cardinal Forest Subdivision. And you'll note the red outline is the overall parcel; the elementary school will be on the blue outline where you see the star. The remainder of the parcel is

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going to be the future high school #6, which if you recall last year, a Comprehensive Plan Compliance Review was approved by the Planning Commission for that property. Looking at the existing conditions, again, you'll see the elementary school in yellow. I'll note on this aerial photograph the future high school site that you see, a good portion of that site has recently been timbered, or not necessarily timbered. All the trees have been taken down but not, it hasn't been graded. So the current elementary school site is still wooded at this time. You'll note that there's a future road connection shown in blue. Down to the south along Warrenton Road you'll see Stafford Plaza Drive, which will be a... it's a stub street that now serves commercial properties there on Warrenton Road, and that is the stub road that would be extended all the way to Truslow Road to provide access from Truslow as well as Warrenton Road. Again, you'll see Cardinal Forest to the east and the Willow Subdivision to the north. Also, at the southern property line, there is a Resource Protection Area along Falls Run perennial stream. And the property does slope down towards that stream. The zoning of the property is currently A-1, Agricultural. You'll see there's also some B-2, Commercial to the south and then R-1, Residential to the east. This is the proposed just general layout of the elementary school site with the construction of Stafford Plaza Drive. And then to the west of that is the proposed high school layout at this time. I'll note that at the intersection with Truslow Road and Summer Breeze Lane, you'll see right now this is shown as a roundabout, but the applicant will go into a little bit more detail on that. They're now looking at a standard four-way intersection at that point instead of the roundabout. So as far as the Comprehensive Plan Compliance, this provision of the State Code states that the Comprehensive Plan shall control the general or approximate location, character, and extent of each feature shown on the plan. And it would prohibit construction of any public infrastructure that's not identified in the Comprehensive Plan, unless the Planning Commission approves the proposed infrastructure as being substantially in accordance with the Comprehensive Plan. And this is the Future Land Use Plan of the property, the Future Land Use designation of Suburban and it does lie within the Urban Services Area. You'll see along Truslow Road, the red line is the location of the Urban Services Area. So the Willows Subdivision across the street, which is Agricultural/Rural in designation is outside the Urban Services Area, but everything to the south is within. Again, generally, the properties to the east, south, and west are all also Suburban. You'll note the Resource Protection Area, that does follow the Falls Run along the southern boundary. With regard to the evaluation and the compliance with the Comprehensive Plan, there are several policies that support the location of a school site within the Urban Services Area. With regard to policy 2.2.1, it states it's suitable to accommodate residential and commercial development characterized by the presence of public facilities, utilities, and government services. Policy 3.6.1 encourages future public facilities to be located within the USA. And policy 8.1.3 states that schools should be located within the USA. There is an additional policy that addresses the siting of new schools and specifically locating near existing and planned residential areas, which you have in the vicinity. As I noted the Willows, Cardinal Forest, there's also England Run subdivision to the south, the Stafford Lakes Village, and then further to the west along 17 is the future Westlake development. Also, the siting for schools should be located in proximity to other public facilities. And in this instance, we do have public water and sewer that will be available to be extended to the site. And then lastly, locating away from major electric transmission lines, which there are none in this general vicinity. With regard to the Public Facilities Plan within the Comprehensive Plan, it notes that projects... excuse me, it projects that additional facility needs would be based on projected future growth through the year 2036. Projects... I keep saying that wrong. It projects the need for 6 additional elementary schools through that time period. And it also identified there was a need for new elementary school in 2019, with additional schools in the following years through 2036. With regard to the Transportation Plan, it does identify that Truslow Road be recommended for a 2-lane upgrade, which would have wider travel lanes and shoulders, and more gradual horizontal and vertical geometry to make that road safer. Also, note that the extension of Stafford Plaza Drive, which is not specifically identified in the Comprehensive Plan, however, it was authorized with the as I noted the Comprehensive Plan Compliance Review for the high school last year.

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But the extension of this road would provide more efficient patterns of traffic flow and circulation by connecting Truslow Road with Warrenton Road. Also note that their estimation of approximately 2,100 vehicle trips per day, there was no actual transportation impact analysis that is required as part of a Comprehensive Plan Compliance Review. I will note that you all may recall there was an impact analysis done for the high school site last year, which identified some improvements that would be made to the two roads that were specified in that study,

Mr. Bain: Mr. Baker?

Ms. Baker: Yes.

Mr. Bain: Sorry to interrupt. In the staff report, the number of trips estimated was 3,100. And you're showing 2,200 here. I'm wondering, what's the discrepancy?

Ms. Baker: I can take a look at that. It may be a fat finger typo.

Mr. Bain: Okay.

Ms. Baker: I did include the chart that came directly out of the...

Mr. Apicella: Mr. Bain, I think you're referring to, if you look at the staff report, page five of 10...

Mr. Bain: Yes.

Mr. Apicella: ... it says the estimated traffic volume of this section of Truslow is 3,100.

Mr. Bain: Oh, Truslow Road. I'm sorry. Alright then.

Ms. Sellers: Madam Chair, I have a question.

Ms. Barnes: Go ahead.

Ms. Sellers: So these recommended 2-lane upgrades for Truslow Road, were these, were these provided during Smart Scale? Were these a recommended project for Smart Scale funding in this round? I

Ms. Baker: I don't recall. Oh, Jeff says no.

Ms. Sellers: And do we have any intention of putting it in for Smart Scale in round 6?

Ms. Baker: I'm gonna have to check on that. I'm not certain. Unless Jeff knows the answer to that. Sorry. Okay, so I will note also that traffic for both the elementary school and the high school are anticipated to be staggered because the schools would be on different schedules, so all of the traffic is not going to be coming in and exiting at the same time. And then I did already note that the improvements with the high school site were identified. So staff does find that the application is consistent with the policies encouraging the public facilities and schools to be located within the Urban Services Area. It's consistent with the school locations policy. It would, the location itself would reduce travel times for students that currently have to go to Hartwood Elementary School and Falmouth Elementary School. Rocky Run, I believe is the third elementary school within this district. The proposed use is appropriate within this Suburban land use designation. And then the Public Facilities Plan identifies the need for

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this elementary school. And I did not identify any negative impacts at this time. I'll be happy to answer any questions. We do have the representatives from the school here as well.

Ms. Barnes: Questions for staff? Go ahead.

Ms. Sellers: So will they have to build the road? Will they have to widen Truslow Road and put in sidewalks before we allow them to open a school in the building?

Ms. Baker: I'd have to check and see when the Truslow Road improvements are slated. Do you know on that Jeff? Sorry.

Mr. Harvey: Madam Chairman and Commissioner Sellers, the issue before the Commission tonight is a Comp Plan review. So there's no real discussion about impacts as per se and how they're mitigated. It would have to defer to the schools as far as what their plans are for any other improvements with regards to Truslow Road in relation to their projects.

Ms. Sellers: So we're supposed to do a Comprehensive Plan review to see if this is suitable knowing that Truslow Road is deficient as it is today, and knowing that that road cannot handle the high school traffic we're going to put on it. But we can't ask in advance of how we are going to make sure that kids and families and buses and the people who live there are able to use the road? That's not supposed to be part of the Comp Plan? It just seems a little off to me that we would not take that into consideration as we review the Comprehensive Plan for suitability. I would think transportation would be a major consideration there. That's just... I don't live off Truslow Road so that's just me.

Mr. Harvey: Commissioner Sellers, in the context of the Comprehensive Plan, the Comprehensive Plan is intended to be a broad policy document. So as Ms. Baker said in her report, we recognize the need for future improvements to Truslow to make it wider and safer as a 2-lane road. But that's about the level of detail you're gonna get with the Comprehensive Plan. And same with other infrastructure features. They're supposed to be general in nature, we identify the location and what they are. But that's generally how the Comprehensive Plan is set up. Now, the Planning Commission routinely gets involved in a lot more detail in the case of a zoning reclassification or a conditional use permit where there is discussion about mitigating impacts and how that's done, if there's commitments from the developer, and/or the county imposes conditions. So this is a... it is a land use issue, but it's different and more broad and general than you would normally see with the issues that come before the Commission.

Ms. Sellers: And my concern with that even, even with that as we just heard, well the Planning Commission approved or supported the high school going here. And so it's now being used as the Planning Commission supported this. And it's with a lot of caveats, right? I mean, transportation is a big major impact here. And so I don't know how we caveat this to say, we support it once the transportation improvements are there. And we've already missed Smart Scale round five, which means we're not going to get funding in the next five years for it. Smart Scale round six comes up in two years. So it's 10 years out before we have transportation funding for this program, or for this high school and this elementary school. And I don't know when they're planning to open this or do whatever. But absent of, of any state funding for Truslow Road, how can we in good conscious put schools on that road? It's not a safe road. But that's just me. And so I understand it's a Comprehensive Plan review, and what we're being asked to do, but I do think we need to do our due diligence sitting up here and be very specific with this is not a what if it's a problem. This is it is a problem. Truslow Road is not a safe road to put school buses on. It is not a safe road to put high school students on. And we're going to add 2,200

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vehicles to it a day. So that's, that's my statement. You know, I said it with the high school, too. I'll continue to bring it up. But we have to do better. We have to plan better than this.

Ms. Barnes: Go ahead, Mr. Apicella, looks like you're about to go.

Mr. Apicella: If, and I say that cautiously, if this gets approved, will this be coming back to us in some way, shape, or form?

Ms. Baker: If you approve the Comprehensive Plan Compliance Review, it would not be back to you at any point. Unless they come back.

Mr. Apicella: I mean the elementary school, the plans for the elementary school.

Ms. Baker: Only if they are required to, if they're exceeding the height limit, potentially coming back for a conditional use permit just for the height itself but.

Ms. Barnes: And that's what we're doing for the high school, correct?

Ms. Baker: Correct.

Ms. Barnes: Okay.

Mr. Apicella: Okay. And just again, to be clear, for the three or four people watching on TV, the criteria that we're supposed to be using to evaluate this Comp Plan Compliance Review, those are laid out on pages four and five of the staff report, right? We're just merely looking at whether or not those criteria had been met.

Ms. Baker: Correct.

Mr. Apicella: Is there anything materially different from this request compared to the high school request we reviewed last April?

Ms. Baker: Other than the differences between the two schools, the size, and the components associated with each but...

Mr. Apicella: But in general?

Ms. Baker: ... the only other difference was the road, inclusion of the road at that time.

Mr. Apicella: Okay.

Ms. Baker: That was also included in the request since it was not previously identified as a public improvement.

Mr. Apicella: Okay. Thank you.

Ms. Barnes: Okay, I have a few questions. One of the things that I read, we got an email earlier and I think it's semantics. And one of the things that I think it's confusing to some folks is, and I think we use the word that we're going to authorize this. We're not authorizing a road, a school, elementary school,

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the high school, we're actually just saying, yes, it is consistent with the Comprehensive Plan. We don't do the authorizing. We don't have anything to do with the project otherwise, if it comes with us with the CUP if they need something special, like the height requirement, is that correct?

Ms. Baker: That's correct.

Ms. Barnes: Okay. I just wanted to make sure because some people think that we're up here authorizing this product, I mean this project, and we're not doing that; we're just saying, very specifically, very focused task here is Comprehensive Plan Compliance Review. The rest of it, but I do, I think I think Laura must have been looking off of my paper because I have the same concerns. According to staff, it says there's no apparent negative impacts. I would have to disagree with that. I think there are some negative impacts and I really, really hope that that we can come up with something that at least mitigates that for the time being because to me putting, if we don't have that road, and I know that this is separate, but I gotta say it like Ms. Sellers said it, if we don't make sure that road is safe, and we put all those 16, 17 year old, 18 year old drivers on Truslow Road, I think that is just a disaster waiting to happen. For me personally, that road cannot handle those kids. I do not think that that road should be open as a permanent ingress/egress on Truslow Road. I think that those kids need to come out on 17. Truslow Road cannot handle this and I think that there's a lot of negative impacts to the community surrounding it. Now, granted, those school... it is a good place for the schools. But I think that there are some things that we can do to mitigate those, those impacts and that road, to me, I think it would be best as a overflow or, you know, like graduations and football games that we can have ingress and egress out of that. But putting kids on that road is just a really bad idea for me. So that's my two cents. Any other comments and questions for staff?

Mr. Bain: Just a general question. The connection to Truslow Road, as your graph showed, was originally a roundabout. Now it's a 4-way intersection, which in my mind reduces the flow of traffic through that intersection and creates a more significant congestion pattern. Do you... can you offer any explanation as to why they went to the 4-way intersection? And also why it's not being considered for a stoplight which would help from a safety perspective.

Ms. Baker: And that's why I noted the schools are going to address that. They're going to do a presentation as well.

Mr. Bain: Oh, they are? Okay.

Ms. Baker: And they've been meeting with the with VDOT and others to discuss the options.

Mr. Bain: Okay. Alright. Thank you.

Ms. Barnes: Okay, last call for any comments, questions for staff? Okay, would the applicant like to come forward?

Mr. Hampshire: Good evening Madam Chairman, members of the Commission. I am Gifford Hampshire with the law firm of Blankenship and Keith, and I was, I had the pleasure of being before you last spring, almost a year ago now when we talked about the high school. And I do remember some of the conversations to which you just referred. And so I'd like to start off by introducing our team here tonight. And first of all, we have Jason Towery who's the Director of Facilities and Maintenance with the schools. And also Thomas Raugh who is the traffic engineer, our traffic engineer from Timmons Engineering Group. And each of them will be able to help me with questions that you might have in

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their respective disciplines. So as Ms. Baker said, we are here before, and Mr. Harvey said, we are here before you in a very sort of special proceeding, which is a Comprehensive Plan consistency review. As was said earlier, it's a general review. But it's useful sometimes to look at the actual language from the code section, which is here before you. And it says that unless a feature is already shown, etc., no building, public structure shall be constructed, established, or authorized unless and until the general location or approximate location, character, and extent thereof has been submitted and approved by the Commission as being in substantially in accord with the Comprehensive Plan. So we are, as Mr. Harvey said, dealing with a very sort of general determination. It's not an engineering determination. But it is fair that the Commission take into account the general and approximate location, character, and extent, and in fact, they're required to do so. And so in general terms, as Ms. Baker said, we think we comply with location. And because as she said, it's located within the Urban Service Area. It's consistent with the Suburban designation of the Comprehensive Plan. Going down to this last bullet, I should have put this up higher in the, in the graphic, as Ms. Baker said, importantly, your Comprehensive Plan talks about colocation of public facilities, which makes a lot of sense. And that's exactly what this would do. We think... we don't have a design yet, but we are working on it. And it will be an attractive design, we submit, and we will certainly buffer it from residential neighborhoods like, like the Willows and the other neighborhoods next door. We have in conjunction with the search for the high school site, the Stafford County schools and staff and the county staff looked at a large number of locations and came up with this one as, as being a... the top candidate precisely because we think it is consistent with the Comprehensive Plan. And we use the main criteria we have of the 20-acre minimum site configuration, access to utilities, and so forth. Ms. Baker has already gone over this and she had much better graphics than I do but it's within the Suburban area which is in the yellow in the long range land use map and it has A-1 zoning. But here are the, here are the statistics on it. As was stated, it's a 37. ... excuse me, a 34.7-acre site, it's the other half of the Ward Corporation site. Just as a matter of background, we are, for the high school site, after the successful 2232 review last year, we continued our negotiations with the property owner, and we were unsuccessful. So we filed a condemnation certificate. As a result, the School Board now owns what's called the feasible title to that high school site. And we are going through the litigation process. And we are talking with the lawyers for Ward Corporation. And they understand that we are also interested and we have actually made an offer on the elementary school site, and they have responded that they, they want to, to see whether we're actually really quite serious about it. And whether or not we pursue it is that is, is dependent upon whether or not we have a successful 2232 review. And that's why we're here tonight. But it's important also, as this slide says, that it really is needed and part of your Comprehensive Plan determination is, does it serve a public interest? And as Ms. Baker said, it really does, it really is required to relieve overcrowding at the schools that are listed here, and in general in that part of the county that as the staff report said will be at 100% capacity by, by 2026 if we don't do something. And it makes sense to co-locate this school next to the high school. It's important for the Commission also to understand that we didn't come to you without having gone to the community first. We had community engagement meetings on the dates indicated here, January 18 and January 30. We didn't hear negative comment during those, those meetings. There were many concerns about crowding, overwhelmingly positive comments, looking forward to the school opening in 2026, and the comment that there was, this was... because of the colocation facilities and efficient use of taxpayer dollars. And here's the vicinity map, similar to what I showed you last year, about the need. The circles show a one mile a buffer around, around the school and the other schools. And you can see that this area of the County is really underserved at this point in time. Yes ma'am?

Ms. Sellers: Does this say Hartwood rebuild? Is this a rebuild of an elementary school? Or is this a new elementary school?

Mr. Hampshire: It is a new elementary school and I'm trying to see what you're referring to.

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Ms. Sellers: That star says Hartwood rebuild.

Mr. Hampshire: Oh, well that's a typo. Excuse me.

Ms. Sellers: Okay.

Mr. Hampshire: Yeah.

Ms. Sellers: You're about to give me a heart attack.

Mr. Hampshire: Yeah. Thank you for pointing that out. Sorry about that. This is another map that shows the location of the general area of Cardinal Forest there to the east, and the Willows to the north, and you can see how Falls Run goes through the site, and how the site is wedged between Truslow on the north and Route 17 to the south. And going to the transportation question, I just kind of direct you, and I'm sure we'll get into this a little bit more, to page 6 of 10 of your staff report, where staff notes that the public road extension of Stafford Plaza Drive would provide more efficient patterns of traffic flow and circulation, which is supported by the Comprehensive Plan policies. And here you see that road and admittedly we show the roundabout, and I'll talk about that in a second. But with respect to what I just mentioned about traffic patterns being improved, keep in, keep in mind that not all the traffic is going to go on to Truslow Road and... *inaudible*... one of the important functions of this road is to provide, as staff noted in this report, a circulation pattern between the two roads, which will be an improvement. With respect to the roundabout, we were before you last spring, and we, until recently, we showed this roundabout. We would love to build a roundabout. It's just a question of dollars and cents. It's just very expensive, and exponentially more expensive. And Mr. Towery can talk more about that. We'd like to leave ourselves room to build a roundabout if we can get some more funding for it. But right now we have to proceed with a 4-way intersection. When we go through the site plan process, there was some discussion about whether you all will see this again, because this is a very general review and because the state code says that public facilities are general, are allowed subject just to the public facility review, unless a locality has a particular requirement. Some do. This one, Stafford doesn't. You won't see this in terms of an actual permit unless it's a conditional use permit for the height. But keep in mind that Stafford County, administratively anyway, will have to approve a site plan for this road, and as part of that site plan process will require some traffic studies, if not a traffic impact analysis. And Mr. Roth can talk about that more. What's important to understand about traffic impact analyses is that they, as the name implies, analyze the impact of the traffic of the use, and how much more traffic against the general background, general traffic is the proposed use going to generate. And it is submitted, as we discussed last time last spring with respect to the high school, that Truslow Road, as stated, is already a very challenging road, Mr. Towery, in terms of traffic and in need of improvement. And Mr. Towery told me just before I got up here that he had been in touch and he can sway more with Stafford County Department of Transportation, that has, is moving forward with plans to, to see what they could do about improving Truslow Road. But in analyzing the school at site plan, the County needs to look at the impact of this school against the general traffic background, which now also will include the high school. The high school is already under site plan. Here are some, some bullet points about what the traffic... excuse me, what the site design strategies are. We are conscious that we need to separate buses from student drivers. And to spread the traffic out trying to enter the school. And turn lanes where appropriate to keep traffic moving, etc. We will be required under site plan to provide the stormwater management under the state code, the state law. And believe me, Stafford County will watch us very, very carefully on that. And as was stated down there at the bottom of this slide, we will require a conditional use permit to the extent as with the high school, to the extent the height exceeds 35 feet. I think I've already mentioned this, we're in negotiations with the property owner. If we get approval, we expect site plan

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approval in early 2024 with construction later that year. And if all goes as planned, we hope to open in August of 2026, which, as you saw earlier as the date if we don't do something, we're going to be over capacitated at the various schools or at least at 100%. That's our presentation. And my team and I are here ready to answer any questions.

Ms. Barnes: Okay, questions for the applicant? Ms. Sellers, go ahead.

Ms. Sellers: When did you guys know this was going to be a school site?

Mr. Hampshire: I think Mr. Towery can talk to that a little bit more.

Mr. Towery: Good evening, members of the Planning Commission, Jason Towery, Stafford Schools. A pleasure to be in front of you all. In terms of when it was known, that officially was much more recent. Of course, it was always considered as part of the joint development potential with the high school as we were looking for those sites. So when we looked at all the different sites around the County, of course, when we find sites that have the potential for colocation, that we keep that in mind, of course.

Ms. Sellers: So when the County put out a bond referendum to pay for roads, did you guys mention to County staff that you were thinking of putting a high school and an elementary school on Truslow Road?

Mr. Towery: At that time, the land search was still underway for the high school.

Ms. Sellers: And when we started doing Smart Scale a year ago for this round of submission, there was no indication that we were going to have a school here and potentially fight for state funding for this road.

Mr. Tower: Well, two things – we've been a part of a joint land acquisition committee with the County, so they were part of the process of searching out this site. In terms of the timing of the acquisition of the property, the condemnation wasn't actually filed until last summer? Right. So October. So at that point, again, there was, there was nothing official to, to apply for in terms of that. But to, to your, to your question about transportation in general. We don't, we don't disagree that and I think folks in general understand that Truslow Road is a challenging road in its current condition, and it will continue to be regardless of the schools being there or not. The County, we've had a lot of conversations with them over the last couple of months about this and expressed our support for the County to do improvements along Truslow Road, along that section. And they're very receptive to that. They understand that it is, it is, it is a difficult road. So I would point out and Mr. Raugh can speak to this more specifically, the majority of the traffic will be coming from Route 17, the majority of our student traffic will be coming from that side, not necessarily from Truslow Road. Also, I just wanted to point out that a lot of the students right now are already on Truslow and Poplar and some of these other 2-lane roads right now going up to Colonial Forge or out to Mountain View or over to Stafford High School. So we actually see this as, you know, we're, we're bringing the students closer to home. It actually means in our opinion, less road travel for the, for the kids. So that, you know, when we're able to colocate these uses and put them where, where the need is, where the student population is, we feel like that's a significant improvement overall.

Ms. Sellers: To me, it's more of we know the planning cycle, right? Those don't change. And Smart Scale has been around for a little while now. And part of the transportation considerations here is to know those schedules, and not just to say, oh, it needs to be upgraded. And then we'll figure it out later. You know, and if we think back over the last 20 years, we opened up Mountain View High School on

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Mountain View Road and we had some students die right there on Mountain View Road. And we've put a lot of money into straightening Mountain View Road, but it doesn't bring those students back. And we need to think about that. And now we're not only adding high school students, and we say we don't approve of the state code that they just showed us, as this Planning Commission does approve. And we've heard they've taken that approval and have used it to now condemn property, and now even go down another route to put another school there. And we still haven't fixed the problem. That's what's frustrating to me, to me as a parent, to me as a taxpayer, to me as somebody who was in high school here when people died on these roads. We know what the problem is. And I don't know why, why we wouldn't think about that before we offered the site up, especially when the schools, between the schools in the county we have plenty of property that we could have looked at as well. And that's what's frustrating to me. And when I see it, I don't accept that there's no negative things. I don't accept that it's because it's close to where people are. I just don't accept that. And again, it's probably because I've grown up in the County and these were, these were people I went to school with who lost their lives, who ruined their lives on a road because the County did poor planning and allowed students to drive on a road that they knew was unsafe. That is going to happen on this road. And it's not just on Truslow Road, it's at the intersection there with at Enon, that fork, that crazy fork that just a few weeks ago somebody ran into a building that's been there for 100 years probably. You know, this isn't, this part of the County we need to put some money into. But it doesn't mean we're going to put two brand new schools on this road with school buses and high school students, in addition to everything else. I just don't understand it. But that's, that's my frustration. I lost the last time and I'll hold my comments from here, but.

Mr. Shelton: Madam Chair?

Ms. Barnes: Go ahead.

Mr. Shelton: Could we hear from Mr. Raugh on the, on the transportation aspect, you know, the change from the roundabout to the 4-way?

Mr. Towery: Well, I'll kick off the roundabout discussion real quick. We would like to be able to provide a roundabout. Unfortunately, costs being what they are, right now, just to be frank with you, it's, it's not within the scope of the budget constraints of this project anymore. So, you know, in concert talking, of course, with our engineer, and with VDOT, we've discussed this four-leg intersection. It is still currently right now in under review as a roundabout. More recently, we have considered changing it to four-leg intersection. And that's likely the direction we're headed at this point in our discussions with VDOT and with the engineer. Of course, there's standard 4-lane intersections all, all around the County. And we can safely design that intersection with the same level of service that the roundabout will provide. So that's currently the direction we're headed. Of course, if there were an opportunity for... if the County were able to provide additional funding or something for that, we would certainly reconsider that. But at this point, the timeline of the project and the budget constraints that we have we are looking at likely moving to a 4-lane... 4-leg intersection. And as far as any performance or anything, I'll certainly defer to Mr. Raugh on transportation.

Mr. Bain: Could you possibly put some relative numbers on the costs for the high school? What's allocated? What's allocated for the elementary school? And how much this roundabout... roundabout, I've been watching Star Wars... roundabout, what its relative cost would be. I mean, are we talking 2% of the total budget versus 4%? Or are we talking 5% versus 20%?

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Mr. Towery: I couldn't give you an exact percentage. I'm not that good at math in my head. Roughly, in, right now it's in the three to \$5 million range of additional, possibly more. Part of, part of this came up recently with the, as we went through the process with VDOT exploring the roundabout and that design. Trust, they wanted to extensively go along Truslow Road past, frankly, where we, where we could afford to go.

Mr. Bain: What's the total budget for both schools proposed?

Mr. Towery: The proposed budget, the School Board proposed budget for the high school right now is \$183 million, and that includes the roads. So the school itself is about 165 of that, I believe, give or take.

Mr. Bain: Okay, that's the high school, elementary school...

Mr. Towery: I believe it's at 48 million right now.

Mr. Bain: So 200 million. And now you're saying between three and 5 million for the roundabout? That's not a very big percentage. I think you could probably drop that much out of your budget and not, not even see an impact. Give it some more thought.

Mr. Towery: Sure.

Mr. Bain: Let me ask another question, if I could, and maybe the traffic engineer would have to explain this. There's a sentence in the staff report on page six, next to the last sentence on the page. VDOT has requested no right turn lanes be built on the proposed school access road and utilize the two-way left turn lane design to accommodate the lefts into the sites rather than separate turn lanes. That's a lot of gobbledygook. Can you explain what the heck that is telling us?

Mr. Towery: Sure.

Mr. Bain: Where is it referring to? Is it at Truslow Road or at Warrenton Road? And what does it mean?

Mr. Raugh: Thomas Raugh with the Timmons Group, Traffic Engineer for this project. So in the design elements for the extension of Stafford Plaza Drive to Truslow Road, we've been working with VDOT and the school staff on where the entrances would need to be for the high school site, as well as now for the potential elementary school site. So in doing so, we are required to look at all. There's VDOT has access management standards and rules for when turn lanes need to be installed at specific intersections. So in coordination with VDOT, we reviewed their under... through the discussions we had with the analysis, VDOT agreed that having a continuous, so a continuous to a left turn lane is where the roadway would be three lanes wide. And you'd have one lane in each direction and the center would have the opposing left turn movement with double yellow, or widen double yellow with skipped yellow in the middle.

Mr. Bain: Okay, and that's at the Truslow Road side, or at...?

Mr. Raugh: That would be the entire new roadway between route 17 and Truslow. I can, is there a way to pull up the map again? I can probably point to it.

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Mr. Bain: I know this really isn't part of the Comprehensive Plan review, but I would just like to really understand.

Mr. Raugh: So really, between the roundabout at the north, or the north side of this all the way down to Route 17 on the south side. That is where that new roadway... that's the element that we're looking at. So in talking with VDOT there was discussions about additional turn lanes given that the schools will have any number of events and different timings, they are on different timing patterns, the turn lane lengths instead of building back to back turn lanes or it was deemed better to have essentially an unlimited left turn lane to help contain traffic into so it could be turned into a, from a northbound left turn lane in for the high school into a southbound left for the elementary school.

Mr. Bain: So on the new road, there would be these dedicated turn lanes is what you're saying?

Mr. Raugh: Correct.

Mr. Bain: Okay.

Mr. Raugh: And then at the intersection of Truslow and Route... and the new roadway, that would have to be designed as Mr. Towery says to VDOT standards and would have left and right turn lanes and improvements to that intersection for sight distance, vertical and horizontal curvature, to make sure it's improved to meet all the VDOT standards.

Mr. Bain: Okay, I think I understand now. Thank you.

Mr. Shelton: Madam Chair, question.

Ms. Barnes: Go ahead.

Mr. Shelton: You're eliminating, potentially eliminating the roundabout. Would you clarify for me how the 4-way stop is gonna go? Is that at Cool Breeze and Truslow?

Mr. Raugh: That's correct.

Mr. Shelton: So the people coming out of Willows will have a stop sign, and people coming out of the school will have a stop sign, and two stop signs on Truslow. Is that correct?

Mr. Raugh: So Truslow would stay, would not have stop signs. They would have, it would be a 2-way stop. So the north and south coming out of Summer Breeze and coming out of the high school would stop. And the main line of Truslow Road east and west would continue moving. So it would not be a 4-way stop. It is a four-leg intersection, but it is a 2-way stop. It's a traditional, you know, just like any of the other residential streets along the corridor there. That's, that's what it looks like.

Mr. Shelton: So what you're saying is that the traffic heading east and west on Truslow would have no inhibition at all, it's going to be straight through 35 mile per hour speed limit.

Ms. Barnes: At least. I mean, that, and that gets a major... Waze takes a lot of those big trucks through Truslow now instead of getting on 17. When 17 is all backed up, those big trucks will go take Truslow and they're not, I don't think they're going 35 miles an hour, most of the time. Wow.

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Mr. Raugh: One of the, one of the things we've covered with VDOT is with this approach is that we would, of course, have the flashing school signs, just take it down to the 25 mile per hour through that, through that area of Truslow Road. So yes, on, outside of school hours or during the day. it's typically 35 I believe, yes, 35 along that section of Truslow. Of course during school, it's coming in and out, which would be a good chunk of the morning, good chunk of the afternoon to be 25 along that section of Truslow.

Ms. Barnes: Okay, any other...

Mr. Bain: And there's no consideration being given to put a stoplight there. Again, cost I assume...

Mr. Towery: Well, that is part of it. But actually VDOT doesn't, doesn't warrant a stoplight there, which means that essentially they're, they're going to say – and correct me if I'm wrong, Thomas – but they're going to say that they would not permit a stoplight unless a certain warrant analysis is met that says certain conditions have now been met, a stoplight is warranted. Correct me if I'm wrong?

Mr. Raugh: That's correct.

Mr. Bain: Have you, have you done any warrant analyses on those yet?

Ms. Sellers: VDOT has to do it.

Mr. Bain: He knows what's involved and he would know in advance what the result would be.

Mr. Towery: Sure. So we, for the high school traffic study, and again, we are having to complete a traffic study with the site plan process for the elementary school. So there will be in a discussion there. But ,you know, based on the information we have on Truslow Road, the volumes on Truslow Road are not high enough to warrant a traffic signal. And the school will have two peak hours but won't have traffic outside of that. And so VDOT very, over the last number of years, you all have seen a number of alternative intersection styles, but VDOT is less inclined to do a traffic signal and would only do it if the volumes warranted it. And currently growth on Truslow and existing traffic on Truslow would not warrant that.

Ms. Barnes: Okay, Dexter has something and then after that, Mr. Martinez.

Mr. Cummings: Yeah, and I'm sorry, I forgot your name, sir.

Mr. Towery: Jason Towery.

Mr. Cummings: Jason. You mentioned something about and I missed it, please forgive me. I'm trying to understand when you said VDOT wanted to go further down Truslow Road. Was that with respect to the turning circle? Or was that just to expand, in the expansion of Truslow Road at the, by the school or further down?

Mr. Towery: No, it really had to do with the design of the roundabout because of the curvatures right now within Truslow road, and then the additional curvatures that would be added with the roundabout. It actually...

Mr. Cummings: Widened.

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Mr. Towery: ... well, it introduced – and I'm going to say this terminology wrong – I want to say almost like not a reverse curve situation, but concerns with them about the amount of turning that would happen in there. And so they wanted us to then basically straighten a long section of Truslow Road to realign everything to come into the traffic circle. And that's when...

Mr. Cummings: And so that's kind of what I understood or thought that they that circumference bigger or some ways of trying to mitigate the...

Mr. Towery: Correct.

Mr. Cummings: ... the curvature going in, right?

Mr. Towery: Correct.

Mr. Cummings: So that's one and then two, and I'm just... it has nothing to do with my review and analysis of the approval of this Comp Plan Review. But the, you mentioned about the cost related to those, you know, expansions and, and in the costs for the roundabout. And there are ways to mitigate those costs. And everyone who knows me knows I'm a bear about alternative ways of financing. And the things we're doing to finance these schools and these infrastructure is not utilizing the latest and greatest financial tools and/or the technical tools that we have at our disposal, whether it's environmental, demonstrate environmental impacts, or mitigate them to access the capital that's out there. So if we were looking at something that's more sustainable in nature, and utilizing technology, possibly, to sort of mitigate some of these risks, there may be an opportunity there. That's all I'm saying. But again, I understand the challenges that schools have, and I'm here as a resource, I'll just say that, just in case. But, you know, I understand what you're going through.

Mr. Towery: Yeah. And I appreciate that offer, and maybe I'll get your phone number after the meeting. But and I can assure the Planning Commission we have been actively working to, I don't want to say right size the project, but scrub the project of every potential cost savings that we can find, everything from looking at athletic fields to facilities to floor space to obviously the roundabout, stormwater management scenarios, parking, all of these areas, the landscaping, the lighting, all of these things have been very openly put on the table. And we've done extensive, extensive cutting, and I can tell you that it has not been an easy task. And we had to go pretty far down the list of continue cutting to get to, if you will, the roundabout. But we're, we are at the point where, I won't say we're at, we're nearing the point, I think we're very close to getting the most efficient design that we possibly can. And with the understanding that we want to certainly meet certain design standards, that this is something that's going to be long term for the community.

Mr. Cummings: Yeah, and I appreciate that. And I'm not a financial engineer or any, by any stretch of the imagination. But I've also in cutting sometimes you lose a lot.

Mr. Towery: Sure.

Mr. Cummings: So sometimes you need to expand on what you're doing in terms of, and leveraging some of the, the credits that might be out there that support adding to what you're doing.

Mr. Towery: Right.

Mr. Cummings: And that's the simplest way I can say it without trying to put too much out here. But...

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Ms. Barnes: I'm gonna move this along if we can.

Mr. Cummings: Yeah, yeah. So I'm just saying that's...

Ms. Barnes: And just to be clear, I know that this is not necessarily germane to the to the Comprehensive Plan Compliance Review, this is a little bit out of out of the scope. But I do think it's so important that we all have some really big concerns. And so with that, I'm going to last, last call, I'll give it to Mr. Martinez.

Mr. Martinez: Thank you, Madam Chair. And I hope I won't be that long. I have one or two questions. The... however it's determined the 4-way stop or 2-way stop, is that... that's VDOT that that kind of determines that or is that, what entity warrants that?

Mr. Raugh: So that ultimately would be VDOT. But in this case, you know, again, the roadway Truslow Road is the main route through here. So it would be, that's the first consideration. But again, when, when we do the traffic analysis, all of the options are on the table to discuss how that intersection will operate.

Mr. Martinez: So it could possibly be a 4-way stop?

Mr. Raugh: Correct. We, and just like we were saying it, you know, it started out, as you know, we looked at, we looked at many different options before the roundabout selected. But, but this is where we are with different options.

Mr. Martinez: Appreciate it, thank you.

Ms. Barnes: And I would imagine that just like other schools that when school gets out, you're going to have the P, always call them the PE teachers and the coaches, they get out there in the middle of the road and, and you know, pretty much I know that on Courthouse Road, they pretty much stop traffic and get everybody out of there as fast as they can. So at least there will be some during that crush of young people coming out of there. And I know that this is not an elementary school, but it's connect... the elementary school doesn't have a lot of people driving, but this is all connected. So that's why I'm saying that. So I'll go ahead and move on but not before I say one last thing. In my opinion, there should be no ingress/egress out of there for high school students until that road is approved, period, just for safety sake. But anyway.

Ms. Sellers: Has VDOT approved that entrance on to Truslow, that connection there?

Mr. Raugh: We're still working through the site plan process with VDOT.

Ms. Sellers: Okay. Because VDOT has to also approve that this road can make a connection to Truslow Road; that has to be approved first.

Mr. Raugh: Correct. Any roadway that potentially that would be a public right-of-way would have to have VDOT approval.

Ms. Barnes: Okay, Al promised one final question.

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Mr. Bain: Yeah, I would just comment that I can't imagine VDOT is concerned about the curvature of the road coming to the roundabout. If you've ever been on Lafayette Boulevard down near Route 3, and seen how that roundabout was designed by VDOT, they've, they've, they, they approved the design. And they've had several trucks flip over there because of those curves. So I can't imagine that VDOT's concerned.

Ms. Barnes: *Inaudible, microphone not on.* Let me turn my mic back on, sorry. This is an opportunity for the public to comment on this agenda item. Before starting your comments, please state your name and address. The clock starts when the green light appears. Yellow means there's 1 minute left. Red means your time is up. If you would like to speak before the Commission, please come forward. Hello, welcome.

Mr. Howe: I feel so alone. So I wrote a great 3 minute speech. I practiced it 50 times; got down to 2 minutes and 59 seconds. But I've learned so much tonight, I got to start over and riff because every... the world's turned upside down but what we just learned here. First, I can't understand how you could even consider...

Mr. Bain: What's your name, sir?

Mr. Howe: Oh, I'm sorry. Jim Howe, Hartwood District. I can't imagine you can do a comprehensive review on the Comp Plan without any real feel for what the traffic situation is going to be because of this. I mean, come on, let's be realistic. The traffic study that was done for the high school was marginal at best. And now we're talking about a couple of other things. You're gonna have 2,000 trips per day for the elementary school, a couple thousand more for the high school. No one's even mentioned that, like rabbits are breeding everywhere, these little communities are popping up, these new developments and all the extra traffic because of that, and now a new road configuration that no one's really studied. So I think you need to kind of defer this whole thing until you hear what the results of a comprehensive traffic analysis is, a cumulative one that looks at all these various factors. Because this part of the County is growing pretty quickly. You know, Liberty Hall, and all these new little developments popping up all over the place has really changed things. Chairwoman Barnes, I totally agree with you. No Truslow access is the answer to this. And by the way, that'll save our friends here a million bucks or 2 million bucks; they won't have to do those improvements to Truslow. I mean, they need, Truslow needs improvements. But having this 4-way stop or 2-way stop or roundabout, none of it works, you know. When I hear the 2-way, stop living in the Willows, I'll never get out of that neighborhood at certain times a day. And by the way, it's not two rush hours; it's four school rush hours a day you're talking about, two for each school. So it's, um, it's just, it's really an issue where if you limit this to Route 17 and make the improvements there, I think everyone wins. I think your community support will be there. And you'll save a lot of money and really cut down on the dangers to having all these high school kids zipping around a really bad road. Another issue I just want to bring up, you know, there's been a ton of frustration with the School Board and nothing personal counselor. But you know, the lack of transparency on the whole site selection process for these schools was really annoying. We were asking our School Board rep for years to tell us what was going on. It was I can't tell you it because it's secret negotiations. But there was no public involvement whatsoever when it came to selecting the site for these schools. So I'm glad to hear that there was some public hearings in January, or public meetings, but it's the first I've heard of them. Now, I'm in the Willows. You know where I live, you send me a tax bill twice a year, and the School Board can't even reach out and let the locals know that something's going on. So that's a lack of communication that's really frustrating for a lot of the residents. I hope we can take back to your, your masters at the School Board that they need to work on that. Jason Towery has been terrific, by the way. He's a really good public servant. I really appreciate his responsiveness. But the community has

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a lot of concerns that need to be addressed. And finally, I just want to ask – if you guys aren't approving anything when it comes to this site of the school, well, who does? I don't know. Who does? I'm out of time. Thank you.

Ms. Barnes: Thank you. Anybody else would like to come forward and address the Commission?

Mr. LaRowe: I'm Donald LaRowe, which I'll be talking to y'all in little bit. I'm born and raised here, just like Mr. Shelton and them. And I'm very familiar with this area. I mean, very familiar. I've driven 100 miles an hour down Truslow Road when as a 16 year old kid, but I could drive the whole road and never pass the car. You know, I notice subdivisions around this. And really, you're just here to do the Comprehensive Plan. But kudos to all y'all being concerned about our children. I mean, that's great. Maybe the bus, the Stafford County Schools come up, say, look, no buses come in on Truslow. The majority of the students going to go to these schools are from Stafford Lakes, England Run, even Cardinal Forest or whatever. They can come out on the 17, go in and come in the new entrance. So a majority of the buses don't have to be on Truslow. That's on the school's transportation. I mean, that's things you, they can think about doing. You know, realistically, how many kids are really going to be coming off of Truslow going to, to this school? Not a ton. Right now there's a whole lot of traveling Truslow because they're going to Mountain View, they're going to Forge, or whatever. So these schools are going to really help getting the kids off the roads faster. And they're not traveling not just... right now they're traveling Truslow to Mountain View to Kellogg Mill. These are all dangerous roads. There's not a back road in Stafford that's not dangerous. I mean, so, you know, I'm not here for this. But listening, there's just one good thing about these family subdivision things. I've gotten to come in and really hear what you guys do. And I'm impressed with all y'all. I mean, you, you know, you don't just don't pay attention. I go with the flow of things all the time and being in here, listening to y'all, I really think our County's picked some good people in this and, but I really think these two schools where they're at, being a Stafford, I mean, I'm born and raised here, this is my, where I live. I don't think it could have been picked for a better spot, especially coming up with the Warrenton Road entrance. I mean, that really changed the whole, whole thing of these back roads being used. But my suggestion is just tell the bus transportation, all major, major import should be in through Warrenton Road. So that's all I got. Thank y'all.

Ms. Barnes: Thank you. Do we have anyone else who would like to come up and address the Commission? Okay, seeing none, I will go ahead and close the public hearing and bring this, or actually close the public hearing. Would the applicant like to address any of those concerns?

Mr. Hampshire: Madam Chair, thank you, thank you for the opportunity. Gifford Hampshire, again, for the, for the schools, the applicant. And the last gentleman who spoke said it well. And if I thought I understood what he said correctly is we couldn't have chosen a better location for these schools given the location at 17. And with respect to the traffic, I point you again to the opinion of your professional staff on page 6 of 10 of the staff report, that this extension of Stafford Plaza Drive will provide a more, more efficient patterns of traffic flow and circulation, which is supported by Comprehensive Plan policies that support network connections. And so we can't get away from the fact that we have a traffic problem on Truslow Road and in other roads not generated necessarily by... well, not generated by the school because they're not there yet, but general background problems. And so the issue before you tonight is whether the general location, character, and extent of this school is consistent with Comprehensive Plan policies that would make that problem better. And your own staff here in the staff report say that it will by providing that connection. As Mr. Raugh said, the, uh, in the site plan process VDOT is going to be one of the review agencies that is going to require mitigation measures consistent with their regulations to do the best they can to ensure that it's as safe as it possibly can be with respect

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to the development that is planned. And we've already heard tonight that they've done exactly that with respect to, at least from their opinion, the design of the roundabout to the point where we can't afford it anymore. So now we have to go back to a 4-way intersection. But you can believe that they will require us to do everything within their power and consistent with their regulations to make that as safe as possible. That's really what I had to say and, and we look forward to working with the community more with respect to the meetings. I'm sorry that Mr. Howe did not get a notice. I don't know why that was but it was a public meeting. We had two public meetings. We can look into that and make sure we do better in that regard. Thank you very much.

Ms. Barnes: Okay, thank you. And at this point, I'll go ahead and bring it back to the Commission. How would the Commission like to proceed? Mr. Shelton, this is in your district.

Mr. Shelton: My comments is it's substantially it is in compliance with the Comp Plan. But I have a caveat to that. Mr. Raugh, Mr. Towery, I think you can do a little more homework on Truslow Road. I think it's an ideal sight. I live in Hartwood. As Mr. LaRowe said, you know, both of us have been in the County our entire life. And we do need the schools, there's no question about it. It's either do what we've got to do now or penalize our students. So I am supportive of the Comp Plan review, 22154805.

Ms. Barnes: Okay. Do I have a second?

Mr. Martinez: Second.

Ms. Barnes: Okay, have a motion by Mr. Shelton and a second by Mr. Martinez. Any discussion? I'm seeing a hand down there. Ms. Sellers?

Ms. Sellers: Yeah, I think it's pretty clear, I'm not supporting this. And I'm not totally against the site, I don't like it being on Truslow Road. I do think that this is a little bit of, of, of... I gotta think of the word. But presenting it in this way and saying, oh, you're not really approving it. But we really have no, nothing to say after this. So we really are approving it and giving our stamp of approval. I would also encourage the School Board to understand that if you have this many school sites coming up, V-Trans is under review. We will be reviewing that at the state level in the next month or two. And I hope to see somebody there because I'm going to expect to see some, some comments from Stafford County Schools of where these locations are going to be so we can begin to plan for transportation improvements. Because it is not acceptable to put a high school and elementary school on a road that cannot hold it. They cannot support it. I don't buy that we didn't know where it was gonna go. They've known where it was gonna go for a long time. And it's been talked about in private meetings, it's been talked about with the Ward Corporation. It's just it wasn't open to the public. And what it's done is it's put us behind the curve at least 10 years in getting transportation funding for that project. And that's not acceptable. And so now we have to play catch up. And the way to do that is you're going to need to be in these V-Trans meetings with VDOT and with the state to make sure that we put in projects and we say the safety improvements are needed so that we can be competitive for revenue sharing and Smart Scale in the future, because now we're behind the curve. And now we have to play catch up. Thank you.

Ms. Barnes: Mr. Martinez, you seconded. I'll go ahead and go to you. Did you have a comment?

Mr. Martinez: Madam Chair, I still have concerns with the transportation infrastructure. But overall, I think it goes along with the Comp Plan, so I'll be voting for it. Thank you.

Ms. Barnes: Okay. Anyone else have any comments?

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Mr. Cummings: I have a comment. I'd like to add something for New Business if we can. And I'm not sure if it's the right place for it. So Madam Chair, I defer and you'll let me know whether that is. But we keep talking about data, data data. And we keep talking about complex systems. And we have a very rudimentary old system that we've been using to plan. And I get emails just like everyone else does, from planning, board of planning, the national groups, and it all talks about smart climate, smart design. And it talks about coordination. So one of the things I'd like to do, Madam Chair is, at some point in New Business, figure out what the protocol is, or if it's writing up something for the Secretary, providing that to be able to have a subcommittee on Climate Smart Design for Stafford and the things that we can do across the board to have more coordination, and have more of the tools necessary available to us so that we can start to avail our self to some of the, the capital that's out there, and it's coming down from the infrastructure bill, right. It's the biggest thing in life since the New Deal, and we're not positioned for it. And it doesn't make sense for us. And to everyone's point here. We know what the problems are. And there are tools here that can help us approach it in a very meaningful way and to also get this gentleman's input into, into the mix. Because the community knows what's wrong. They experience it every day. So there's no need for us to do this and to have these conversations back and forth without the data. So I'll be hoping to in New Business make that motion that we have a subcommittee to do Climate Smart Design. So with this, I'm probably going to be, I'm going to be voting for it.

Ms. Barnes: Okay, do we have any other comments?

Mr. Apicella: Madam Chairman, just real quick. I want to echo the concerns about traffic and safety expressed by my colleagues. I hope the County can find a way to make that traffic circle happen because I think it's the smartest way to get traffic through that particular area. Per the state code, our review of this request is very narrow. Several folks have said that. Mr. Harvey did. I think the agent for the applicant said it and, and the state code itself says it. Again, we're not approving an elementary school on, on this site. We're just being asked whether or not placing an elementary school on this site is consistent with the Comp Plan. I've read the criteria. I think it is. And for those reasons, I'm gonna support the motion.

Ms. Barnes: Okay, I think everybody's had their say, and I just want to say one last time. I agree this is a good place for the schools, it's been difficult to find a place where you can plop two schools down. But that Truslow Road is, is untenable at this point. Let's not make it worse. Let's not even use that as an ingress/egress until that road is improved. It should just be completely off limits. The safety of the kids, the safety of the homeowners, the quality of life of the homeowners in the area. I think that, that it would be... like, like the gentleman said, it'd be a win-win situation if we could figure out some way to use 17 instead of Truslow Road because that Truslow Road is just awful. And I cannot see as putting kids on that. So I will support the Comp Plan Review with the caveat of figure out something for Truslow. Okay, any other comments? Seeing none, please cast your vote. Okay, that is approved with a 6 to 1 (*Ms. Sellers opposed*) and that is for the Comprehensive Compliance Review COM22154805. Alright, thank you very much everybody. And we'll move on to the next is Unfinished. It looks like we have none. And next we have New Business for the LaRowe Division Waiver. And for that we'll recognize Ms. Ginny Adams.

UNFINISHED BUSINESS

NONE

NEW BUSINESS

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2. WAI23154866; LaRowe Division Waiver – A waiver request of Subdivision Ordinance, Sec. 22-144, Shape, for a family subdivision lot located on Tax Map No 16-49, on the west side of Hartwood Road, north of Spotted Tavern Road, within the Hartwood Election District. **(Time Limit: May 7, 2023)**

Ms. Adams: Good evening, Madam Chair and members of the Planning Commission. This is item number 2 on your agenda. It's a request for a waiver of lot shape for the LaRowe Family Subdivision. This application is for a waiver request for Section 22-143, Lot shape. The LaRowe division, Tax Map Number 16-49, on approximately 51 acres is zoned A-1 in the Hartwood Election District. The applicant/owner is Donald LaRowe. All parcels surrounding Tax Map 16-49 are zoned A-1. The site is located on the west side of Hartwood Road north of Spotted Tavern. The parent parcel has frontage on Hartwood Road and the applicant is requesting a waiver for lot shape on the parent parcel caused by the new 3-acre parcel for their daughter. The family subdivision plat for that parcel for the daughter is currently under review. The Board of Supervisors did approve a waiver of the 5-year time limit of ownership for the existing parcel on February 22nd. This is an aerial map that shows your existing conditions; the house, the accessory home, and the driveway locations. The house for Mr. LaRowe is the one in purple in the middle. The one for the daughter is a lighter color to the right of that. This is the application plat that's currently under review for a family subdivide to create one new 3-acre parcel. It's labeled on here as lot number 2. The lot shape on the parent parcel is becoming non-conforming while creating the lot for their daughter's house. The daughter's house lot needed to include the well septic and the desire to keep it at 3 acres. The parent parcel will remain at approximately 42 acres. The subdivision code section reads as, the primary side lot line will be within 15 degrees of perpendicular from the front lot line and deviation of subsequent side lot lines shall not exceed 45 degrees from the alignment of the primary side lot line in any direction. New lot lines following existing topographic features including ridges, valleys, water's edge, or similar features shall be exempt from the requirements of this subsection. So it's kind of difficult to explain what we're talking about without having lots of labels on things so I'm gonna give it a go here. The daughter's existing home well and septic was built for the parents to live in while they were constructing their own home with the intent to keep that daughter's home as an accessory dwelling for the daughter and then later cut it off as a family subdivide. The primary side lot line on parcel 16-49 is the line that is with the 15 degrees of perpendicular the front lot line. The front lot line is considered to be the one that's on, fronts Hartwood Road. The existing side lot line for the parent parcel became non-conforming with the creation of the new parcel due to the deviations of more than 45 degrees with the new lot lines drawn. Other portions of the property lines are not changing and are exempt from requirements for 22-143(e). And the lot shape for the new parcel is acceptable as the front lot line is considered to be facing the private access easement. The applicant formally request that the Stafford County Planning Commission consider the waiver request from Section 22-143. In the applicants request letter they state their intention is to give their daughter with one 3-acre parcel that includes the current accessory structure with the associated well and septic systems. Section 22-241 of the Subdivision Ordinance specifies that that criteria must be met in order for a waiver to be granted by the Planning Commission. The applicant must prove that the application of the ordinance requirements would impose an unreasonable burden on the owner and the waiver would not have any substantial adverse effect on future residents of the subdivision or adjoining property owners. Staff recommends the Planning Commission make findings relative to the criteria for granting waivers. Any questions?

Ms. Barnes: Okay. First thing, I'm having flashbacks from our lot line subcommittee. That was a while ago. Okay. It's questions for staff. Go ahead.

Mr. Bain: Can you go back to the drawing that shows the subdivision, proposed subdivision?

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Ms. Adams: This one?

Mr. Bain: Yes. Or no, no; the other one that shows the whole parcel. There.

Ms. Adams: Wait a minute – there we go.

Mr. Bain: There, that one. When I look at that drawing, down on the right-hand side, there's three lots along Hartwood Road.

Ms. Adams: Correct.

Mr. Bain: But there's, appears to be another lot behind that, that if you blow it up you can see it's owned by Mr. LaRowe and family. Is it part of this parcel? Because your overall drawing seems to include it. Or is it a previously subdivided parcel? I'm just curious. What is that?

Ms. Adams: Okay, Commissioner Bain, it is a previously subdivided parcel.

Mr. Bain: Okay, so on your, the drawing before that, that had the red hatched area, that implies that it's still part of 16-49. And it should be a separate parcel.

Ms. Adams: That's my fault, because I used the location map from the previous subdivision.

Mr. Bain: Ah, okay. Alright, that answers part of the question. My next question, and I'm sorry to monopolize things, the intent, long term intent is not only to provide this lot separately for the daughter...

Ms. Adams: Correct.

Mr. Bain: ... but to eventually have a spot for parents and, depending on how you read the description, two or three other children on this parcel subdivided further. The parents apparently being the next one that we're going to see something for. Is that going to be a family subdivision again, or is it just going to be an accessory structure? And if so, then I'm, I need to ask what does accessory structure include because we see there's a separate garage on the parcel that by my understanding would be considered an accessory structure, and you're not allowed to have more than one accessory structure. So I'm confused.

Ms. Adams: Okay, Commissioner Bain, I'll be glad to clear that up for you. Their immediate need that they're looking for is an accessory dwelling. An accessory dwelling is different from an accessory structure.

Mr. Bain: Ahh, okay.

Ms. Adams: An accessory structure can be garages, barns, sheds, anything that's not habitable. An accessory dwelling is a dwelling place. They can only be 25% of the main structure.

Mr. Bain: I see.

Ms. Adams: The code also limits only one accessory dwelling per parcel.

Mr. Bain: Per parcel.

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Ms. Adams: So that's what's driving the cutting off of the daughters parcel sooner than they had anticipated. Their parents, there's health issues, and they need to get them close by so they can help them with their health issues.

Mr. Bain: Okay, I can understand that. I, the terminology gets me and I've been on the Commission for a number of years, but I still get it mixed up. Do you have any concept where the additional family subdivisions would come for the other children? Because then, then there's a, an access issue, because the way the access road right now to the primary residence sort of limits where you could do it unless you push them away to the back of the lot. I guess that would be the only way.

Ms. Adams: And I could be wrong, but my conversations with the applicant, I think they're looking at the other children being further to the back...

Mr. Bain: To the back, okay.

Ms. Adams: ... with a family subdivide. They are exempt from private access easement rules and regulations. And there's plenty of space to go up the one property line and go towards the back.

Mr. Bain: Yeah, they have a lot of land.

Ms. Adams: Yeah. And they also now have pre-planning to make sure they don't have to have a lot line issue on the next go round.

Mr. Bain: Okay. Alright. I think that was all I had. Thank you.

Ms. Adams: You're welcome.

Mr. Bain: I'm a little confused obviously.

Ms. Adams: It can be very confusing.

Ms. Barnes: Lot lines. That committee was confusing, we were on that.

Mr. Bain: Oh, yeah, yeah.

Ms. Barnes: Okay. Appreciate that. Any other questions for staff?

Ms. Sellers: No, other than the applicant. Is the applicant here?

Ms. Adams: Yes, the applicant's here if you have any questions.

Ms. Barnes: Mr. LaRowe, if you would like to come up and speak, you can come up.

Ms. Sellers: I want to know how many kids you got. How many houses are you putting on these?

Ms. Adams: He's got 50 kids. Oh, no, I'm sorry. Not that many.

Mr. Bain: How many does he admit to?

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Mr. LaRowe: When we did the front lot, I talked really fast because I thought I just had 3 minutes to talk. My wife said why was you talking so fast? And said well I didn't know any better. I thought we only had 3 minutes. What we did is our daughter's a teacher at Colonial Forge, teaches Governor School. And she stayed for two years when she taught till she could get a job in Stafford, she taught in Spotsylvania. So she's put a lot of money into her home. But our plan was to leave it because her income's not super great, you know, she's a teacher, and so our plan was to leave it as accessory dwelling as long as we, until she met someone or whatever then they want to make a bigger home or improve on the one we built for her. And, but my parents are getting up in age and we needed to bring her, bring them here and so what we're planning to do is put them in the front field on the right on their home but we can't do that unless we subdivide our daughters. Our son's at York Wellspan, he's an orthopedic surgeon, or gonna be; he's in his residency now. So it's, and then he's got to do his Air Force time for where they pay for the med school. But he is going to be on the ridge right behind our house. He's already picked it out, I mean, both of them are doctors and their both graduates of Mountain View, so very proud of them. And then my baby, she's at Regent Law right now, is she just said she's told us I'm not even gonna move out, you and mom will die eventually, I'll just take your house. [Laughter] Isn't that great? Isn't that fantastic?

Ms. Barnes: I was about to be really impressed with them but...

Mr. LaRowe: My school teacher says well we'll talk about that.

Mr. Apicella: Are you sure you want to live with all these family members so close?

Mr. LaRowe: But what I didn't know and Ginny schooled me on this is when we set up the house, our AOC tells us where we put the well and where we put the septic and all that. Had I been smart I would have put it back to where the lines would have been. But I didn't know I was, like you said, you see the lot, you went through a whole thing with lot lines and it was still confusing. Ginny was really clear on it with me though. But the other ones that they do build will not be, it will be just land that we're subdividing and then they will do their stuff from scratch. This is just, this was different because we sold our house off of Hartwood Road, our other house. And we had to be somewhere quick. So I built something that we could get into fast because I was living with the in-laws and there's so much you can live with the in-laws so.

Ms. Ennis: They aren't watching, are they?

Mr. LaRowe: No, I hope not! But let me just say, I mean, I'm asking you all approve this, it's you know, it was unforeseen with the well and we just didn't know to rule on that. So we wanted to keep it at just 3 acres because we do get with forestry, you know, land use stuff. And not to mention, the more land she has, the more taxes she had to pay and means more Mom and Dad would have to help her pay. But, again, I'm asking if y'all would approve this, I would really, really be grateful. Thank you.

Ms. Barnes: Okay, thank you. Okay, so we, this is not a public hearing so I guess we just bring this back to the Commission, and proceed from there. Am I correct? Okay, and how would you like to proceed? Mr. Shelton, I guess this is the Billy Shelton show tonight. How would you like to proceed?

Mr. Shelton: I'd like to approve WAI23154866 for Mr. LaRowe, and I want to commend him for keeping his family in Stafford. And I'll use one caveat – the Sheltons have been here since 1686.

Ms. Sellers: Second.

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Ms. Barnes: Okay. Okay, so we have a motion by Mr. Shelton and a second by Ms. Sellers. Any further comments?

Ms. Sellers: And I like it, too. I really think it's neat when families stay together.

Ms. Barnes: I'm jealous. I wish I could do that.

Ms. Sellers: I share a property line with my parents and it's, it works really well for us. It allows us to all stay together. And your youngest daughter sounds like my youngest sister, who is a graduate of Michigan State Law School. I don't know if she'll ever move. But good luck.

Ms. Barnes: Okay. Sounds like everybody's okay. We'll go ahead and cast your vote. And that passes unanimously. Congratulations, Mr. LaRowe and thanks for the entertainment tonight. Great family. Love to hear about it. Okay, next up, we have... let's see here, closed... New Business. Oh, no, we already did that one. We're gonna go to closed meeting. And for that, I think we're going to have Mr. Martinez read us into closed session.

CLOSED MEETING – SEC. 2.2-3711(A)(8)

Mr. Martinez: Madam chair, a resolution to authorize close meeting. Whereas, the Commission desires to hold a Closed Meeting for consultation with legal counsel and briefing by staff regarding conditional use permits, which is a specific legal matter requiring the provision of legal advice by counsel; and Whereas, pursuant to Virginia Code § 2.2-3711(A)(8), such discussion may occur in Closed Meeting; Now, Therefore, Be It Resolved that the Stafford County Planning Commission on this the 8th day of March, 2023, does hereby authorize discussion of the above matter in Closed Meeting.

Ms. Sellers: Second.

Ms. Barnes: Okay, and we've never, I've never done a closed session. We vote on that, correct? Okay. We have motion and a second. Please cast your votes. This is a first for us, I guess. And that passes unanimously. So my question is, is we... are we able to stay in chambers? Or we have to go back to the room?

Ms. Lucian: You don't have to but it's available. It's probably okay.

Ms. Barnes: Okay. Because I don't think we have anybody else... it's up... I'm fine either way.

Unknown speaker: *Inaudible, microphone not on.*

Ms. Barnes: Let's just stay here. You want to do that? I guess Kathy has to get up and close the door. Alright, thank you.

CLOSED SESSION: 7:29 PM – 8:12 PM

Mr. Martinez: A Resolution to certify the actions of the Stafford County Planning Commission in a closed meeting on March 8, 2023. Whereas, the Commission has, on this the 8th day of March, 2023, adjourned into a Closed Meeting in accordance with a formal vote of the Commission and in accordance with the provisions of the Virginia Freedom of Information Act; and Whereas, the Virginia Freedom of Information Act, as it became effective July 1, 1989, provides for certification that such Closed Meeting

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was conducted in conformity with law; Now, therefore, be it resolved that the Stafford County Planning Commission does hereby certify, on this the 8th day of February, 2023, that to the best of each member's knowledge: (1) only public business matters lawfully exempted from open meeting requirements under the Virginia Freedom of Information Act were discussed in the Closed Meeting to which this certification applies; and (2) only such public business matters as were identified in the Motion by which the said Closed Meeting was convened, were heard, discussed, or considered by the Commission.

Unknown speaker: Inaudible, microphone not on.

Mr. Martinez: Yes, it says February, but 8th day of March, 2023.

Ms. Sellers: Second.

Ms. Barnes: Okay, got a motion and a second by Ms. Sellers. All in favor? I guess we'll cast our vote officially on the clicker. That passes unanimously.

Mr. Martinez: Like Ron Burgundy, I'll read whatever you put in front of me. *[Laughter]*

Ms. Barnes: Alright. Thank you. Thank you, Mr. Martinez. Okay, we'll move on to Planning Director's Report. Mr. Harvey.

PLANNING DIRECTOR'S REPORT

3. Project Pipeline Report (For Information Only)
4. Expenditure Report (to Date)
5. Joint BOS/PC Data Center Work Session
March 29, 2023 @ 6:00 PM in the Courthouse Community Center
6. Floodplain Ordinance Amendment – *BOS Referral*
- 6.a. Data Center Tour – March 21, 2023

Mr. Harvey: Thank you, Madam Chairman. You have for your information the Pipeline Report and Expenditure Report. And just a reminder, we have the Joint Planning Commission/Board of Supervisors Data Center Work Session March 29th at 6:00 PM in the Courthouse Community Center. Also, too I wanted to bring to the Commission's attention that the Board of Supervisors referred a proposed Amendment to the Zoning Ordinance with regards to the Floodplain regulations. We are in the process now going through our revision to the flood zone maps as being prepared by FEMA, in order for those maps to be fully effective in the County to retain our flood insurance rating system that we have to have our new Zoning Ordinance update completed by June. So, staff had recommended the Planning Commission allow us to schedule the ordinance public hearing as soon as possible.

Ms. Barnes: *Inaudible, microphone not on.*

Mr. Harvey: That's too soon.

Ms. Barnes: *Inaudible, microphone not on.*

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Mr. Harvey: Yes, so we'd asked the Commission to consider a motion to authorize a public hearing.

Mr. Apicella: I'm just trying to... so is it a referral with no changes that the Planning Commission can make?

Ms. Lucian: That's correct. And part of the reason for that is it's been reviewed by DCR and so any changes might risk their approval.

Mr. Shelton: Second.

Ms. Barnes: Okay, I have a motion by Ms. Sellers, second by Mr. Shelton. Any further discussion?

Mr. Apicella: We need to schedule it. So, is there a specific date in mind?

Ms. Barnes: As soon as possible works for me.

Mr. Harvey: Yes, that's staff's preference. It would be in April. We'll look at the schedule to see what's the best possible date based on our other commitments for public hearings.

Mr. Bain: And we don't need to set a date?

Mr. Harvey: Not unless the Commission wants to specifically tell staff we're going to hold on this meeting.

Ms. Barnes: Okay, agreed. Any other discussion? Alright, cast your vote. And that passes unanimously once again.

Mr. Harvey: Madam Chairman, the last item I have on the Planning Director's Report is that some of the Commissioners had expressed an interest in potentially touring a data center. We do have now a date for a potential tour. Unfortunately, this is a private secure facility so, we cannot have a public meeting at that location. So up to two Commissioners can attend and right now the date has been set for March 21st. You'd need to be here by 8:30 AM for a tour at 10 o'clock at this facility; so you need to be at the County complex at 8:30 so we can... I'm driving to the facility in Prince William County.

Mr. Apicella: So are we going to draw straws or how are we going to decide which two, because I now have a data center project in my district, I'd like to be able to go.

Mr. Harvey: Madam Chairman, there may be opportunities for additional dates but right now, that's the one we have most currently available.

Ms. Barnes: *Inaudible, microphone not on.*

Mr. Martinez: Madam Chair, you can remove my consideration as well. Thank you.

Mr. Harvey: And if I could have a name here in the next day or two that I can forward because they have to have it on a list for people to...

Ms. Barnes: *Inaudible, microphone not on.*

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Mr. Harvey: Thank you. And that concludes my report.

Mr. Cummings: Madam Chair...

COUNTY ATTORNEY'S REPORT

Ms. Barnes: Hold on, let me get through the County Attorney's Report because I know there's going to be nothing. I shouldn't say that. I'm pretty confident that you've already had.

Ms. Lucian: It's so tempting to say something now but no, I do not have a report. Thank you.

COMMITTEE REPORTS

NONE

CHAIRMAN'S REPORT

Ms. Barnes: Committee Reports, nothing. Chairman's Report. Okay. I will say to you go ahead Mr. Cummings.

Mr. Cummings: Yeah, I'd like to sort of revisit the comment I made before, after the last presentation, just in terms of trying to see how we can establish a subcommittee and if the rest of the, to look at improvements, including technology and process improvements for the planning department, that will include form based code as the suite of tools, and some other tools that are available in the marketplace and of which we have, and our inability to, have been unable to use to its full extent, because of a lack of budget or stuff, right, and so, I would like for us to be able to have a conversation about that, to see how each one of us feel about it, is it important, what staff feels about it and if it's important to them because I feel like I've been sounding the alarm and trying to do everything I can to get us to move in this direction but I think that we really need to have a conversation about it as a group and then also figure out what's out there and what makes sense for us to integrate into our business process.

Mr. Apicella: So, one thing that we did several years ago, was had a retreat in the summer. It took a better part of a day to kind of talk through some issues. Maybe that's one way to tackle it. I'm not specifically saying it has to be this summer, but I just, it's kind of a broad topic. And, and I don't disagree with what you're trying to achieve. I just, we've got a lot on our plate and I we're gonna have a lot on our plate. So, I just think that we probably need to prioritize how we're going to address those issues and in what way.

Mr. Cummings: Right. And so, to that point of a lot being on our plate, I believe that there are tools that can help us do it more efficiently and effectively, that we immediately have, and that planning department and Jeff, you can speak to it if you can, if it's something that you want, I don't want to force, and I know that you're at the end of your tenure here, but I would like your perspective on it, in terms of what you think is necessary, what's doable here in the county and then what that might look like in terms of, you know, a subcommittee, or at least having some sort of conversation with the Board of Supervisors, maybe in a working session, to sort of educate, right, provide some information, but then also develop a plan around, as to your point Steven, as to when we can start to integrate these tools. Because and this is why. I think we're leaving money on the table. I think we're making some decisions that aren't necessarily in the best interest of our community and also in the county because of traffic concerns, growth issues, climate and I haven't seen the floodplain revisions, but I can imagine that that

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would have been made a lot easier, in my estimation, with some of the use of the technology and may have been used, but not within the county necessarily, but, but I'll let you speak to it and I'll stop there.

Mr. Harvey: Yes, Madam Chairman and Commissioner Cummings, I know that the Commission has worked recently to change the code with regard to public notice because of the lack of participation we've had in our meetings. And then it goes to the overall aspect of planning as far as engaging the community. I think that's something that's very important and we really could get a lot better on and it kind of goes to what Commissioner Cummings was saying, as far as having the necessary tools to do that. And also to address some of the questions that come up often during these public hearings and meetings about a project and its impact on the transportation system, its impact upon our utility system and how do we integrate that analysis and a lot of it can be done under some current computer software. But it does take significant amount of manpower and cost and effort to do that. And also, the Board of Supervisors is interested in their strategic plan and looking at small area plans. And part of what goes along with that, too, can be scenario planning. What if we have a certain level of density here? Or what if we have certain amount of commercial development there, and, and looking at different options. So right now, we're kind of at a static standpoint, we're looking at projects, as Commissioner Cummings would say, in isolation. And we're not really seeing how it interacts with the broader picture. So, there is a lot of opportunity there but it goes to staffing and technology availability as well as budgetary impacts. So, it's going to be a discussion that the Commission could have many ideas to recommend to the Board. But ultimately, it's going to be something that's going to have to be talked about in the budget process. Staff has put in a position that now I understand is making it through the county administrator's budget for another long-range planner that we've also tied in some ArcGIS Urban Software and hopefully, that'll make it through the budget process. But that's something that Stafford and Spotsylvania both have talked about implementing where we can have a little bit better community engagement, so we could put up 3d models online so people could see an individual project, what's around it, and what its gonna look like surrounding the area instead of just looking at a static, flat, two-dimensional drawing of just that property. So, there are tools out there, part of it's going to be, again, what kind of assets we can put towards these efforts to get the community better informed and better engaged throughout the process.

Mr. Cummings: And again, I won't take up our time today, and this is why I think it needs to sort of a subcommittee and thanks, Jeff. So, the community engagement piece is but a small part of it. And it's an important piece, right, because it's where you get some of the intel and the data about what's actually happening and more importantly, the impacts that are affecting the community, health, for example, with respect to mobility and design, and all this transportation design that we're talking about right. Oriented design is key, right, so, but it's multifactorial, and so it's more than just community engagement. It's about how we do the planning process and how we coordinate with the other groups within, that are involved in planning our community. It's the infrastructure, it's with the Army Corps of Engineers and it's how we can sort of start to look at, you know, how the things that we do impact and start to do some regional planning. I was at the EDA committee meeting and they came in and they wanted to have a conversation, a trip to Memphis attempt, to Tennessee to do some economic development work. And I won't belabor the point, but the point is, is that we're looking at doing district wide conversations and flying, you know, 5-10 businessmen to Tennessee and wondering if that's a good use of capital. And we don't even have the tools to do planning here for economic development and seeing how economic development or planning impacts economic development.

Ms. Sellers: This is a topic that the state is, that members of the CTB are bringing up as we are reviewing V-Trans and for those who are not familiar, V-Trans is the transportation plan for the state and shows the state this is where our priorities are and what we have done with some of our planning decisions here

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in Stafford makes us out of date with V-Trans needs identified by the state so, it really does put us behind the curve and then getting that funding and it would be helpful. And it's not just us. It is throughout the state, I'm just more familiar with how we do things here in Stafford and the needs in Stafford. So that's why I can use it. And so, I do think it's a good opportunity. Again, the state is engaging in these conversations as well, there is technology available. Not to put a thing out there for Virginia Tech, because I do hope NC State wins tonight but you know, they have a great program there at Virginia Tech that facilitate some of these planning needs. They have the think tank for transportation, not just for Virginia, but for many states. And so, if there's an opportunity there I'd love to participate in it. I think it's a great time, great timing, it is a goal of the governor's office to make things work a little bit better, more business oriented, and get things open. So, I'd support that as well.

Mr. Cummings: And in connection with that, the smart city testbed provides a perfect environment for Virginia Tech, Mary Washington, and also business private sector to come in and meet into to helping us provide the some of these solutions and to mitigate any costs that we may have in connection with it.

Ms. Sellers: When is the budget season for you guys start? Because I know they just put out the county budget and so the Board is going to vote on this budget and this tax rate here soon so when do we need to have, if there's going to be a budget ask to the board, when does staff need to have that in?

Mr. Harvey: Yeah, Commissioner Sellers, I would recommend that there be discussions throughout the summer because normally we start our budget process in September and ultimately, the departments have to have pretty much everything wrapped up by November.

Mr. Cummings: And so the ask that I have on table is really to get, you know, everyone's opinion on it, but also to try and see if we can come together at some point and develop some strategy for us to be able to use some of the assets that we currently have, which is the smart city testbed and that designation from Homeland Security as a smart city. And we had conversations with the governor's office about how they're telling us to become part of this data trust, and how to manage our data. But our data is not structured. And so, and it's, and I'm saying that in large scale, or I'm being a little flippant about it, but we do have structured data, but not in a way to be able to deliver it right now. And we need help doing that and we need to be a part of that. And to be clear, this is a part of a national effort. It's not just Stafford, it's not just Virginia and Virginia and the Centers of Excellence, if anyone looks up Centers of Excellence, that's the way the government is now allocating and making decisions and also fostering compliance with everything related to, not just national security, but you know, HUD, and transportation, and all those dollars that are flowing down. And for us to be positioned or even have a chance of securing it, we need to start moving in that direction and we have a great opportunity with the governor and again, I'm on the other side of the aisle but the fact that they're looking at data and coming here gives us a great opportunity to be able to work with them to be at the forefront of receiving some of that capital for everything from flood to restructuring how we're doing business and our business processes and getting help, even as I said before, for the philanthropic sector. And I'm gonna say this as relates to that, and I'll be quiet, and let the rest of you guys talk. In the EDA meeting, and this is something that I should have brought to your attention before, one of our, the data centers are here and they are a major driver in this corridor and it's all part of a national operation. And so, we have the capability and ability to position ourselves for that but we need to do certain things, that's one. And two, as a major part of our economy moving forward potentially in Stafford they are willing to do their part. But we have to be positioned in order to be attractive to them and then we also have to be positioned in what we need for them to do to be good corporate citizens. Corporations are citizens. And so, and I think that they're willing to do so because the need is great and it's tied into a national security initiative. And she smiles, and she knows, and so we need to, so I think that there's a great opportunity for Stafford, but we have to, we have to do

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that some of that work and prepare ourselves internally, to be ready to take advantage of it. And to help be part of this, to making this area secure.

Ms. Barnes: So, it sounds like maybe there needs to be a little bit more discussion with staff over this because I'm not really sure if it come when it comes to subcommittee, the way the subcommittee has come to us is at the direction of the Board of Supervisors and it goes through if I remember correctly, the CDEC. Is that usual route?

Mr. Cummings: I'd like to make a recommendation that we ask the Board or to develop a committee ourselves to look at what needs to be done for planning.

Mr. Apicella: I think it would, I don't disagree with anything that you said. And I've always been about process improvement for the planning commission and the issue of integration, I've been chiming on that for the better part of a dozen years. I just think it needs to be written out so we understand what we're committing to and kind of get a sense of what kind of commitment from staff it's going to take because I'm 100% certain, 99% certain, we're going to have a subcommittee pretty soon on another issue that's going to take up some staff time. So, we just need to get a sense of what are we what are we asking for? What is the end goal? How long of a project is this going to be? And how much staff time is it going to take to get there because we got competing priorities and I don't disagree that this shouldn't be a priority but it comes at the expense of other, at this moment in time, at other potential priorities that we might have in terms of staff commitment to support this.

Mr. Cummings: So that's a, I could write it up, that's one, but two, I think that the way to do it and is for as part of this smart city testbed we could write up an initiative, or partner with the smart city testbed to develop a project that would start to look at what we need, right, from planning perspective. There was, and Jeff knows, there's a nonprofit that I'm a part of, right. I helped found a long time ago that stem oriented and we tried to develop a program called ViCAP, Virtual Community Action Plan and it teaches GIS and the how to use the ESRI suite of tools. The guy who developed that was part of the Envision Centers and he's very knowledgeable in terms of, you know, deleting the divide and the gap but that those centers are supposed to be community engagement tools. That said, his son spoke at VTech, right, about planning and the new tools of design is very knowledgeable about how to teach kids to use the same tools that planning needs, in order to be able to, creating the tables with the ESRI suite of tools, in Arc CityEngine that the staff just rolled out, to be able to help us, right and stand in the gap so if we use veterans, if we use students from our public schools, if we use to retrain the workforce, and a regional initiative, that was all written, and it was, but it was somehow not seen as a priority. So, I want us to figure out how we can collectively make it a priority. And so, I'll say this, that same initiative is being done in California, not by me, but this group, and being used to reframe and retool the LA County technology, right, and in Kansas City, as well. So, my point is, is that we know that this is the next iteration, or something like this, where we have to get the tools in place. So, I can share that again, with the group and what I would suggest is that we have some more conversation. I would like to see if we can get a consensus about if this is something that we want to do. And then also your recommendations or your suggestions about how we get it done. I don't think, respectfully Steven, you know I respect you immensely and the work that you do here, but we can't kick it down the road. We have to really say that we're committed to doing this and then try to figure out a way, you know, within this group, within this body, in connection with EDA and/or the smart city testbed and/or with our Supervisors to say we're going to put this front and center. Otherwise, we're just missing the we're just missing this time, and a great opportunity to help Stafford move forward with the tools that they need.

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Mr. Bain: Just to make a comment. I don't think Steve was saying kick it down the road. I think he was saying we need concrete, clear description of what it is we want to do and what resources it will require in order to get approval to do it because we as a Commission, and I may be wrong, we can't just create a committee and then take, we can't take staff hours without direction from the Board to present to the Board to say, this is what we want to do. But we can't, as a Commission, I don't think...

Ms. Sellers: Staff is already doing some of it. They're already doing a transportation master plan so we just connect with transportation.

Mr. Bain: You're not hearing what I'm saying.

Ms. Sellers: I am hearing what you're saying but it's already doing it and so now me saying put the political will behind what staff is already doing and come up here and actually have the discussion. Staff is, they're doing a master plan for transportation. Economic Development has master plans for what they're trying to do.

Mr. Bain: You're still not understanding what I'm saying. What I'm saying is that Dexter and I, and anybody else, can't have a committee and say, "Kathy Baker, research this for us" and take her time, without the Board authorizing it.

Ms. Sellers: But I don't hear that's what he's saying.

Mr. Bain: No, but that's what it's gonna require.

Ms. Sellers: Maybe not. If he puts together a plan.

Mr. Bain: We can't do that.

Ms. Sellers: You can create a subcommittee according to the bylaws. The Chairman can create a subcommittee on her own without the approval. I looked it up and I brought it up last year.

Mr. Bain: Create a subcommittee? But can we take Kathy Baker's time without direction?

Ms. Sellers: He wants to figure out what's going on in the County. I hear him.

Ms. Barnes: Let me just get in hear real quick because that sounds like to me like we still have some things to work out and that we're not we're not necessarily going to, you know, make a decision exactly what we're going to do tonight. So, what I'd like to see going forward is I would like to see, for me to comfortably create any kind of a subcommittee, I do take direction from the Board of Supervisors and that is through the CDEC.

Ms. Sellers: So having that kind of clarification on this. The Board of Supervisors has a provision in their in their bylaws that allows members of the Board of Supervisors to do things with the two-member vote, even if the chairman doesn't support it.

Ms. Barnes: And we have one of those and I think it's four or five?

Ms. Sellers: So, is that not something we could just put it out? If you don't want to do it as the chairman then just put it on the floor as a vote.

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Ms. Barnes: I believe that it's in our bylaws. I think that if I don't create a subcommittee, I mean, like tonight, I mean, I'm not talking about in perpetuity, I'm just talking about tonight, that I believe that in the bylaws that I think it's four, if four people want to do it, then anybody can.

Ms. Sellers: Yeah, that gets you off the hook where you're not making the decision, he can make the motion. I'll be happy to second you and we can see where the votes land.

Mr. Apicella: I just think it's still premature, because I don't know what we're trying to do. I understand it. It makes a lot of sense.

Ms. Barnes: I'd like to see Dexter give this information...

Mr. Cummings: Let me take a step back. Let me just take a step back. I want to take away... because I've been living with this for a minute.

Mr. Apicella: Let me finish... No, I hear you.

Ms. Barnes: Okay, hold on a second. Let him finish then Dexter you're next.

Mr. Apicella: Write a proposal. That's all I'm suggesting. Let us, you've got this grand vision and that's great but we need to put our arms around it understand what we're really trying to do and what resources it's going to take to get there. That's all I'm suggesting.

Mr. Cummings: So, my initial question, which probably got lost in my diatribe was what do you guys think? Where we are based on what I said, what do you guys think? And that was the question on the floor. And so, I'd like to have that question answered, right and those of you who want to submit, can submit. And to your point, Steven, after the answers to that question or the discussion or lack of discussion, I'm more than happy to write up something and present it. And to that point, we can have and I understand you can have, I can have a subcommittee in order to set up a subcommittee, I can write up something and send it to the secretary and then they can also have it added to the agenda and we can have a subcommittee set up. Is that correct?

Ms. Barnes: From what I remember, it's either I can start a subcommittee which I'm not completely comfortable doing yet, because I'm not really wrapping my mind around or four, I think that Laura is looking at it, is it four or five? Is it two thirds or a majority can start a subcommittee. If you wanted to do it tonight, I mean, I'm not in complete control of the subcommittees. Let's just say that. Yeah.

Ms. Sellers: Or you could just say, hey, would somebody like to meet with me and let's sit down and flesh this out? Although I think you should make a motion to do it. But two people can, we can spend our time. You can have two people spending their time.

Ms. Barnes: You can, I'd like to do that. Billy, you wanted to say something too.

Mr. Shelton: I'd like to make a suggestion to allow Mr. Cummings to come up with a proposal, give it to Mr. Harvey and so Mr. Harvey could talk to the County Administrator and that way we move in the process.

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Ms. Barnes: But I believe that it also, for me comfortably to do something, it needs to come to the CDEC, the CDEC then takes it the Board and the Board says you know what we like what you're doing, and then they tell us to do a subcommittee.

Mr. Cummings: And Billy, I appreciate it. And I and I think it's very organized in a very thoughtful way of doing it. Let me just say this, I have talked to the County Administrator. And so, we know that there is support for this. Okay. In every phase of the organization amongst administration. Politically, it's another matter, right. The question of what is it that we're asking for, we're asking for us to look at the planning process, planning tools and to make recommendations about ways in which we can improve it that's in line with what we say that we want to be, which is resilient, smart and a community, right. And so, the challenge is, right and the challenge is, is that short of us having concrete recommendations to put forward to the board, or we won't see this happen, because I've had the conversations with the administrator, I've had the conversation with economic development, we've had a potential collaboration that was going to be supported by the testbed and it all disappeared. Alright and so I'm trying to find out what the process is and what the consensus is here on the committee, number one, and what the will is here, otherwise, I won't waste my time. And two, I can try to find to get it done somewhere else, or some in some other fashion. But I think that it's something that this committee or this Commission should actually be concerned with, and should be running towards, given the moment and given where we are and for the life of me, I can understand why there's a hesitancy.

Mr. Apicella: I'm not hesitant. I'm just saying right. *Inaudible*... apple pie and baseball, we all love it. *Inaudible*. The tools is a subset of process. Process is a big thing. So, I really need to understand what you're asking for. So, to me if you had a proposal going and I think Billy agrees, I'm not even saying you have to run it up the flagpole, at the next meeting, if you if you feel strongly about this, write up a proposal so we really understand what you're trying to do. It's all well and good to have this conversation. Unlike other subcommittees, we know exactly what we're being asked to do.

Mr. Cummings: I know that. Steven, I write for a living right. That's one and two, Jeff you know, what I'm speaking of so why don't you tell them a little bit about the ESRI suite of tools for the folks at home who are watching eat popcorn, and then we can we can start to...

Ms. Sellers: Madam Chair I'd like to make a motion to create the subcommittee. I'll put it on the floor. I think is a good idea. I think it's an excellent vision, you know, you don't see change unless you have somebody willing to take a chance and there is nobody who's gonna do, who's tried to have any sort of impact in the future, that knew exactly where they were going before they got there. So, I fully support it. I will put the motion on the floor and give you my time, and I will support you in this. But I need a second Mr. Cummings.

Ms. Barnes: Okay, so we have a motion and a second to form a subcommittee on...

Mr. Cummings: Changes to the Planning Commission, technology and technological and process improvements to the planning process and tools and the addition of tools mentioned.

Ms. Barnes: Okay, so that's the motion and the second. Any further discussion? And I do have a question. I'm supportive of it. I don't know that I'm supportive of it tonight because I really think that we need to get together with Jeff, to really figure out what this is going to take with staff, how we're going to do this because this sounds like a big ask. It sounds like a really big ask and I'm not sure. I mean, if the two of you want it, I think we can have two on a subcommittee, correct?

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Mr. Apicella: So, I'm gonna make a substitute motion, okay, that we defer this to the next meeting, March 22nd, with a recommendation that you put some more meat on the bone so we have a better opportunity to discuss it and understand where we want to go with this.

Ms. Barnes: So, we have a second motion to defer it to, you want to defer to March 22nd?

Mr. Apicella: Yes.

Ms. Barnes: Okay and I have a second by Mr. Martinez.

Ms. Sellers: *Inaudible*.

Ms. Barnes: Discussion on that one, go ahead.

Ms. Sellers: Because if we're saying that over the next two weeks, he'll put together a thing and we can work it amongst ourselves and bring something back and then we can begin the staff time why would we defer it, other than we're just not sure we want to make a decision. I get that if you don't want to make a decision, don't make a decision but don't sit over here and say it's because we're not sure what's going on.

Mr. Apicella: It's not completely fair for you to say that.

Ms. Sellers: Take a chance. PDR was a chance. TDR was a chance. They worked.

Mr. Martinez: It's not a factor making a decision, it's not being entirely clear of what I'm voting on and what the subcommittee would be about, you know.

Ms. Barnes: Yeah, yeah, that's exactly it. I just need, you know, what is it they say? What is that series of books, Data for Dummies, basically, or, you know, like, at an eighth-grade level for us to really understand exactly what you're talking about.

Mr. Martinez: Mr. Cummings, I apologize but I'm a very visual learner and hearing the process is one thing, but if I see it, I can make a better and more informed decision. But it's not that I oppose.

Ms. Barnes: But at our level, not yours. Your level is so much more expertise.

Mr. Martinez: So, that's the only reason, I just, I want to see it.

Mr. Bain: You've been mentioning the history tool. I know ESRI, I used to do GIS but I also know there are other systems out there. Is this committee, subcommittee, going to evaluate all the various planning software in coming up with a recommendation or are we just gonna say ESRI? We don't know. Well, we can't. We have to evaluate.

Mr. Cummings: Well we already own.

Mr. Bain: We don't know what else you are asking us to consider and evaluate to make recommendations.

Mr. Cummings: No, I understand.

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Mr. Bain: And I'm not ready to vote on it.

Mr. Cummings: No, no, I understand that you may not be ready to vote on it but the fact that that we own the ESRI suite of tools, or we license it right, currently, and can't fully use it is a problem. And so, while we, they've been gracious enough to give us additional tools, we're using it for certain things, but we're not using it for the important things. And so, the fact that the Planning Commission doesn't know is a problem. And so, what I'm saying is, let's explore what our process is, what tools we have currently, and then what tools we may need going forward and have a plan and be and put that forward to the Supervisors because every day they're making decisions on budgetary issues, on coordination of department issues, and they don't have the data. And so we...

Ms. Barnes: Ok, I think I think we get it. I get that part of your argument, definitely. So, we do have a motion, a substitute motion on the table and a second. And we're in the middle of discussion. And let me just ask Mr. Harvey, if we go ahead and do this without, you know, when I when I did the notification subcommittee I talked to two or three Supervisors and had them say, yes, go do that bring it to the CDEC and that was the path. I just want to make sure that we've got a definite path forward. That if and I'm going to agree that this is something that I want to say a little bit more about. We'll discuss it on March 22nd, that's my opinion, and at that point in time, we can get some clarification from Mr. Harvey about how exactly that would look at the subcommittee, go to the CEDC, the CEDC then looks at it and says, yes, the Board of Supervisors is interested in this, the Board Supervisors then bounces it back to us. I know it's cumbersome and it's bureaucratic but that's the way...

Ms. Sellers: But that's two months away.

Ms. Barnes: But that's how, is that not how it's done, usually?

Mr. Harvey: Madam Chairman, at any time, the Planning Commission can make a recommendation to the Board of Supervisors about anything in the planning realm. Normally, their process is that they take Planning and Zoning related matters up in a subcommittee first, the Community and Economic Development Committee, and then vets fully to the Board. But as you mentioned, a lot of times, there's discussions that individual Commissioners have with the Board members, before you put a lot of work into things to say, this is what we're thinking, is this something that's worth pursuing?

Ms. Barnes: And I think that's an important point right there, too. I think that's something that we need to make sure that that at least the way that I did it, I made sure that there was an appetite for it, because otherwise, there was a lot of work that the staff did, and I did, that could have gone to the CDEC and they could have said thanks for playing. And that, you know, that can very well happen.

Ms. Sellers: It goes to the full board. It's not like Congress and the General Assembly, it does come to the full board regardless. But you know, hey, if you're just, it's a vision, I like it again, I appreciate it, Dexter, I think you gotta be willing to put a vision out on the floor, you got to have a little bit of unknown, you gotta be willing to take some chances and staff's already doing it. Again, they're doing a long-range transportation plan. They are doing an economic development plan.

Ms. Barnes: Can you come up with something that we're asking you for by the next, just to give us a little bit more of an idea, just some basics of exactly what you want to do?

Mr. Cummings: The question is, does the Commission want to do a subcommittee? Or do they want to make specific recommendations, have a discussion and make specific recommendations to the Board

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or to establish some sort of collaboration with economic development and a testbed? Because that's where I think we don't need necessarily the Board to do that.

Ms. Barnes: Okay, so that's something that you're willing to do on your own necessarily without...

Mr. Cummings: I think between Chairwoman Sellers and myself, we can come up with ways to get it done or at least moving.

Mr. Shelton: Madam Chair, can we call for the question?

Ms. Barnes: Okay, so the question we've got right now, if that's the way we're gonna go, then deferring us to March 22nd, as far as setting up a subcommittee goes, is that a moot point at this point, if they're just willing to go, do we have to vote on it?

Ms. Lucian: Substitute motion is on the floor.

Ms. Barnes: Okay. The substitute motion on the floor is to defer the decision on a subcommittee if I'm getting that correct, until March 22nd and that is the motion on the floor, please place your votes. Okay, and that passes 5 to 2 (*Ms. Sellers and Mr. Cummings opposed*). But Dexter, I don't want you to think that this dies here because it sounds to me like you've got some things that are valuable and I don't want to take that necessarily off the table but I would like to understand better what you want to do. And if there's if there's a way that we can do this without creating a subcommittee, and this is something that you want to take to the board, I'm fine with that as well. Okay. Okay, so we'll move on to the next one, since that's that substitute motion passes. And we will move on to, I think that Kathy had something didn't she, nominations for annual Historic Preservation Awards? Which maybe we should have done this first. I apologize. I should have let you do that first.

7. Nominations for Annual Historic Preservation Awards

Ms. Baker: We sent you the thing we send you every year, if you all wish to make a nomination to the Historical Commission for the annual Preservation Awards. If you have any ideas. I believe I gave you one idea. The only thing that I know, off the top of my head, we haven't had a lot of activity in our historic districts this year, there are no other projects that I'm aware of but if you all know of something that you want to make a nomination for, they are due by the end of March 31st.

Ms. Barnes: Okay, so if anyone has, I think we were we were given those forms, I think they were mailed to us...

Mr. Apicella: Can I ask what is the one that you identified, Ms. Baker?

Ms. Baker: Sorry, yes. The cabin at Lake Mooney that was restored by the...

Ms. Barnes: Yeah, but is it complete? Is the restoration complete?

Ms. Baker: I mean, it is complete as far as what the scope of work that was spelled out for the... it was where they basically took it apart, rebuilt it, you had to use some new materials in order to do that. I can send you more information on it, if you all want to do that and look at your next meeting. Or if you have any other ideas that you've seen anything.

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Ms. Barnes: You're probably more aware of it.

Ms. Baker: I'm really not at this point, just because there hasn't been a lot of activity that I've been a part of.

Ms. Barnes: So, we did get that as part of our package tonight. So, if anyone has any ideas or suggestions, please make sure that you fill out that form or pass it on to staff. Okay. Alright. Glasses on. Next, Chairman's Report. I have nothing. Other Business - New TRC Submissions. Looks like there's none. Approval of minutes. None. And with no more business before the Commission, can I have a motion to adjourn?

Mr. Shelton: Motion to approve the minutes first?

Ms. Barnes: There's none. We'll skip over that one.

OTHER BUSINESS

8. New TRC Submissions - *None*

APPROVAL OF MINUTES

NONE

ADJOURNMENT

Mr. Shelton: Motion to adjourn.

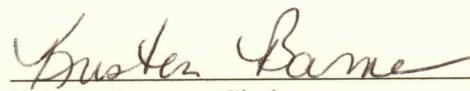
Mr. Bain: Second.

Ms. Barnes: Motion to adjourn by Mr. Shelton, second by Mr. Bain. All in favor say aye.

All members: Aye.

Ms. Barnes: Any opposed? We are adjourned.

At 8:59 PM, Chairman Barnes adjourned the March 8, 2023, Stafford County Planning Commission meeting.



Kristen Barnes, Chairman
Planning Commission