

At a regular meeting of the Southampton County Board of Supervisors held in the Board Room of the Southampton County Office Center, 26022 Administration Center Drive, Courtland, Virginia on October 27, 2014 at 6:00 PM.

SUPERVISORS PRESENT

Dallas O. Jones, Chairman (Drewryville)
Ronald M. West, Vice Chairman (Berlin-Ivor)
Dr. Alan W. Edwards (Jerusalem)
Glenn H. Updike (Newsoms)
Carl J. Faison (Boykins-Branchville)
Barry T. Porter (Franklin)
S. Bruce Phillips (Capron)

SUPERVISORS ABSENT

OTHERS PRESENT

Michael W. Johnson, County Administrator (Clerk)
Lynette C. Lowe, Deputy County Administrator/Chief Financial Officer
Beth Lewis, Community Development Deputy Director
Julien W. Johnson, Jr. Public Utilities Director
Richard E. Railey, Jr., County Attorney
Amanda N. Smith, Administrative Assistant

OTHERS ABSENT

Chairman Jones called the meeting to order.

After the Pledge of Allegiance, Supervisor Faison gave the invocation.

Chairman Jones stated that the first item on the agenda is a closed session.

Mr. Michael Johnson stated it is necessary for this Board to now conduct a closed meeting in accordance with the provisions set out in the Code of Virginia, 1950, as amended, for the following purpose:

- 1) In accordance with Section 2.2-3711 (A) (5), Discussion concerning a prospective business or industry or the expansion of an existing business or industry where no previous announcement has been made of the business' or industry's interest in locating or expanding its facilities in the community; and
- 2) In accordance with Section 2.2-3711 (A) (3), Discussion or consideration of the acquisition of real property for economic development purposes, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body.

A motion is required to convene a closed meeting for the purposes described above.

Chairman Jones asked if he could get a motion to go into closed session.

Supervisor West made a motion to go into closed session.

Supervisor Edwards seconded the motion which carried unanimously.

Chairman Jones called the meeting back to order and stated at this time we will have the certification resolution..

Supervisor West read the certification resolution to go back into open session.

RESOLUTION OF CLOSED MEETING

WHEREAS, the Southampton County Board of Supervisors had convened a closed meeting on this date pursuant to an affirmative recorded vote and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3712 (D) of the Code of Virginia requires a certification by the Board that such closed meeting was conducted in conformity with Virginia law.

NOW, THEREFORE, BE IT RESOLVED that the Southampton County Board of Supervisors hereby certifies that, to the best of each member's knowledge, (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (ii) only such public matters as were identified in the motion convening the closed meeting were heard, discussed and considered by the Southampton County Board of Supervisors.

Supervisor West made a motion to adopt the certification resolution.

Supervisor Faison seconded the motion which carried unanimously.

Chairman Jones states we are back in open session and good evening everyone. Glad to have you this evening. Hope you enjoy being with us this afternoon. We don't have this many people often. Before the citizen comment period, there was no action taken in the closed meeting. We didn't do anything other than discuss what we were back there for. We didn't take any action on anything. At this time I will go to citizen comment period.

Mr. John Burchett addressed the board. My name is John Burchett and I live in Sebrell. Bruce is my representative. It is always a pleasure and I appreciate the opportunity. Dallas you always give us a chance to say our piece.

Chairman Jones states yes sir.

Mr. John Burchett states I have a couple of questions if that is okay. Did we accept the high bid on the Ivor School?

Mr. Michael Johnson states yes.

Mr. John Burchett states when you are selling something that belongs to the county, it would be my opinion that we would try to get the highest price possible. If nobody knows that we have a piece of property up for sale, and it is coming up for bid it will be kind of difficult to get the information out to people that may be interested in it. I rode over to Ivor; I have never seen it to be honest with you. It is a nice piece of property. The Gray boys did a good job of cleaning it up. I am not sure why we didn't attempt to get... to me it is your responsibility to try and get the highest price. The only thing I ever saw mentioned about it was that little flyer that was put out and laid over here on the table where you come into the building showing the ten tax parcels. It had a note down at the bottom one county property and I think the auction company had a couple of other properties; then the ads in the paper had no reference to the Ivor property that I saw. If I am wrong which is possible but I didn't see anything. I called a friend of mine who is a retired realtor and asked him to take a look at it. He said he would be comfortable paying, if he wanted it, \$40,000; eight acres, open, cleared, nice grazing land if you wanted horses or cows on it and a deep well. Now, I am not sure what the gentleman who bought it plans was for it but he got a good deal. I was here. The last bid he made before I started was \$9,000 and I bid \$10,000. Then I bid \$15,000 and then I bid \$20,000. That was all of the disposable money I had. He bought it for \$21,000 and it was a steal. He stole it from us and you all let him do it. The minimum we could have done is turned it over to a realtor who would have tried to make 10% on the sale and would have tried to get the highest price possible. I talked to another realtor and the going price is 10%. You know that \$40,000 would have almost bought half a school bus or paid for half a school bus. Anyway, I

would appreciate in the future, if we are going to put something up and try to make money on it that we advertise it. What did it cost to tear the school down?

Mr. Michael Johnson states cost of demolition, asbestos abatement, and underground storage tanks between \$60,000 and \$65,000.

Mr. John Burchett states okay well we got maybe 25% to 30% of that. Anyway, that is enough. Again, I appreciate the opportunity to speak.

Chairman Jones states thank you Mr. Burchett.

Supervisor Phillips states John if I may, if you remember the county advertised this property, went through the entire process, listed it with realtors, put a sign up, and was advertised. We never received a bid.

Mr. John Burchett states well that is fine. Did it cost us anything?

Supervisor Phillips states yes it did. It cost to run the newspaper ads, it cost...

Mr. John Burchett states no I am talking about turning it over to a realtor Bruce.

Supervisor Phillips states it was available through realtors in the area for how many days; sixty or ninety days.

Mr. Richard Railey states I don't remember that piece.

Supervisor Phillips states so that was already done. Then, among others, you recommended we auction it off.

Mr. John Burchett states yes but not without advertisement; without anything to make it publically known and it was a nice piece of property. All I heard was the old school site and the building was torn down so I went and looked at it after I saw that it was coming up but it was no advertisement. I wanted to know what I was talking about so I went over there and walked the property. It is a nice piece of property Bruce. I am sure you went over there and looked at it.

Supervisor Phillips states I have. I was there before the school was torn down.

Mr. John Burchett states right but if you haven't looked at it since... it has nice pretty grass all over. There has even been deer visiting the clover spots. It just rubbed me wrong that we put nothing out to advertise except one little note. It didn't say what it was. It just said one county property. To me it's just not the way to do business. I am still trying to do the best for the county and if you had held it and turned it over to a realtor and let them marketed it... anyways.

Chairman Jones states thank you Mr. Burchett.

Mr. John Burchett states thank you.

Supervisor Updike states I would like to make a comment. I would like to thank you John for showing up and supporting the county and putting in a bid. Like you said, if you weren't there it wouldn't have bought in \$10,000. Thank you for being a concerned citizen and putting your money where your mouth is and backing it up and trying your best to minimize the loss for the property that was sold. Thank you John.

Mr. John Burchett states thank you.

Mr. Ash Cutchin addressed the board. Mr. Chairman my name is Ash Cutchin and I live in the Jerusalem District and Dr. Edwards is my supervisor. I had planned to comment on this proposal by the school but I read an article in the Tidewater News which convinced me that there is not as much of a safety issue as I thought it was. Now that you have given me the time I would like to comment in advanced on what is on the agenda as item fourteen tonight which says consideration of equipment leases; school buses, refuse collection truck, pickup trucks for Department of

Utilities, and ISAS400 Computer Server. I have never leased property but I have had several people tell me it's a good deal and I have had several people tell me it's a bad deal. In this situation it looks to me like its passing the bucket or kicking the can down the road or pay now and pay later. The reason I say that is because if our revenues in the future are less than forecast and we are locked into some type of lease agreement for trucks or school buses we are not going to be able to say this year we can't afford to buy one, those lease payments are still going to be due if I understand the lease agreements correctly. It looks to me like the only alternative would be to raise taxes and that doesn't sound like a good deal to me. In one other comment if I may they say all politics are local and we have elections coming up next week and one of our senators is up for re-election. There was a proposal for the senate last year and fortunately it failed, but it would have severely stepped on our second amendment rights; the right to bare arms. It would have turned over control of fire arms in almost every country in the world to the United Nations. Both of our senators including the one who is up for re-election next week voted for it. Thank you.

Supervisor Porter states Mr. Cutchin, can I ask you one question? As an appraiser, what would you estimate the cost per acre of an A-2 property in the county?

Mr. Ash Cutchin states what kind, A-2?

Supervisor Porter states yes A-2.

Mr. Ash Cutchin states well I have not been able to find any real good distinction in 22 years of doing this between A-2 and A-1 from the buyer's point-of-view. A-2 is agriculture land which is close to developed towns which is targeted and most likely to be accepted for a redevelopment. Now, you caught me off guard here now.

Supervisor Porter states I understand just in general.

Mr. Ash Cutchin states now in a general rule I have not been able to discern a great difference between A-1 and A-2 sales within Southampton County because most of the people who buy A-2 property keep using it for agriculture anyway because development as you have seen in the last five, six, or seven years is virtually non-existence. So, there would be no advantage for someone to buy six, eight, or ten acres on the edge of Ivor, Courtland, or Boykins and plan to put up a shopping center. They are just going to keep growing soy beans. Does that answer your question?

Supervisor Porter states well what is the going rate for A-1 property?

Mr. Ash Cutchin states well the going rate for A-1 property varies considerably and one of the reasons it varies is because some of it is wood land and some of it is open crop land; and within the wood land some of it is cut over and some of it has matured trees.

Supervisor Porter states open wood land.

Mr. Ash Cutchin states open wood land?

Supervisor Porter states just open land.

Mr. Ash Cutchin states open crop land?

Supervisor Porter states just open land.

Mr. Ash Cutchin states in the last few months \$2600 to \$2800 an acre and in some cases \$4000 but most of the cases I have seen are higher than \$3000 and an adjacent property owner has bought it rather than have someone else buy it.

Supervisor Porter states so you are saying \$2600 to \$2800.

Mr. Ash Cutchin states the last couple of farm appraisals I have done...

Supervisor Porter states then if you have eight acres of A-1 property \$20,000/\$25,000 is the value.

Mr. Ash Cutchin states if that is how someone chooses to continue to use it as agricultural land in the foreseeable future, yes sir.

Supervisor Porter states well, this property in Ivor was restricted in use to A-2 by this board and I think that affected the value of the property.

Mr. Ash Cutchin states and you are probably right.

Supervisor Porter states my point is I don't think the value we got was as big of a loss as people think because of the restrictions we placed on the property.

Mr. Ash Cutchin states well that could be. I did look at the soil map of it several months ago and it is not very good soil for commercial development; I was aware of that. Does that answer your question?

Supervisor Porter states I just wanted to feel somewhat comforted in the price we got was not... we basically got close to fair market.

Mr. Ash Cutchin states you are also asking me to put a value on a piece of property without appraising it and that is a violation of my...

Supervisor Porter states I know, I know, I know and I am not trying to put you on the spot.

Mr. Ash Cutchin states okay.

Supervisor Porter states all I am saying is this was a complex transaction and a complex deal and maybe we could have gotten a few more thousands of dollars, but because we did not want this property developed we made a cautious decision not to develop this property. We reduced the value to a purchaser and the idea of bringing a realtor... I am a broker, I am a realtor and when a realtor tells John that they could easily get \$40,000 I don't believe that sir, was a good analysis by that realtor because I could have never said that in cautiousness from my professional perspective as a real estate broker.

Mr. Ash Cutchin states I can't disagree with you on that.

Supervisor Porter states thank you very much.

Mr. Ash Cutchin states alright. Don't forget to vote.

Chairman Jones states anyone else?

Mr. Ricky Jones addressed the board. Good evening gentlemen my name is Ricky Jones and I live in Hunterdale. I have a real concern with the, lack of a better word, head row in the median between Grayson and Emma's garden spot and the new Hardees. It also turns into Food-Lion. If you are coming out of Grayson and Emma's you can't see back to Route 58 at all for those trees and bushes that have grown up. I have almost been hit coming off of Route 58 and almost hit coming out of Grayson and Emma's. Just yesterday a neighbor of mine almost got hit and I think it is time someone looked at this situation and have these trees taken up. Even if you cut them down they will come back and you will still have the same problem again. Somebody really needs to look at this. Thank you.

Chairman Jones states thank you. Anyone else?

No response and citizen comment period was closed.

Chairman Jones states we will go to number five. I didn't see any problems with the minutes. Did anyone see any problems with the minutes? Did you see anything that wasn't right?

No response.

Chairman Jones states if not, the minutes will stand approved. We will go to number six, highway

matters.

Mr. Michael Johnson states item A Mr. Chairman is the Route 460 corridor improvements update. You see in your agenda packages notification of the scheduled public hearings for the project. The first one is tonight in Windsor at the Windsor High School. There will be one Wednesday, October 29 in Wakefield and then again Thursday night October 30 in Prince George County. VDOT will be accepting public comment through November 17, 2014 and those comments may be submitted orally or in writing at any of the hearings, or by mail or by email. You all have seen the executive summary of the Supplemental Environmental Impact Statement (SEIS). Mr. Rinehart has suggested that if the Board wishes to provide meaningful input to the federal agencies reviewing the document, it should be succinct and direct and include supporting rationale/data. I indicated in my comments in your agenda that I would discourage development of an impromptu position at Monday night's meeting. Conversely, I'd encourage the Board to discuss the concerns that you have about the project and then appoint a committee that would be responsible for developing an official position statement to bring back to the full board for its consideration. That will need to happen quickly and I am suggesting that could happen potentially as quickly as next Tuesday night if you all decide to continue this meeting.

Chairman Jones states gentlemen do any of you want to volunteer for this committee. Mr. West I am sure you will want to be on this.

Supervisor West states I will be glad to and anyone else that would like too. Mr. Porter is involved with this already in a way of working down Tidewater way with the Transportation Committee, but that is a thought. I think we took an appropriate action last month when we did send a letter officially to VDOT showing our concern for environmental issues as well as farming. I think that was well done and thank you for that. I do agree with Mr. Johnson's recommendation here that we do not jump overboard right now but go ahead and look at it between now and Tuesday night. If you make that appointment that is fine by me, but give others an opportunity.

Chairman Jones addressed Supervisor Phillips. Do you want to work on this?

Supervisor Phillips states well I just wanted to make sure that everybody here as well as the newspaper realizes that the meeting Wednesday night will be from 5p.m. to 8p.m. at the Wakefield Foundation.

Supervisor West states that is the old Wakefield High School right there near the cemetery.

Supervisor Phillips states just right near the post office and the Virginia Diner.

Supervisor West states there will be an opportunity to walk around post to post, station to station, and look at drawings and maps. There will be nobody there to tell you a direction of what is going to take place but if you want to write down what you recommend or what you are seeing, or if you have property immediately next to one of these proposed routes; southern route, northern route, present Route 460, you will be able to identify your property immediately and see what impact it may have. So, it has some value. I don't know anything else to say.

Chairman Jones states we still haven't answered Mr. Johnson's question. What is our statement going to be as far as how we stand with Route 460?

Supervisor West states I think our statement should remain the same as it was last month and that was our issues would be environmental as well as the farming community. That is certainly the businesses. Businesses will be impacted along present Route 460 and we have already stated that.

Chairman Jones states we are going to keep what we have Mr. Johnson. That is what I am hearing. Is that okay with everybody else?

Supervisor Porter states I am good with that.

Supervisor Edwards states I believe we said it last meeting. That is about as concise as you can get.

Supervisor West states that is not overly pushing the issue do you think?

Supervisor Edwards states no.

Mr. Michael Johnson states in my conversation with Mr. Rinehart he wants you to be very specific if your input is going to be taken seriously; alternatives, what modifications of alternatives, specifically what concerns you have with any of the alternatives. General statements he said will not rectify it.

Supervisor Phillips states option four is now the preferred route.

Mr. Michael Johnson states option four is the least expensive and has the least environmental impact.

Supervisor West states but unless you are sitting down with the landowners and those people directly affected along present Route 460 and/or the initial southern route... and specifically I will use a name. Jeffrey Pulley's property, a very large property, a century farm will be divided by this new Route 460 requiring him to only be able to work one part of it and then drive numerous miles to get to the other side of the road. That is an issue and if you want to do that, it's an issue for us to address. But then we moved it over to present Route 460 and you start addressing businesses aligned even the rescue squad building along Route 460 or any other property that is in the Ivor area. I understand, and help me with this number, 57 or 60...

Mr. Michael Johnson states 54.

Supervisor West states 54 properties from the Interstate 295...

Mr. Michael Johnson states to Highway 58.

Supervisor West states to Highway 58 Suffolk will be affected directly meaning they lose their property or their front yard is taken or your business is closed or whatever if you move it to present Route 460. Am I correct with that?

Mr. Michael Johnson states 54 businesses if you basically take the existing alignment and then envision a 250 foot wide corridor which you can play with the highway within that alignment but that 250 foot wide corridor will impact in some significant way 54 businesses between Prince George County and Suffolk.

Supervisor West states and another issue that has been for me all along is the fact that two rural roads 635 and 600 were being cul-de-sac. They have been in place literally 100 years or more. I think it is ill prepared on behalf of someone who designed this with the original closing of those roads. Those are issues that you want to discuss I think that are reasonable.

Mr. Michael Johnson states to get back to the example you just gave, I think for your input to be meaningful, you would need to suggest that alternative one is not a valuable alternative because it adversely impacts Century Farms and then you can specifically cite the owner or alternative one would only be valuable if some type of service road would be put in to allow access on both sides of the highway. That is the kind of input they are looking for. They are not just looking for you to say this is an issue.

Supervisor West states I think that is worthwhile to do that.

Supervisor Phillips states so do we need a motion to continue?

Supervisor West states what are you asking for a work session on November 4? Is that what we are asking for?

Mr. Michael Johnson states no, what I would suggest is the Chairman appoint a committee that could sit down and vet through these issues and come up with some type of statement which can be a point of beginning for discussion on November 4.

Chairman Jones states alright I appoint Supervisor West.

Supervisor West states I will be glad too.

Chairman Jones states and I am going to volunteer Supervisor Phillips.

Supervisor Porter states well three of us can't do it.

Supervisor West states why?

Supervisor Porter states we can't have three board members?

Supervisor West states that's right I'm sorry it has to be two.

Chairman Jones states that's right two.

Supervisor Porter states if you want to that is fine Bruce.

Chairman Jones states Bruce you will take it.

Supervisor Bruce states I would like to defer to Mr. Porter if I could.

Chairman Jones states well you can still defer to him if you need to.

Supervisor Bruce states not refer to him.

Supervisor Porter states I will be happy to be available for a resource.

Chairman Jones states anyway, Bruce you are on the committee so you two get it done.

Mr. Michael Johnson states which two did you end up with?

Chairman Jones states Supervisor West and Supervisor Phillips.

Supervisor Phillips states have we set a time for that.

Chairman Jones states we will do that later. Okay, we will move down to item B.

Mr. Michael Johnson states item B Mr. Chairman refer to portions of the sewer force main from the Turner Tract to the interceptor pump station on U.S. Route 58 will be installed within the VDOT right-of-way which requires us to obtain a land use permit from them. One of VDOT's prerequisites for land use permits is filing a continuing resolution that obligates the county to protect VDOT from any liability for our work within the right-of-way. Accordingly, it is necessary for the Board to adopt the attached resolution. I will be glad to read it if you need me to.

Chairman Jones states I don't think we need that. We all have a copy of it. We will need a motion to adopt this resolution.

Supervisor Phillips made a motion to adopt the resolution.

Supervisor Porter seconded the motion which carried unanimously.

Chairman Jones states we will go to item C.

Mr. Jerry Kee addressed the board. Good evening. I spoke with Mr. Johnson a few weeks ago regarding a project we are in the very preliminary stages of looking at replacing the two bridges on Route 671; over the Nottoway River and the overflow right there near the cotton gin. We did a value engineering study which any project over \$5 million we have to do a value engineering study on that project. One of the items that was brought up during the meeting was closing the road versus running head to head traffic. When we looked at it, closing the road will end up being the cheaper plus less time affected for the citizens because it looks like we are going to save about

nine months and about \$1.7 million in cost. The detouring of the traffic is one of the issues I wanted to talk to everybody about tonight. As you can see, the sheets I gave you, the blue line shows the local detour traffic, which is basically the shortest route for detour that we looked at as far as traffic engineering. The orange area shows where the construction zone is. The total construction zone is going to be a little over 4,000 feet long between the two bridges because they will have that section closed and be widening the cars way through there. One thing we looked at was truck traffic. When we looked at the truck traffic over 70% of the truck traffic comes out of North Carolina or down Route 186 through Boykins and cut down Route 671. So what we looked at was to detour the truck traffic coming from that direction, keeping them on Route 35 until they get to Highway 58 at the High School and then come down Highway 58 to Franklin and back to Route 671 if that is what they needed to do. Tonight I just wanted to give you all an idea of what we are looking at. The project itself is still four years away. We are in the very preliminary stages. We are talking about early summer of 2019 before we would do any construction. We are in the preliminary stages now because it is going to be about a \$17 million job to replace both bridges. I just wanted to bring it to you all and let you look at it. Get some comments from you so I can take them back to the group. If anybody has any specific questions, I will try to answer them.

Chairman Jones states does anybody have any questions for Mr. Kee right now?

Supervisor Updike states I want to know since it's about construction and planning. We have a four lane road coming down to this area. Why would we not consider the four lane bridges so that in the future it won't be a bottleneck and then you have to go back and add some more lanes if you don't do the entire project at one time?

Mr. Jerry Kee states what we are looking at replacing now is going from a 26 foot wide bridge to a 42 foot wide bridge which basically would give you wider lanes and shoulder on either side. It was not looked at going three lanes to four lanes but we can go back and look at that but it would double the cost of the bridges.

Supervisor Updike states well...

Mr. Jerry Kee states plus the environmental permits for going through the cosway because right now we are minimizing the effect on the cosway going through because we are going to keep the existing cosway but do minor widening on either side. But that was not looked at but I will take that back to the group if you would like me to.

Supervisor Updike states it looks like to me it's a bottleneck coming out of Franklin. You have four lanes then all of a sudden you have two lanes.

Mr. Jerry Kee states okay.

Supervisor West states I know you are looking for direction from this board but would it be better to have some sort of public comment on this to give the direction because take me for instance, I am really not going to be involved in this at all and I would like to know the people that are involved and traveling it every day, I would like to know from them what affects them. Maybe next month having a public comment on this would work?

Mr. Michael Johnson states well I am assuming VDOT will have a period once...

Mr. Jerry Kee states we will have a public comment period once we get to the public hearing part but we are a little ways away.

Supervisor West states it is a bit much for me to say yes I think we should do this and do that okay.

Mr. Jerry Kee states we will have a public hearing on the project prior to doing it. That would probably be the best time to do it.

Chairman Jones states and that is four years down the road.

Mr. Jerry Kee states the public hearing will probably be held about 18 months from now. That is

about when we will be at that point.

Chairman Jones states we have it now and we can look at it.

Mr. Jerry Kee states and if you have any specific questions you can go to Mr. Johnson and I will be glad and try to answer them.

Mr. Michael Johnson states typically, I think I am right here; you all will publish a notice of willingness to have a public hearing.

Mr. Jerry Kee states yes.

Mr. Michael Johnson states and then get input from people whom say we would like to comment then you will schedule it.

Mr. Jerry Kee states yes we will schedule it.

Supervisor West states I am appreciative of the fact that you are putting us into this right up front. This is good.

Mr. Jerry Kee states we knew that this would have a major affect on going down Route 671. While I am up here I will take any concerns.

Chairman Jones states alright gentlemen do you have any monthly concerns for Mr. Kee?

Supervisor West states no sir. I am appreciative of the cutting, the mowing that has been done. I will say this on Mr. Bryant's behalf; he is very responsive to requests and you have a ton of pot holes in every culvert on every secondary road in Southampton County that is giving away. Do you understand me?

Mr. Jerry Kee states yes we are working on it.

Supervisor West states they are sinking. You are doing a good job and thank you.

Mr. Jerry Kee states the mowing contractor should be complete in Southampton County this week and then we will have our guys out. We are starting to do the cut behind, where we cut behind the ditches, so we are starting to work on that now.

Supervisor West states I didn't see you do as much mowing at intersections and curves prior to school opening this year as you normally do. Did I just miss something in Berlin/Ivor?

Mr. Jerry Kee states we really didn't do it unless we received a call for safety. That is what we did.

Supervisor West states typically you open up a lot of areas for school buses and a number of signs for stops where children are getting on, but then again you didn't do it this year and I was just wondering what the situation was.

Mr. Jerry Kee states we do have some locations that we are going to come in with the tree trimming crew and do some trimming where the school buses have asked about on some of the back roads. So, we have those scheduled to come in the next month or so.

Supervisor West states most farmers in the county that pull these old buggies are real concerned about getting them into the overhanging stuff. We have a ton of stuff like that Mr. Kee that overhangs and bends over and they are dodging and ducking and it's nasty. But, Mr. Bryant has been responsive, thank you.

Chairman Jones called on Supervisor Faison.

Supervisor Faison states I don't have anything in particular but I do want to thank you for what you do and I noticed several times I have commented on something and it was already in the works or it was already being done so I appreciate that.

Mr. Jerry Kee states okay thank you.

Chairman Jones called on Supervisor Porter.

Supervisor Porter states just one thing. A couple of months ago I made a comment about the intersection at Bethel Road and Scottswood Drive.

Mr. Jerry Kee states where the fence is?

Supervisor Porter states yes where the fence is. I keep getting calls from people that almost get hit there.

Mr. Jerry Kee states we trimmed it to the fence but the bad thing is once you get to the fence it is not our property so we would have to go deal with the property owner. The fence would have to be moved. Our guys have cut stuff off of the fence but it is a bad spot.

Supervisor Porter states it is horrible. One other thing, I am getting some complaints on Scottswood Drive, some of those trees, when you meet a car the area is so narrow they actually hit the vehicles.

Mr. Jerry Kee states okay. I can get the tree trimming guys to trim it.

Supervisor Porter states okay. Like, they hit the radio antenna and stuff like that. I actually have had that happen to me and several people have complained about it.

Chairman Jones called on Supervisor Updike.

Supervisor Updike states don't have anything specifically new but like Mr. West said all these culverts on secondary roads are completely giving away. You go down 30 miles and you just about knock your teeth out going over them from being so rough. The tractor trailers have really broken up a whole lot of areas in recent months. The logging is continuing so I guess we will have to wait until they get through before doing some major repairs.

Mr. Jerry Kee states okay. We are assessing a lot of culverts and have a lot of them in the works to be replaced. We are waiting on permits for a lot of them so we are going to replace the entire pipe. Some of them we can repair but most of them need to be replaced.

Supervisor Updike states let the one at my curve be the first one.

Mr. Jerry Kee states I have that on the list.

Chairman Jones called on Supervisor Edwards.

Supervisor Edwards states I really haven't heard any complaints from anybody in the Jerusalem district. You guys are right on top of things there so keep it up.

Chairman Jones called on Supervisor Phillips.

Supervisor Phillips states Jerry I would like to thank you for the repair on Ivor Road right there at Grazn' Acres. I spoke with Ben Bryant the other day and thanked him. The trimming of limbs on secondary roads, you are going to do this with one of those long reach mowers?

Mr. Jerry Kee states no, we have a contractor that does it.

Supervisor Phillips states so if...

Mr. Jerry Kee states just like the power companies crews do with the bucket trucks. We actually have a private contractor that does it.

Supervisor Phillips states so when do you start in the Capron district because I am going to make an effort to get in touch with some farmers because everybody is moving equipment right now and

these limbs... I know the guy that I am working with put his grandson out there on a mower and we took some limbs down going down the state highway and then pulled them out and placed them on the side of the road.

Mr. Jerry Kee states I believe he is just finishing up in Sussex County and Greensville County and then I want to say he is coming to us in the next couple of weeks.

Supervisor Phillips states alright.

Mr. Jerry Kee states but I will check on that and let you know for sure.

Supervisor Phillips states if you would.

Mr. Jerry Kee states I know they have two crews that will be coming through.

Supervisor West states that is good information.

Mr. Jerry Kee states two, six man crews.

Supervisor Phillips states excellent, thank you.

Mr. Jerry Kee states plus we have ordered a new piece of equipment to trim them ourselves during off-season. We ordered the piece of equipment with the three blades on it to cut the limbs. It has an extended arm; so, we have ordered those. We are waiting for those to get here.

Supervisor Phillips states I think that will be a good thing. There is a lot of equipment that is a lot taller here lately.

Supervisor West states I know in the past Mr. Kee you have been meeting or at least VDOT has with the mayor in Ivor concerning Railroad Avenue and the property. You all are no longer maintaining the property. You have a sign that says end state maintenance. You were going to do some...

Mr. Jerry Kee states we did. We had a survey crew to go out there. Once you get to where the end of the state maintenance sign is, the remaining road is on the railroad's right-of-way.

Supervisor West states so then what? I mean it is a rotten old piece of road then.

Mr. Jerry Kee states it is an issue we have to deal with the railroad now and ask them if we can do improvements. A couple of the small towns have an agreement with the railroad that we can maintain the road but I don't know whether Ivor has one and I haven't been able to find one.

Supervisor West states no, so are you taking the prerogative to go and do this with the railroad company.

Mr. Jerry Kee states actually the town or the county will have to do that, but we are going to meet with the town. I think Joe Lomax set up a meeting for next week to meet with Mr. Hickman and Ms. Vick. I will let you know for sure when it is.

Supervisor West states please do.

Mr. Jerry Kee states but I think it is next week because we talked about it Friday.

Supervisor West states thank you.

Chairman Jones states does anyone have anything else? Thank you Mr. Kee for all that you do. We just appreciate what you all are doing.

Mr. Jerry Kee states thank you.

Chairman Jones states alright we will go to number seven appointments.

Mr. Michael Johnson states item A Mr. Chairman is the Litter Control Council. We talked about it last month, Kim Marks recently resigned from the Litter Control Council. She was the appointed representative from the Jerusalem District and Dr. Edwards was looking for a successor to fill her unexpired term through July 1, 2016.

Supervisor Edwards states it didn't take long to find anybody. Mrs. Donna Beale volunteered for that and I think she will be good for that. She has always been very interested in that so I would like to appoint Mrs. Donna Beale.

Supervisor West states and with that recommendation I will second that.

Chairman Jones called for a vote which passed unanimously.

Chairman Jones states let's go to item B.

Mr. Michael Johnson states item B is the Board of Zoning Appeals (BZA). You see a letter of resignation from Mrs. Marie Sykes from the Board of Zoning Appeals. While this appointment is actually made by the Circuit Court, the Board has typically recommended candidates for the Court's consideration. Mrs. Sykes represents the Capron District and her unexpired term runs through September 30, 2016.

Chairman Jones called on Supervisor Phillips.

Supervisor Phillips states I am in the process of trying to find someone. I was wondering if you remembered how long Mrs. Sykes had served on the BZA?

Mr. Michael Johnson states Mrs. Sykes has been on the BZA at least 29 years.

Supervisor Phillips states I think a resolution would be in order to thank her for her years of service.

Mr. Michael Johnson states we will prepare one and bring it back to you next month.

Supervisor Phillips states thank you and I will have an appointment by then.

Chairman Jones states alright, thank you Mr. Phillips on recognizing Mrs. Sykes. Alright we will go to number eight reports; Financial Report, Sheriff's Office, Animal Control, Litter Control, Building Permits, Mr. Britt Treasurer's Report.

Mr. David Britt addressed the board. Good evening. We are still in the process of our collection efforts on delinquent taxes. As of October 21 we had issued 897 tax liens since mid-May. We have collected \$250,000. Out of those 897, 227 have come back as people unemployed or have been terminated from their job and that totals about \$94,000. The personal property one year ago at this time was \$510,000 which was 97.82 % collection. This year it is currently \$622,000 which is 97.52 % collection. The real estate one year ago we had \$525,000 which was 99.60 % collection. This year we have \$487,000 which is 99.64 % collection. As far as Solid Waste, 2012 we still have an outstanding balance of \$52,000; 2013 we have \$177,000 and one year ago the 2012 was \$140,000. You all asked me to look into a few things for you concerning prepayments and discounts. I went and met with Ms. Wells in Isle of Wight County and this is something they do (He passed around a coupon booklet). This is something like a coupon book like a mortgage payment coupon book where you tear out a copy and mail it in. What they do is print up a booklet for each account and mail them out to the people that are current on their taxes. They do not mail them to all of the taxpayers. Ms. Wells said they did that the first year and it was very confusing to the people that were delinquent and there was a lot of mix up. People were thinking they could pay on the current year before the past dues. So what they started doing was sending them out to the current taxpayers. The cost for these including postage and the construction of the booklets cost \$6000 - \$7000 a year. What they have been able to generate through the prepayments between personal property and real estate generated close to \$1 million. You have to take into consideration the demographics of Isle of Wight County as well as how big their budget is. I think their tax roll is close to \$37 million to \$39 million. With that being said, that is about 2.75% of the tax roll. If you equate that to Southampton County and take 2.75% of our tax roll which is about \$19 million

this year, that comes to about \$550,000. Also, I sent out on our message board through our association asking what localities provide discounts and what localities provide some type of prepayment incentives like these coupons. I only had about eight responses. None of them responded back stating they provide discounts for early payment. A number of them responded back stating they do not do the coupon booklet. I had one Treasurer say she understood her software can provide and create the booklets but that is a different software than what we have here. I am thinking we could do a different alternative. Instead of a booklet we could do a sheet of paper where people could cut the coupons off. One other comment that I had was from Hanover County. What they were saying if we had a question regarding the need for money earlier we could also look at moving due dates around which other localities have done in the past. With that being said, does anybody have any questions?

Chairman Jones states any questions for Mr. Britt?

Supervisor Phillips states I would say thank you very much for doing what you have done. Some of my constituents had mentioned the payment booklet, but we will take your information into consideration; thank you.

Mr. David Britt states thank you.

Chairman Jones states thank you Mr. Britt. Mrs. Carr do you have anything.

Mrs. Amy Carr states no sir.

Chairman Jones states Cooperative Extension, Solid Waste Quantities, and Personnel Mr. Johnson.

Mr. Michael Johnson states there are a couple of items to report. Mr. Chairman the first is one employee was hired effective October 15th in the Sheriff's Office, Richard Harvey, at an annual salary of \$35,594. There was one retirement effective September 1st in the Sheriff's Office, Ms. Beverly Barnes.

Chairman Jones states okay we will move on to number nine, financial matters. Does anyone have any problems with the bills? We have to pay the bills.

Supervisor West states I think the bills have been audited properly and taken care of and we need to pay them on time. I make a motion that we authorize payment of the monthly bills.

Supervisor Edwards seconded the motion to pay the bills in the amount of \$1,458,046.63 to be paid by check numbers 138041 through 138392. The motion carried unanimously.

Chairman Jones states let us go to number ten, public hearing.

Mr. Michael Johnson states Mr. Chairman our first public hearing tonight relates to a request for a comprehensive plan amendment by JDW Development of Virginia. This public hearing is held pursuant to Section(s) 15.2-1427 and 15.2-2204 of the Code of Virginia, 1950, as amended to consider a request by John David Williams, JDW Land Development LLC, owner, for a Comprehensive Plan Amendment from Agriculture/Forest/Open Space/Rural Residential to Commercial. The property is a 3.2 acre portion of a 160-acre tract known as Tax Parcel 74-32, located at the intersection of Meherrin Road (SR 35) and Ridley Road (SR 731). The notice of public hearing was published in the Tidewater News on October 12 and October 19, 2014 as required by law. After conclusion of the public hearing, the Board of Supervisors will consider the comments offered tonight and will proceed to approve, deny or defer action on the request. We have with us tonight Mrs. Beth Lewis who is the secretary of the Planning Commission who will bring you the report and recommendation from that body.

Mrs. Beth Lewis states good evening. This is a request for a comprehensive plan amendment from agricultural to commercial for a 3.2 acre piece of property at the intersection. The Planning Commission held a public hearing and with a recommendation 6-2 to the Board of Supervisors that they accept this application. This is an intersection of two major roads in Southampton County. That is an appropriate location for something besides a family residential or agricultural if you are looking at economic development for the county. The applicant has been in contact with

the Virginia Department of Transportation (VDOT) numerous times over the last several months. He has created a traffic impact analysis that has been approved by VDOT for improvements to the plan's accesses to Meherrin's road. There were comments at the Planning Commission meeting concerning issues with the school traffic in the morning and afternoon and the proximity of a convenience store to school students. Having a convenience store near a High School and Middle School is not an unusual land use development pattern in many places. I understand the schools do not permit the students to leave campus at lunch time to get lunch off campus so concerns of students running across Meherrin Road to get to the convenience store is more of an enforcement problem on the school's side of the road than on the convenience store side of the road. This is a comprehensive plan amendment request. The Planning Commission has had a comprehensive plan update underway for a couple of years now. That intersection, showing on the draft plan, all three of the undeveloped quadrants is color coded for commercial activity. It doesn't make sense in a lot of places but it makes sense there. There are two major roads. There is an overpass there and accesses on and off the highway and if you are going to have commercial development you would put it at the intersection of two busy roads. Meherrin Road isn't a very busy road but in Southampton County it has a lot of potential for traffic. There are about 1500 vehicles a day that travel that section of Meherrin Road. As you think of your use of a convenience store and a gas station you would probably see that you seldom go to a gas station when you are not on your way to or from somewhere else. The traffic that this convenience store/gas station would generate is in large part traffic that is already on the road. Its people already going somewhere; it is not a physician's office, attorney's office, or a bank. You get gas and you buy soda to or from wherever you are going. There may be some additional traffic generated by this, but I think if we look at this logically, most of the users of this facility are already on the road. They are just going to pull off to get there. The Planning Commission did make a recommendation 6-2 to approve this request. The applicant and his consultants are here if you have any questions.

Chairman Jones states does anyone have any questions for Mrs. Lewis before she steps down?

No response.

Chairman Jones states okay thank you. This is the public hearing. Is there anyone for or against this application?

Ms. Mallory Taylor addressed the board. Good evening Chairman Jones and members of the Board of Supervisors. I am Mallory Taylor and I am here tonight on behalf of Franklin Southampton Economic Development in support of Mr. Williams's comprehensive plan amendment. Our core mission is to support new capital investment and job creation in the Franklin/Southampton County community. Focusing on key corridors in interchanges and preserving them for development is critical to our future. Highway 58 is an important resource to our community and one we should reserve for concentrated development. Based on preliminary maps that our office has seen it appears that in the current draft comprehensive plan scheduled for review and approval in the next few months, this area is recommended for commercial development. We would respectfully request the Board of Supervisors to give favorable approval of the requested comprehensive plan amendment. Thank you.

Chairman Jones states thank you. Anyone else?

Mr. Ash Cutchin states I have a question?

Chairman Jones states you have someone ahead of you.

Mr. Ash Cutchin states I am sorry, go ahead.

Ms. Vera Dawson addressed the board. Good evening gentlemen. My name is Vera Dawson and I am in favor of the request. I am not convinced that it will impose a greater traffic risk than any other business intersections in the state. I am in favor of economic development and I think this would be a great opportunity. It may even lower the tax rate and I am all in favor of that. Thank you.

Chairman Jones states thank you very much.

Mr. Ash Cutchin addressed the board. I just have one question. In a situation like this that happens at intersections up and down the interstates, if there is increased traffic off of Route 35 and Highway 58 to the site, how long typically before a traffic light is needed on Route 35 and who pays for a traffic light in this situation. Would it be the county citizens, VDOT, or the landowner/the property owner? That is my question.

Mrs. Beth Lewis states if I can answer, the traffic study that is required by VDOT looks out into the future. This traffic study looked to the year 2021. That included this development and the planned growth in that area looking at the history and looking into the future. Even in 2021 with the planned growth, the traffic foreseen at this intersection comes nowhere near a warrant for a traffic signal. It is kind of hard to imagine but in Southampton County there are only three fully functioning traffic signals. Two are on Highway 58 and one is in front of Ivor Furniture Store. Those roads carry over 15,000 vehicles a day. Meherrin Road today carries about 1,500 vehicles a day. In the foreseeable future there is not going to be enough traffic at that intersection to warrant a signal light. If you think of the way the school uses the property and people come and go from the school, there is about 30 minutes each morning and 30 minutes each afternoon that there is traffic. That is an hour a day, five days a week, and maybe 40 weeks a year. A traffic signal works 24 hours a day, 365 days a year. So, to try and solve a couple hundred hours a year problem with a 365 days a year solution is not necessary. I think Supervisor Phillips sat with one of the representatives with the sheriff's office and with the sheriff's deputy directing traffic all of the school buses and about 20 passenger vehicles were out of the school property in 8 minutes. That is how long of a problem we are talking about. It is not in the applicant, Mr. Williams's best interest to have crashes in front of his business. No one will be able to get in and out. It is not good business for him. The recommended configuration of the property which is more a zoning question than planning is to have right in, right out access to the property from Meherrin Road. That means if you are on Meherrin Road and you want to enter the property you have to be coming from Boykins to turn in and you have to want to go to Courtland to turn out. You can turn down Ridley Road where there will be a secondary access but there are turn lanes to go onto Ridley Road and to get off of Ridley Road onto Route 35. Even in the future, should this develop and the rest of the area develops, a warrant for a traffic signal isn't foreseen at all.

Chairman Jones states thank you Mrs. Lewis. Anyone else?

Mr. Jason Fowler addressed the board. Good evening my name is Jason Fowler and I live in Courtland. My concern is for the students, traffic, and teachers at the school exiting the site there. I know Mrs. Lewis states the traffic is only eight minutes, but it only takes a second to have an accident. She stated the traffic signal wouldn't be warranted by traffic counts and I would agree with that; however, there is a political warrant for traffic signals to be installed. You get enough people who want a traffic signal and talking to the right people, a traffic signal gets installed. The cost of that signal would be bared by the county and the transportation budget through VDOT. It would just take away from other areas of maintenance. Another concern that I have would be currently there is a man during the school hours that is actually controlling traffic for the buses and other vehicles entering the school; is the traffic that is led to the school site, will that take precedence over the new businesses coming in and how would that be handled? During that time period would you be able to make a left onto Ridley Road. I know a couple of times that I have been up there the left turn lane is where the police office would sit and direct traffic. So, my concern is just for the school. I agree with economic development but I want to make sure everything is looked into.

Chairman Jones states thank you.

Supervisor Phillips states Jason, you seemed to know or may know, what would a traffic signal there cost?

Mr. Jason Fowler states probably about \$250,000.

Supervisor Phillips states okay, thank you.

Chairman Jones states alright, anyone else?

Mrs. Ann Pittman addressed the board. Mr. Jones I am Ann Pittman and I live on Ridley Road and

Mr. Faison is my Supervisor. I am a resident of Ridley Road and I am concerned with the possibility of a convenience store being built at the intersection of Ridley Road and Meherrin Road. There are already traffic issues at this intersection and adding more traffic is a recipe for disaster; especially where our Middle and High School children are concerned. That is two schools. Please think about some of these issues. Most school traffic and all bus traffic use the entrance to the schools off of Meherrin Road. The proposed convenience store is going to be located across Meherrin Road from this entrance. Deputies are dispatched there daily to direct traffic in and out of the school due to the volume of traffic. Can you imagine how much more traffic there will be by adding a convenience store. Is it worth the safety of our children? The store will be located within a school zone on Meherrin Road. Among other things I assume the store will be selling tobacco and alcohol. Do we want our children exposed to these things across the street from their school? What about after football games and basketball games or between school and practice; they might dash over for a gatorade. We all know people will frequently visit the store because we are in Southampton County and they will have guns in their vehicles especially during hunting season. I would assume there is a law prohibiting guns within a certain distance of school property and certainly within a school zone. Do we really want firearms in vehicles in a school zone this close to our children. I am a committed resident to the area and understand the need to broaden our tax base and generate more revenue for the county. I understand that Ms. Jarratt and Ms. Lewis are in charge of bringing in businesses to our county to help generate more revenue and I appreciate their efforts, but not at all cost. This is not the place for a convenience store. If the convenience store is desired on Highway 58 at that intersection, there is property on the north side of the bypass that is more suitable, less congested and I believe the state probably paid to have that access and egress to James Flowers Exxon. It is a nice location. The Planning Commission did pass their vote on this project but the vote was close. There was clearly some dissention among the members and there was no one from the school system or the sheriff's office at that meeting. You do need their feedback from both of these entities before you can make a decision. They will both be impacted. During the last meeting, a member of the Planning Commission simply said if there is a problem they can put up a light. Just consider the danger of a stop light beside a school, after a blind curve, on a 55 mph highway where hog trucks and log trucks travel on a regular basis. The stop light may stop somebody but the trucks are going to turn them into an accordion. The proposal introduced by Mr. William's associates offer a right turn only coming from Boykins and a left turn issue was solved by other turns coming off of Ridley Road. Guess what; people are going to take a left off of Meherrin Road onto Ridley Road so they can then take their right turn into the convenience store. This was not a solution at all. I strongly encourage you to oppose this proposal. Thank you so much.

Chairman Jones states thank you.

Ms. Annetta Moore addressed the board. Good evening gentlemen. My name is Annetta Moore and I am also represented by Mr. Faison. I live on Moore Drive which is off of Ridley Road. I am also concerned about the safety of our student drivers. At Southampton High School, we have a policy in place. It has been there for several years now, but we do not allow student drivers to make left hand turns into the school's main entrance off of Highway 58 or out of that entrance in the afternoon. They can only make right hand turns. That policy was put into place because of a number of accidents involving our students either trying to get into the school in the morning, of course running late and trying to beat the bell or trying to leave in the afternoon to get to work. We currently funnel all of our traffic once the school buses leave the bus parking lot down the access road. We do that in the mornings and we do that in the afternoons as well. The only left hand turns that can be made into the school's parking lot are made by parents not by student drivers. My concern is at this intersection; not just when school starts in the morning or when it closes in the evening, but during other school activities as well. Ms. Pittman mentioned football games but there are other activities. Remember your own years in high school when you came in and out and they will be using that particular entrance. I myself make sure I am through that intersection by 7:15 in the morning because it is a nightmare and that is being generous in the description. My own children are graduates of Southampton High School and just crossing Route 35 to get into the high school that is straight across they have nearly avoided accidents on numerous occasions. If this is indeed approved, I think a stop light is certainly and most necessary to protect the most vulnerable and the most inexperienced of our drivers. It is too late once an accident occurs to go back and say we should have or we could have. Let's make sure that isn't an issue. Thank you very much.

Mr. Rick Francis addressed the board. Hello and good evening. My name is Rick Francis and Mr. Carl Faison is my representative. I am interested in all new business and I agree with the change in the comprehensive plan and that the land needs to be put into production. However, I will echo the last speaker and Mr. Fowler who indicated the concerns for the students there particularly because of that bottleneck. As you go up I am just as much concern about the people that are trying to turn left off of Highway 58 onto Route 35. That is where I use to have my closest calls where people had been waiting in line so long now they are trying to push it across there as they go. That seems to be a problem that I don't think would be reduced any with the additional traffic making that turn. I think there will be more traffic coming off of Highway 58 making a left turn. I am afraid as a past student, given any opportunity I am going to walk over to the convenience store if there is a break between sports in the evening as well. I am not sure how we are going to protect them crossing. Perhaps, maybe 45 mph all the time through that stretch may be an additional solution. I am for that business but I am concerned about the safety issues with the kids and those pushing it late to school.

Mr. Gene Drewery addressed the board. Good evening Mr. Jones and members of the board. Sheriff Stutts couldn't be here tonight. Mr. Phillips had contacted us and I am going to read a letter that Sheriff Stutts composed regarding the stance on this issue. Mr. Chairman and gentlemen of the board, I regret that I was unable to attend tonight's meeting. I am enjoying our first true family vacation in ten years. I have asked Major Drewery to share my concerns with the board about the proposed convenience store at the intersection of Ridley Road and Meherrin Road. The intersection is not a location with a history of traffic accidents and Ridley Road is a lightly traveled secondary road. However, the addition of a convenience store or any business with significant traffic increased at the proposed location would create a dangerous situation during the periods that students and faculty enter and exit the school grounds. The customers drawn to the store from Highway 58 would be entering an intersection mixed with school buses and young inexperienced drivers. If the business is not intended for tractor trailer traffic, rest assure that all of the trucks will stop and park on Meherrin Road which is already a constant enforcement problem on both eastbound and westbound lanes of Highway 58 at the 7-Eleven near Courtland in spite of signage that is in place to prevent it. My particular concern is vehicles crossing Meherrin Road to access the school from the store and vice versa which again would be during the busiest times of 7:45 a.m. to 8:15 a.m. and 2:45 p.m. to 3:25 p.m. approximately. Thank you for the opportunity to share these concerns. I am sure that Major Drewery can answer any questions that you have. Respectfully, J. B. Stutts Sheriff.

Chairman Jones states alright, does anyone have any questions? Thank you. Anyone else?

Mr. John Burchett addressed the board. My name is John Burchett, I live in Sebrell and Bruce is my representative. If it is alright with you all I would like to clear up one thing. I think most of you all read the Tidewater News. The editor of the Tidewater News put something in there... I don't know what drove it but he said that some of the people who are opposed to this changing of the zoning may have an ax to grind with the landowner. Now, since I am probably the most vocal person about this thing, I felt that I needed to clear the air about this. I know David Williams. I talked to him five years ago near where they are going to build the store; nice guy. We talked about hunting and I talked to his son and he gave me his phone number. He stated I could call him if I needed to go onto his property to get some of my dogs because on occasions my dogs ran the deer. I didn't have a problem with David Williams until this came up. Now I have a problem. Also in that same article of the Tidewater News the editor pointed out another unsafe condition on Highway 58. I am not sure how another unsafe condition makes this one more palatable. You can be sure that I will be talking to the school board about what he brought up. I don't travel Highway 58 in the morning during that time so I didn't know about the problem children were having crossing the two lanes of Highway 58 to get into the school. They shouldn't be doing that if they are. Now, that is done, Beth I know your job is throughout the administration and you do a good job but to say that this convenience store is not going to pull heavy traffic off of Highway 58 to go get gas or to get a beer or to do whatever you want to do I don't understand how we can come to that conclusion; that we are not going to increase the traffic greatly and we all know that the traffic on Highway 58 is increasing every day. We built this overpass, I don't know 25 years ago, some of you all are smatter then me; I can't remember exactly when; to protect the children across from Highway 58, not to be a magnet to draw more traffic to the schools. That is what is going to happen if we build this convenience store. Somebody else mentioned the first thing that I would do if I was building a convenience store is apply for a liquor license, beer license, alcohol. That would

be a normal thing to do. Also, we are talking 3.2 acres. I believe the original proposal was for 40 acres. Now have you heard the old saying after you get your foot in the door? Now, once these 3.2 acres is rezoned and a small strip mall, service station, and fast food station is built there will be additional request to expand. It is the old foot in the door and it usually works because the damage is already done. Just keep that in mind if you would. Keith Tennessee at the Planning Commission pointed out there will be possible robberies at these stores and gas station creating dangerous circumstances close to schools possibly causing the schools to shut down; all the bad scenarios. We are in the process of... I think the state is getting ready to put out a bid for an overpass at the junction of Business 58 and Highway 58 going into Courtland and we are doing this in the name of safety. We are going to spend \$29 million to make things safer on Highway 58 but then we are going to turn around and make things unsafe for our most vulnerable people in our community which are our children and that bother me. I talked to VDOT after the Planning Commission had their vote. I went and talked to Mr. Kee. That is who was here tonight right, Mr. Kee. Well, I went and talked to him and I talked to the Residency Engineer about the studies that were done and I asked who did the studies? They said the Williams Development LLC paid for the studies. You know it wasn't exactly an independent study. The state signed off on it, but if I was a developer and I paid somebody to do the studies I think I would expect a favorable conclusion and he got it which is what he should expect because he paid for it. But, to shut your eyes to the possibility and God forbids I hope that if it is approved and built there are no problems, but realistically coming to that conclusion I don't see how you could. Other alternatives; Mrs. Pittman pointed out the old James Flowers location. David Williams also own land on the opposite side of Highway 58 going towards Courtland on the right. I pointed this out at the Planning Commission and I think one of his planners said he didn't have access from that land onto Route 35 so it didn't make a valuable solution. I don't know... I pulled out the land maps from the county's Clerk of Court. It was hard, according to the old maps and surveys, it was hard to determine where the lines were and he may not in fact have road frontage. It was really close and I was just wondering if he had went to the people who owned the land beside him and find out how much it would cost for a small strip. It wouldn't take much for an access to his land which is a sizable piece to build his store and whatever else he wanted on the other side of the road or maybe he could check and they possibly would want to sale him that whole corner which would really be a big piece. That would be nice for a development. Also, another possibility for access would be to make the access lane to Route 35 coming from Franklin on Highway 58 and make it a two way where someone could make a right onto that two lane road and then take a left into his property if he so chose to develop that. I believe that there is a 200 foot access on Ridley Road. I don't know if you all have ridden by there and looked at it or not. I have looked at it a couple of times. If you take a left onto Ridley Road there is a real sharp curve and then David Williams's land is up on the right really steep. That would have to be very expensive to build a 200 foot long access lane into that property. That would have to be very expensive. To me it would be. To me it would be cheaper to move it to the other side and get VDOT to double lane the access lane and have another valuable location to build his convenience store and small strip mall. I appreciate the opportunity to speak and I would like to say what I say is my words only and I am not speaking for anybody else or on anybody else's behalf. Thank you.

Chairman Jones states thank you. Anybody else?

Mr. Brian Lane addressed the board. Good evening my name is Brian Lane and I am here tonight to talk about the merits of the application. One thing I would like to point out is right now this is a land use issue and that is all I am prepared to talk about on this part of the public hearing. There is a lot of good concerns that were brought up on safety like traffic, the schools, and what this site may or may not generate. Right now, this application that we have in front of us is a land use issue. One thing I would like to point out, before this was submitted, we were aware that the comprehensive plan amendment that you have in front of you today does call for this type of development on this property. That is why we are here tonight. We felt like this property warranted it and the county wanted it and it is a big investment. It is a big investment for the owner and everyone involved. I am a paid consultant, that is what I do, but I do have to follow certain guidelines and I have a stamp and a seal and I have to follow certain things and there is nothing in that report that is not warranted or untrue and I stand behind that. Now, one thing I wanted to point out, the property that is in question is 3.2 acres that is zoned A-1 at the corner of Mr. Williams's property. You can see the overview shows the current school's location and how it egresses and ingresses onto Meherinn Road. One thing that you have heard tonight there are some considerations for traffic for the land use. VDOT reviewed the report in two different ways; one

for a comprehensive submittal and then one for a rezoning submittal. On the comprehensive submittal there were concerns with the traffic on Meherrin Road. Egress and ingress into the site would be limited on Meherrin Road as right in and right out only. That is a controlled egress and ingress usually with a raised styling. That is what was proposed and that is what was approved. The egress and ingress onto Ridley road is in this area; that is further down off of the property and meet the site distances for safety.

Mr. Brian Lane turned the display around so the audience could see.

Mr. Brian Lane states this display right here just show a little bit more detail of the proposed plan. It basically shows the same thing. It is just blown up and probably a little easier to read than what you have in your package. They are the merits of the application and we really have all the green lights. We have the green light from staff. We have the green light from VDOT. All of the reports were prepared, submitted, reviewed, re-submitted and comments made and finally approved. These concerns were not taken lightly. We have additional concerns that were brought up in the Planning Commission meeting that was last month and we feel like we have addressed those. That is what I am here to talk about tonight on a technical merit with no obligation on the property whatsoever other than to the best of my ability to try and answer your questions and concerns. Now we also have our traffic consultant here tonight and if there are any traffic questions regarding the land use he is available to answer those. Thank you.

Chairman Jones states alright, anyone else?

Mr. Jarrad Fisk addressed the board. I live on Ridley Road and my name is Jarrad Fisk. I support Mr. Williams all the way. Thank you.

Chairman Jones states anyone else?

There was no response and public hearing was closed.

Chairman Jones states what do you say board. Supervisor Faison this is in your area.

Supervisor Faison states I have the same concerns that I have heard tonight about the safety. I have to acknowledge the work that has gone into preparing this and addressing the issues that have been presented. I appreciate what Mr. Williams and everyone else has done to address those issues. I still maintain concern for the safety and all that is there but when you look at the entire picture I guess I would have to go along with it. I approve it.

Chairman Jones states any other comments?

Supervisor Edwards states what was your last statement there.

Supervisor Faison states I would have to agree with it.

Supervisor West states I am going to say as an endorsement to what Mr. Faison said that I suppose any place in the county whether it is an intersection that you would find yourself some concern for the intersection because that does create more traffic hazards. Ideally this business is good for the county because people will be able to spend dollars here instead of the City of Franklin which we do share revenue with but it will be in the county and I think it will be a benefit to the school. I did hear one lady that was concerned and I thank you for that and I am looking at you now and that was from the school but I have heard some other comments from other school members as well. I favor the application and I think it is the right thing to do at this time. We cannot legislate safety; period. Mr. Burchett I am talking about or maybe it wasn't you talking about robberies and guns or someone... that is going to happen. How can you foresee things like that? You can't. With that being said, I favor it and I think it is a good thing and I think it is well thought out and well planned and I look forward to the association in the county with Mr. Williams and this new business.

Chairman Jones called on Supervisor Edwards.

Supervisor Edwards states I have one comment. This process started back in February when Mr.

Williams and his associates came to the Planning Commission. They weren't well organized and they said what can we do to make this a good project. They sat down with Mrs. Lewis and the Planning Commission and they went through all of the proper steps; the Planning Commission, VDOT, and they have all of their I's dotted and T's crossed. They have done everything according to the law. This is an area that we have picked out for commercial development and therefore I am 100% for it. I think it is a good thing. Like Mr. West said, you can't legislate safety all of the time. We are going to be on the lookout for problems but I can't see how you can turn this application down because they have done everything right down to the "T" that they should have done. Their concern was safety too so I am going to vote positive on this.

Chairman Jones states any other comments before we vote?

Supervisor Updike states this is one of the hardest decisions I have had come before me because I am always going to vote with the citizens of my area and what they want. It is not what I want but what the citizens want. I try to keep that as my foremost concern. My concern like the speakers tonight is safety. Remember only a couple of years ago when a kid, excuse me for using the word kid but a child was ran over by a bus. How many, even though I think they received \$6 million or \$4 million from it, how many of us are willing to forfeit our child for any amount of money. That is my biggest concern. My other concern is where is the school board/school administration; I haven't heard anything about them even discussing the issue. They are responsible for the safety and education of our children. By default, by the citizens not speaking up against this project I will have to go along and approve it but it is against my personal opinion. We shouldn't be selling our children's safety. Why don't you just put another accident there in front of them to happen? Just ask yourself tonight, would you put your children in front of traffic. But, as a result of the school board, the school administration, the people in my district's lack of interest and concern for the safety. If they want to put our children in harm way, I cannot say we can't do it. I will reluctantly go along with it but with me kicking and screaming against it.

Chairman Jones states are there any more comments? If not, I need a motion.

Supervisor Edwards states wait do we need a two part motion?

Chairman Jones states no.

Supervisor Phillips states we have another public hearing.

Supervisor Edwards states okay. We have to approve this comprehensive plan in order to move to the next step?

Chairman Jones states right.

Supervisor Edwards made a motion to accept the Planning Commission recommendation to approve the requested Comprehensive Plan amendment.

Supervisor Faison seconded the motion which carried unanimously.

Chairman Jones states we have a second part, 10B.

Mr. Michael Johnson states the second public hearing, Mr. Chairman, is related to the zoning map amendment by JDW Development of Virginia. This public hearing is held pursuant to Section(s) 15.2-1427 and 15.2-2204 of the Code of Virginia, 1950, as amended to consider a request by John David Williams, JDW Land Development LLC, owner, for a Zoning Map Amendment from A-1, Agricultural, to CB- 2, Conditional General Business District, to construct a 3,500 square foot convenience store/restaurant with five (5) fuel pumps, and up to 20,000 square feet of retail uses. The property is a 3.2 acre portion of a 160-acre tract known as Tax Parcel 74-32, located at the intersection of Meherrin Road (SR 35) and Ridley Road (SR 731). The notice of public hearing was published in the Tidewater News on October 12 and October 19, 2014 as required by law. After conclusion of the public hearing, the Board of Supervisors will consider the comments offered this evening and will proceed to approve, deny or defer action on the request. Again, Mrs. Lewis will provide the report and recommendation from the Planning Commission.

Mrs. Beth Lewis states for the zoning map amendment this is perhaps the time to look at scale. This is a 3.2 acres piece of property. The opening of the Loves Travel Center on Highway 58 helps make scale more apparent. That site is 20 acres. This is 3.2 acres. This couldn't be the Loves Travel Center if it tried. There is just not enough space. Mr. Williams' request for a 3,500 square foot fast food restaurant/ convenience store is the size of a typical 7-eleven. There will be up to 5 pumps which would be 10 fueling stations. All of them built for passenger vehicles not for tractor trailer trucks and up to 20,000 square feet for other retail uses in the strip center. If you think of Jack Randall's building across from the Food Lion on Highway 58 that is about 12,000 to 14,000 square feet. This would be about a half as big as that. That helps to look at the scale somewhat. Mr. Williams did include in his request conditions that disallow certain uses. The more objectionable zoning uses permitted by the zoning ordinance including adult establishment, pool halls, funeral homes, and all sorts of automobile sales and services, repairs, storage, and used car lots, boat and trailer sales and storage, fortune tellers, manufactured home sales, motorcycle sales, muffler sales, flea markets, radio stations, and rental of uhaul trucks. Those types of uses are disallowed from his request. This request is for something that is a little more than 1/7 the size of the Loves Travel Stop. Of course there will be tractor trailers that come to this piece of property. They deliver fuel, they deliver goods that are sold in the convenience store, and there may be a tractor trailer driver who wants to stop here just like they may want to stop at any other convenience store or dairy queen. But with the configuration of this property, the location, and the means you would have to use to get in and out, this is not going to be convenient for tractor trailers to use as a truck stop. The entrance to the property on Route 35 will be right in, right out. Sometimes that is just painted on the surface but this will be a raised surface. I guess in a big enough vehicle you could drive over the curve but that is not going to be something people will want to do on a regular basis in a passenger vehicle. They have met all of the requirements of the zoning ordinance for this request. They have met all of the requirements for VDOT for this request. The Planning Commission made a favorable recommendation with a 5-3 vote recommending that this board approve this request.

Chairman Jones states thank you Mrs. Lewis. This is the public hearing. Is there anyone for or against this application?

Ms. Mallory Taylor addressed the board. Again, good evening Chairman Jones and members of the Board of Supervisors, I am Mallory Taylor and I am here tonight on behalf of Franklin Southampton Economic Development in support of Mr. Williams's rezoning application. Mr. Williams has complied with all of the recommendations of the Southampton Planning Commission regarding the size and scale of this project. In addition, Mr. Williams has complied with all of the recommendations of VDOT regarding safe entry and exit of the property. Mr. Williams's project is in compliance with all of the applicable portions of the county code and will start development along a critical corridor. While public safety is the utmost concern to all of our residents and our community, Mr. Williams has done all of the necessary due diligence to ensure his site is compliant with all safety and zone requirements. Again, we would respectfully request that the Board of Supervisors give favorable approval of the requested zoning application.

Chairman Jones states thank you, anyone else?

Mr. Ash Cutchin states I have another question? If time and again, a couple of the drivers from log trucks or any other type of tractor trailer decides it's a nice place to stop and get a pepsi and a moon pie is there adequate space on the property to enlarge it to make a provision for them or are they going to make it so difficult they won't stop? My next question is, for those of us who conceal carry is it within the 1,000 feet of the school? Has anyone measured the distance from the school so that anybody who stops there with a firearm in their vehicle or on their hip isn't in violation? Is that even a consideration? I notice that the sheriff is opposed to the project. That is just a question I am asking. Thank you.

Mr. Gene Drewery states the sheriff didn't say he was opposed to it. Sheriff did voice his concerns.

Mr. Ash Cutchin states alright, okay. I misspoke then, sorry. He shared his concerns.

Mr. Charles Smith addressed the board. Good evening my name is Charles Smith and I am the engineer who authored the traffic study representing the owner. As you are probably aware, traffic

studies in Virginia, a traffic study like this, the genesis of it is from a legislative action from the State of Virginia requiring such studies that lays out a very detailed process. Even though we are a private consultant that works on behalf of the owner, we work hand in hand with VDOT. They oversee what we do and in addition to the state requirements there are numerous technical requirements that go into the study and it is VDOT's responsibility to verify that we are meeting the state and technical requirements. As you know, we have met all of those requirements with the study. Mrs. Lewis has summarized it a bit and I just want to add a few things. The access points that we have as a result of the study are a result of what we refer to as access management. This is something that comes down from the state as such that we provide the best and safest access to any site. Generally speaking that means normally as much as possible the access on the main road, which is what we did with the right in, right out on Route 35, and then the intersection of Ridley Road there is a left turn lane currently onto Ridley Road. We have verified that the distance of that storage lane is adequate even in the future and then we get most of the turns onto Ridley Road, the secondary road, the lower volume road. This has been an access management issue. It is a typical VDOT thing and we followed it and came up with a plan that would provide the safest and best access. As far as any other parts of the study if you have any questions I will be happy to answer them. I don't want to bore you with things that you may already know. I will say one thing. Somebody asked about a traffic signal. I wasn't prepared to answer that question and it would depend on utilities but my guess would be closer to \$150,000 than \$200,000 but it could be even less depending on the type of signal you wanted to install and any utility impacts.

Supervisor West states the question that he asked about a tractor trailer going in, is there enough space for them to come off of Highway 58 or Route 35 and traverse through the lot?

Mr. Charles Smith states he is the designer of the site and can give you a better answer.

Supervisor Faison states okay you are saying right in, right out on Route 35?

Mr. Charles Smith states yes sir.

Supervisor Faison states a person coming from Courtland and decides to go, what is there to say no left turn? Is it just a sign?

Mr. Charles Smith states no, there will be a raised concrete median built inside of that driveway. You would have to drive over that in order to turn left into the site. I guess you could but you would literally be driving over a concrete barrier.

Supervisor Jones states any other questions?

Supervisor Phillips states there was one concern and I think it could be a valid concern about the possibility of a truck stopping on the side of Route 35 either north or south bound. Who would be the one, whether the developer or the state, to decide to post no parking signs? I have seen that out here at the 7-eleven on Highway 58. Some people may still break the law but if they did that, because that could potentially be a sight distance issue for people pulling out, if a truck was stopped and they couldn't see and the driver just walked off over to the store. I would like to see that as part of the... I know we are not setting conditions tonight; we are simply voting pass or fail. I would say let us see if we can find a way to solve that issue.

Mr. Charles Smith states yes that kind of issue is outside of the preview of what we do during a traffic study. I am not saying it's not a valid concern.

Supervisor Phillips states I am sorry I was just addressing that.

Mr. Charles Smith states that is more of a VDOT issue but I think it is something that could be...

Supervisor Phillips states that would have to be something even after your plan is made it would still have to be reviewed by VDOT; even after tonight.

Mr. Charles Smith states correct.

Supervisor Phillips states okay.

Chairman Jones states is there anyone else?

Mr. John Burchett addressed the board. My name is John Burchett and everything I said before applies. I want to comment on what Glenn said about the school board. I have no idea why they haven't said anything. I thought about calling Mrs. Parrish and some members of the school board that I know but I didn't. I figured they would make up their own mind if it was in their interest to comment. I don't think it would have made any difference what they said. Anyway, I really don't think you all would have taken it into consideration. The sheriff has concerns. He is not opposed to it but he has concerns. Several people have concerns but you turn a deaf ear to them. In defense of the people that are here and the ones that are not in these seats, I retired five years ago and I have been here a few more times than I used to. People out there making a living and they are counting on you to do what is right; to protect their children. Once again, I speak from my heart and not from anybody else. I will pray that none of our children pay for our mistakes. Thank you.

Chairman Jones states thank you. Anyone else?

Mr. Brian Lane addressed the board. Good evening Chairman and members again my name is Brian Lane and we have heard some good points tonight. To answer your question regarding the signs along Meherrin Road, I just spoke with the owner and he is in favor of adding no parking signage on his side of the property on Meherrin Road. Just to be clear, this is not approval of construction plans, this is just approval of rezoning so there will be a second look at this. We do want to do what is right and I have been doing this for a long time and truthfully this is a tough county to come to and get things approved. I say that with respect; I don't say that any other way. When David first approached me on this we had to really pay attention to what we were doing. We were not involved with David on the first application. There were some things we talked to him about and we wanted to get a traffic report and we wanted something that was a good project. All I can tell you as far as safety is we have looked at every avenue we possibly can. We are well aware that we are across from a school. We know right where the property is. It is a large investment to get to this point of where we are today. Tens of thousands of dollars is not cheap; traffic studies, re-studies, engineering fees, I am not that expensive by the way, but there are a lot of fees involved so we don't take this lightly. We wouldn't have clients if we did take it lightly. We repeat business. We don't advertise we try to do a good job. What I want to focus on is what we are bringing here tonight we feel like is what the county really has asked for working with the county and through revisiting things and looking at certain things. They are all good concerns. Every one of these concerns about safety, I would be asking the same thing if my children went to that school, but I am here to say if we do receive a favorable vote there will be a second look at this and we will pay attention to the concerns in the best capacity that we possibly can. Thank you.

Chairman Jones states thank you sir. Anyone else?

There was no response and public hearing was closed.

Chairman Jones states what do you say board?

Supervisor Faison states I just want to reiterate what I said before, but I would like to point out as it has been, we are talking about 3.2 acres which is not a very large piece. As long as it remains 3.2 acres it is limited to what can be done there. I just want to emphasize that and as long as it doesn't go beyond that I have no reason not to approve it. I approve it.

Chairman Jones states is that a motion?

Supervisor Updike states wait a minute. I think tonight of all the people that came forward, Mr. Cutchin asked how close is this shopping mall to the schools. We, the Southampton County people, are known for hunting. They are going to have guns in almost every pickup truck that comes through. They are going to have guns even in cars. I am questioning just off the top of my head I don't think it is over 1,000 feet from Meherrin Road to the school. Is the sheriff going to have to sit there and write tickets for bringing weapons within the school zone? I haven't heard that discussed.

Supervisor Edwards states when you drive down the main highway you are closer than 1,000 feet from the school if you have a gun in your car too.

Mr. Richard Railey states I think you are confused about what the law is. You can't carry a firearm onto school property. That is a felony; period.

Mr. Ash Cutchin states I thought it was within 1,000 feet.

Mr. Richard Railey states no. You can't hunt in Southampton County within I think it is 500 feet from school property but nothing stops you from going... if it did think about it, every car that drives down that road with a firearm in it would be guilty and that is not what the law is.

Supervisor West states and we have to be law abiding citizens and that is not our responsibility at this point. I suppose there are people in here that carry a gun to church; so be it. That is not what we should... I mean the law is no guns in school period and there is enforcement there. The sheriff has already stepped up and is enforcing and directing traffic. We have someone there in the morning between 7:45 to 8:15 and in the afternoon 2:45 to 3:20 I think I heard. That being said, you have people there so you cannot legislate people doing dumb things and carrying guns to school and church or anyplace else. I don't see this as an issue.

Supervisor Faison states I agree with what he is saying but I would like to point out the sheriff volunteers to do that.

Supervisor West states yes I know.

Supervisor Faison states that is not something that he is compelled to do. I certainly give the sheriff's department a lot of credit for doing that.

Supervisor Edwards states Mr. Chairman what do we have on the floor now? What is before the board now? Somebody made a motion.

Chairman Jones states not yet.

Supervisor Edwards made a motion to accept the Planning Commission recommendation and approve the requested Zoning Map amendment.

Supervisor Faison seconded the motion which carried unanimously.

Chairman Jones called for a five minute break while several people exited the room.

Chairman Jones states we are back from break and will go to item eleven.

Mr. Michael Johnson states Mr. Chairman you see in your agenda packages a capital funding request from the Branchville Volunteer Fire Department seeking their FY 2015 appropriation of \$14,000 to pay down their loan on Engine 22. The attached spreadsheet illustrates the status of capital appropriations since FY 2000. As you will see, we are holding \$14,000 (FY 2015) in escrow for the Branchville Volunteer Fire Department. To date, we've collectively appropriated \$1,864,500 for fire and rescue improvements since 2000, and are currently holding \$490,500 in escrow.

Chairman Jones states Mr. Faison this is a capital funding request from Branchville. Would you like to make the motion?

Supervisor Faison made a motion to approve the capital funding request for the Branchville Volunteer Fire Department in the amount of \$14,000.

Supervisor West seconded the motion which carried unanimously.

Chairman Jones states number twelve.

Mr. Michael Johnson states item twelve is a Project Administration Agreement for the Nat Turner Trail and Sidewalks. You may remember having a public hearing last October and after that hearing you approved a resolution requesting the Commonwealth Transportation Board of Virginia to establish a transportation enhancement project (MAP-21 Transportation Alternatives

Program) to develop the next phase of the Nat Turner Trail. The resolution authorized submittal of a competitive grant application to acquire \$220,000 in federal enhancement funds which must be matched with other local funding sources (raised by the Southampton County Historical Society) of at least \$55,000. Project funding will be used to construct ADA (American Disability Act) compliant sidewalks leading from the Rebecca Vaughan House to 17 additional sites located in the Town of Courtland. The new sidewalks will facilitate pedestrians moving between 6 museums, the public library and the Southampton County Courthouse complex as well as the 17 interpreted Nat Turner Rebellion sites. Funds will also be used to develop and construct parking facilities at the Museum of Southampton History and Rebecca Vaughan House, which will function as the trailhead. The grant is actually awarded to Southampton County; we are simply functioning as a conduit for the Southampton County Historical Society. It will be up to them to meet the required \$55,000 match with funds they've accrued (and will accrue) including contributions they receive annually from Southampton County. VDOT has forwarded to us the Administrative Agreement, a copy of which is attached, for execution before they can make funds available for reimbursement. In addition to the agreement, it is necessary for me to include documentation of signatory authority. A resolution is attached for that purpose.

Chairman Jones states any questions on this? I have had one or two calls about funds coming from the county. There are no funds coming from the county as far as tax money other than what we give them during budget season and they do what they want to do with that. But, there is nothing coming out of tax money to do this. It is all grant money. The Historical Society receives their money like they always do. I just wanted to make that clear because I have had some people ask me about it. So with that, I need a motion.

Supervisor Faison made a motion to adopt the attached resolution authorizing the County Administrator to execute the Project Administration Agreement.

Supervisor Phillips seconded the motion which carried unanimously.

Chairman Jones states okay we will go to number thirteen.

Mr. Michael Johnson states as we discussed last month on September 16 we received competitive bids on the final piece of infrastructure to serve the Turner Tract – the sewer force main that will run along Rose Valley and New Market Road(s) to the Interceptor Pump Station on U.S. Route 58 near Shady Brook Trail. Three (3) responsive bids were received, with the lowest bid submitted by Mid-Eastern Builders, Incorporated. The base bid is for installation of a 6" force main for the entire length (16,858'), but we also asked for alternate bids for both an 8" and 10" force main. Included in your agenda packages you will see an analysis from the Project Engineer. He notes that a 6" force main is designed to serve only the Turner Tract (100,000 GPD) and does not provide capacity for future development beyond the current industrial park limits. The larger 8" and 10" options provide additional capacity (200,000 and 340,000 GPD respectively). The force main will be partially funded by a \$700,000 Community Development Block Grant with the balance funded by the Series 2006A Public Facility Lease Revenue Bonds. Remaining bond funds are sufficient to fund any of the 3 options, with the only difference being the amount of contingency left over at the end of the project. Under the terms of the Bond's Indenture of Trust, upon completion of the project, any remaining funds will, at the option of the County, can be used for one of four things. They can be used for additional infrastructure to serve the project; for instance, extension of a water line or sewer line beyond the limits of the Turner Tract to serve some other industrial project. They can be used to pay off interest on the bonds. They can be used to redeem the bonds if they are sufficient enough to do that, or they can be used to pay down principal on the bonds subject to bond counsel opinion in accordance to IRS regulations. Included in your agenda you see a summary that the engineer has provided you with regards to your options. He has included the capacity again for each alternative. He has included the cost per gallon per day of capacity and you see the caveats associated with that. What we are looking for is a motion to award the contract to the low bidder Mid-Eastern Builders and after your discussion for you all to specify which line you would prefer.

Chairman Jones states alright gentlemen, which line do you all prefer.

Supervisor Phillips states do we need a motion first.

Mr. Michael Johnson states don't need a motion until we know what size line.

Supervisor Porter states the question that I have is how much capacity does it leave?

Mr. Michael Johnson states very little. Enviva is probably less than 1,000 gallons a day right now.

Supervisor Porter states so unless we get a heavy user in the industrial park we won't get close to the 100,000.

Mr. Michael Johnson states it just depends.

Supervisor Porter states it depends, okay. If you want to go beyond that...

Supervisor West states Cypress Cove.

Supervisor Porter states well if we go to Cypress Cove we would probably come into Franklin.

Supervisor West states but you want to keep that option open.

Supervisor Porter states we have options. This is a hard decision right now because we are looking at the sewage study. We have other options to get sewage from this location by other routes. It may be smart to have some more capacity but I would hate to put in 340,000 gallons and we never come close to using 50,000 gallons; right now we are using 1,000 gallons and have 65% of the park full.

Supervisor Edwards states I say 10 inch.

Chairman Jones states alright anyone else? I need your input.

Supervisor Phillips states we are looking at expanding the Turner Tract and looking at land along General Thomas that this force main will come by that is currently open for development. We have the innovation building, the Hampton Farms.

Mr. Michael Johnson states that is already connected to Franklin just so you know.

Supervisor Porter states let's not go crazy. Let's look at the fact there are options to connect into sewer other than this. This is specifically for the Turner Tract and maybe the compromise is to go with the 8 inch so we do have capacity. But I just don't think right now looking at my vision into the future that I could support a 10 inch.

Supervisor West states tell me with Enviva in time they were initially going to fire up and needed more gas because of the wood pipe they were going to use. Is that correct? But then, they decided to use a different less drying process so that reduced the amount of gas they needed. The option was to... in other words if we pay for this and Enviva needs to get on board with the larger use of gas this enhances...

Supervisor Porter states this is sewage. This is sewer.

Supervisor West states you know what. Okay, I am sorry. That was dumb, but more or less the idea would be the same.

Mr. Richard Railey states there is always some gas in the sewer line sir.

Laughter in the room.

Supervisor West states good point.

Chairman Jones states alright, we need to decide if we are going with a 6inch, 8 inch or a 10 inch.

Supervisor Phillips states Mr. Chairman, if we opt for either the 8 inch or 10 inch if you look at the cost associated... I am looking at the gallons per day cost for capacity or cost per gallon per day I

believe is how it's read.

Mr. Michael Johnson states correct.

Supervisor Phillips states it is less than 1/3 if you went with the 10... for example, if you went with the 10 inch it would be \$4.36 per gallon where a 6 inch is \$12.00.

Supervisor Porter states yeah but let me point out one other thing, if you only use 50,000 gallons of capacity your 6 inch is \$24 per day and your other one is probably about \$35 per day. You're basing it on capacity that you may or may not use. What is to say right now if Enviva is the only client in there and you do 1,000 gallons per day it is \$120.00 per day for the actual usage of the pipe. You can't base it off of... I mean yeah...

Mr. Michael Johnson states their analysis is capacity not use.

Supervisor Porter states right. If I went ahead and was willing to take your logic why not build a 24 inch pipe and then I am only paying \$1 per day.

Supervisor Phillips states right but we built a new sewage treatment plant with that same logic. We have a plant that has the capacity for development.

Supervisor Porter states and we are trying to find a way to use that capacity.

Supervisor Phillips states right but I mean it is still... my comment would be if you build it you would have that capacity. If you under build it you will...

Supervisor Porter states but if you over build it and never use it than you are wasting money. You are throwing money away.

Supervisor Phillips states you are spending \$1.2 million for an 8 inch...

Supervisor Edwards states if you under build it and need more then you spend more money.

Supervisor Phillips states are there any plans to extend this beyond General Thomas Highway to Cypress Cove or anything or would you expect that would come from the city.

Mr. Michael Johnson states I think ultimately that will be up to this board and how you determine the best way to serve other parts of the county. I don't know how that will play out in years to come. The question is do you spend \$1.2 million for something that only gives you 100,000 gallons a day or do you spend \$1.35 million for something that gives you twice that capacity or do you spend \$1.48 million for something that gives you 340,000 gallons.

Supervisor Edwards states that is \$125,000 between the 8 inch and 10 inch so...

Mr. Michael Johnson states right and that is what you have to decide; what is the cost/benefit.

Supervisor Edwards states I would rather spend the \$125,000 and get the 10 inch.

Supervisor Porter states my thing is I could request a 12 inch and only spend another \$80,000 and I could go to a 14 inch and only spend \$50,000 more than that. I could use this logic to just buy anything. We have to be realistic and look at what we need. I don't see right now that we need 340,000 gallons of capacity in any foreseeable future in that area.

Supervisor Faison states we have three things to consider; 6 inches, 8 inches, and 10 inches. The 6 inch limits us to the Turner Tract. I think we would probably want to go beyond that. The 10 inch is unreasonable so I would suggest we do an 8 inch.

Supervisor West states I am in favor of leaning towards the 8 inch.

Chairman Jones called on Supervisor Updike.

Supervisor Updike states definitely 8 inches is more than adequate to serve the need.

Chairman Jones called on Supervisor Edwards.

Supervisor Edwards states I would rather we have it. I say spend the money.

Chairman Jones called on Supervisor Phillips.

Supervisor Phillips states I am trying not to make this too complicated, but we are heavily involved in the idea of shared services. If we are going to tie, or some portion of their capacity into our system, I think it would be very short sighted to do the 8 inch, I mean 6 inch.

Supervisor Porter states this has nothing to do with tying Franklin in so don't get that confused. Franklin's tied onto the main line along Highway 58 not through this spur.

Supervisor Phillips states that line in itself is how big?

Supervisor Porter states how big is the line?

Mr. Michael Johnson states this could potentially, I mean we are very early in the shared services study. Conceivably you could redirect the flow from the Armory Drive pump station and redirect that to this line and send it to Courtland that way. At this point, that has been discussed but we are too early in the study. Another idea has been to continue to funnel all of the flow in Franklin to their treatment plant to the master pump station then pump it back up South Street then down Highway 58.

Supervisor West states you know we are still talking about in the future and hopefully a soon future adjacent property to the Turner Tract. And, if indeed anything occurs where someone is acquisitioning any form you want to be able to provide the services there.

Supervisor Edwards states 10 inch.

Supervisor Porter states I think you are underestimating what 200,000 gallons of sewage capacity is. That is more than we currently use in the entire system. We are talking about it is only \$125,000. Yeah it is only \$125,000 but to me \$125,000 is...

Mr. Michael Johnson states it is about equivalent to everything that flows through Courtland. Courtland's average daily flows are right around 200.

Supervisor Porter states yeah so 200,000 gallons is a lot of capacity. The whole thing is if you get someone that is going to use an enormous amount 340,000 is not going to be enough.

Supervisor Updike made a motion to award the contract to Mid-Eastern Builders Inc. to install an 8 inch pipeline.

Supervisor Faison seconded that motion.

Chairman Jones states is there any more discussion before we vote on this motion? I have a motion for 8 inches.

Supervisor Updike, Porter, Faison, and West voted in favor of the motion.

Supervisor Edwards and Phillips voted against the motion. Motion passed.

Chairman Jones states alright let's go to number fourteen.

Mr. Michael Johnson states Mr. Chairman you may remember you adopted FY 2015 annual budget included funding to finance several necessary equipment purchases including school buses, a new refuse collection truck, four pickup trucks for the Public Utilities Department and a replacement computer server for general and financial administration.

In addition to competitively bidding each piece of equipment, we also requested VACo/VML Finance to competitively bid the financing terms for each purchase on our behalf. Please find a summary of each expenditure below, including the financial terms.

A. SCHOOL BUSES

The School Board has recently ordered five more Thomas Built buses from the state contract. They'll be receiving three 65-passenger buses for \$82,132 each and two 77-passenger buses for \$85,965 each. The winning bid to finance the buses was submitted by U.S. Bancorp with a 1.88% fixed term for 7 years (this compares with a 1.98% rate from Capital One last year). VACo/VML Finance will also receive a \$3,050 fee for their services in procuring the financing. The annual lease payments are \$63,727.90 beginning December 1, 2014 and continuing through December 1, 2020. Your FY 2015 annual budget included up to \$75,000 for the associated debt service.

B. REFUSE COLLECTION TRUCK

Mr. Council has ordered a 2015 Freightliner (Cummins engine) refuse collection truck equipped with a complete hoist assembly from Mid Atlantic Waste Systems for \$150,456.57; the contract was competitively bid through the National Joint Powers Alliance, of which Southampton County is a member. The winning bid to finance the buses was submitted by U.S. Bancorp with a 1.25% fixed term for 4 years. VACo/VML Finance will also receive a \$1,100 fee for their services in procuring the financing. The annual lease payments are \$38,636.97 beginning December 1, 2014 and continuing through December 1, 2017. Your FY 2015 annual budget included up to \$46,500 for the associated debt service.

C. PICKUP TRUCKS FOR DEPARTMENT OF UTILITIES

Mr. Julien Johnson has recently ordered four (4) new F-150 (4x4) regular cab, long bed pickups from the state contract (Colonial Ford Truck Sales, Inc.) for \$20,681.40 each. The trucks are equipped with a 3.7L V-6 engine for maximum fuel efficiency. The winning bid to finance the pickups was submitted by U.S. Bancorp with a 1.25% fixed term for 4 years. VACo/VML Finance will also receive a \$600 fee for their services in procuring the financing. The annual lease payments are \$21,242.56 beginning December 1, 2014 and continuing through December 1, 2017. Your FY 2015 annual budget included up to \$28,000 for the associated debt service.

D. COMPUTER SERVER

Mrs. Plyler has recently ordered a new IBM iAS400 computer server and uninterruptable power supply to replace some of our aging IT infrastructure. The total cost is \$30,054 which includes installation, as well as the associated hardware and software maintenance agreements for 5 years. The winning bid to finance the server replacement was submitted by U.S. Bancorp with a 1.478% fixed term for 5 years. VACo/VML Finance will also receive a \$250 fee for their services in procuring the financing. The annual lease payments are \$6,247.82 beginning December 1, 2014 and continuing through December 1, 2018. Your FY 2015 annual budget included up to \$6,582.00 for the associated debt service.

In order to proceed with the equipment financing, it is necessary for the Board to adopt the attached resolution authorizing the execution and delivery of a master tax exempt lease purchase agreement, and related instruments. In approving the resolution, the Board is also approving the terms and conditions proposed by U.S. Bancorp as described above and further authorizing and directing execution and delivery of any and all papers, instruments, opinions, certificates, affidavits and other documents and to do or cause to be done any and all other acts and things necessary or proper for carrying out the Agreement.

Chairman Jones states alright gentlemen do you have any questions?

Supervisor Porter states this is just the formality. I make a motion that we approve the attached resolution.

Supervisor Faison seconded the motion.

Supervisor Updike states I would like to make a comment. This right here is going to be the destruction and downfall of the county. Leasing is just kicking the can down the road like Ash Cutchin said earlier. It's like pulling wool over the citizen's eyes saying we only spending x number of dollars. It is a political election gimmick. We have to pay for the services we use when we use them. I will give you an example. Like those four pick-ups; you can't tell me all four of them went bad the same day and you have to buy four. You could buy one this year, one next year, and the following year. You know for a fact that the state funding is going to be cut but that bill is going to come and we are going to have to pay for it. The citizens are going to have to pay for it regardless because you have obligated yourself to a bill and then next year you could make the decision and say, we can't afford this pick-up. You are tying our hands and not making logical financial decisions. It's the same way with buses; next year who will say we will have a half million dollars for buses. We may not have enough for two or three. These lease agreements are like the building of California houses. It is a balloon payment that you can't get rid of. If you keep doing it year in and year out, buses as an example, at the end of five years you have raised the debt in the county over \$2 million and our yearly expenses is going to be \$500,000 for payments. Why not pay the busses off now and then you won't have a \$2 million debt at the end of five years; pay as you go. I will have to say no.

Supervisor Porter states this is just rehashing what we talked about in the budget. We knew your position on leasing. The reason we have gotten in these situations is because we didn't buy buses for years; we didn't buy pickups for years; the pickups are falling apart. You have seen them; have you looked at them? They are falling apart and it cost almost as much to maintain the pickup truck as the lease payment cost. You can't win like that, and then we they break down we lose efficiency of the people doing the job. Now you have people sitting around waiting for the truck to be fixed or somebody to come and pick them up and you are paying them all the time. You have to get to a point where you are doing this on a regular basis. This is why we decided as a board two years ago that we would go into a period of replacing five buses a year so we can get out of this situation where we have 25 year old buses that break down. We talk about the safety of our kids, well that is even worse than some of the things we were talking about earlier. You say this is not the responsible financial way to do it, the other way, yes we could pay it off but you know what we would have to do; we would have to raise the tax rate .25 cents. Do you want to raise the tax rate .25 cents right now? I don't think you would go for that either so I think what we are trying to do is get in a position where we have responsible and reliable equipment for the people to do their jobs and try to finance them in order to provide them in the most responsible way we can without putting any unfair burden on the tax payers. In fact, these are not items that last one year, they do last multiple years. The buses will be paid for over five years but they have a fifteen year life. This is the most fiscal responsible way we can do it based on our facts and circumstances today.

Chairman Jones states alright we have a motion and a second on the floor.

He called for a vote. Supervisor Phillips, Edwards, West, Faison, Porter voted in favor of the motion. Supervisor Updike voted against the motion. Motion passed.

Chairman Jones states number fifteen.

Mr. Michael Johnson states item fifteen Mr. Chairman is the consideration of acceptance of drainage easement country roads subdivision. In May of 2008, the developers of Phase 2 of the Country Roads subdivision (north of Story's Station) recorded a revised plat which relocated the property line between lot(s) 6 and 7 and centered a 20' drainage easement along the revised lot line. A copy is attached herewith for your reference. However, the final grading of that particular subdivision did not direct the flow of stormwater to the easement between the lots, but allowed it to continue to follow its natural path along the eastern edge of lot 6. To resolve this situation, the owner of lot 6 has agreed to set aside an additional 40' for a public drainage easement; the total area within the easement is 0.214 acres. Attached herewith please find a copy of the proposed deed of easement and an exhibit illustrating the easement. If the Board is agreeable, a motion is required authorizing me to accept the Deed of Easement, subject to approval as to form by the County Attorney.

Chairman Jones states alright, does anyone have any questions on this. We have to authorize and accept the deed. I need a motion.

Supervisor West made a motion to authorize the County Administrator to accept the attached Deed of Easement, subject to approval as to form by the County Attorney.

Supervisor Faison seconded the motion which carried unanimously.

Chairman Jones states let's go to number sixteen miscellaneous.

Mr. Michael Johnson states sixteen is miscellaneous and the first item Mr. Chairman relates to the Atlantic Coast Pipeline. You see a copy of a recommendation from the Planning Commission as it relates to future connections to the Atlantic Coast Pipeline. I am open to your direction in this regard.

Chairman Jones states alright, does anyone have any comments on that? Okay, go with the Planning Commission recommendation. Next is B.

Mr. Michael Johnson states item B is the VACo Region 1 Board of Directors Election. William Robertson, our current Board representative from Prince George County, has advised that the 2015 election will occur at a caucus on Sunday, November 9 at 4:30 p.m. in the Blue Ridge Room at the Omni Homestead Resort. Supervisor(s) Jones and Porter are registered to attend.

Chairman Jones states item C.

Mr. Michael Johnson states item C is just a copy of the annual report from the Blackwater Regional Library. Item D is a copy of the annual financial statement from the Southampton County Department of Social Services. You might note that they administered more than \$30 million in federal and state benefits in FY 2014. The vast majority (almost \$22 million) are Medicaid benefits. Also, there are copies of a number of environmental notices and foreclosure notices as well as correspondence and articles of interest.

Chairman Jones states alright any late arriving matters.

Mr. Michael Johnson states yes sir we have several late arriving matters. The first was a claim for damage to livestock and filed Section 3.2-6553 of the code of Virginia provides that any person who has any livestock or poultry killed or injured by any dog that is not his is entitled to receive compensation the fair market value of that livestock subject to three specific conditions. Number one, they have to furnish evidence within 60 days of discovering the quantity and the value of the dead or injured livestock and the reasons they believe the death or injury was caused by a dog. Number two, the animal control officer has to be notified of the incident within 72 hours of the discovery. Number three, they have to first exhaust their legal remedies against the owner if known of the dog. You can see that we have a copy of the claim that has been filed by Amber Hammond of Newsoms. She certified that three adult goats valued at \$140 each, one baby goat valued at \$70, and she had five chickens valued at \$49 each but the state code has limited the maximum reimbursement for chickens at \$10.00. She indicates the livestock were killed by dogs on October 16, 2014. She saw the dogs and identified the dogs but did not know the owner. She reported it to the county's Animal Control Officer within the required 72 hours. He found physical evidence that the animals were in fact killed by dogs. He interviewed a number of neighbors and could not determine whose dogs they were so he has turned the claim over to you all.

Chairman Jones states alright gentlemen. Mr. Updike this is in your district.

Supervisor Updike states I know it.

Chairman Jones states we have to spend some more money.

Supervisor Updike states I think she should be compensated for it but I think it is a little on the expensive side. I don't think the chickens are worth that price. I would like to know how big the goats were. Goats can go anywhere from \$25 - \$150 depending on the size. It didn't indicate the size of the goats. I think we should consider a reasonable financial reimbursement. I think this is a little bit on the steep side.

Mr. Michael Johnson states I know that Mr. Joyner did talk to the Cooperative Extension Agent

when he arrived that day. I wasn't part of the conversation but he indicated to me that he talked to the Extension Agent and that is where he got those values from.

Chairman Jones states alright well do you recommend that we pay her?

Supervisor Updike states I recommend we pay her but I still say we should consider reducing that rate.

Chairman Jones states by how much?

Supervisor Updike states I don't know? What size were the goats?

Chairman Jones states I don't know. I have no idea.

Supervisor Faison states does the county have some policy in place to handle this; to set a price.

Supervisor West states we have done it before. I don't know. We have paid it before.

Mr. Michael Johnson states we have always paid a claim based on the animal control officer's report.

Supervisor West states okay, basically by the report.

Supervisor Updike states okay look I will go along with it.

Chairman Jones states okay well make your motion.

Supervisor Updike made a motion to authorize payment of Ms. Hammond's claim.

Supervisor Faison seconded the motion which carried unanimously.

Chairman Jones states is there anything else to come before us?

Mr. Michael Johnson states there are a couple of more things Mr. Chairman. Item B is a capital funding request from the Ivor Volunteer Rescue Squad. I did receive that this morning. They are asking for \$21,000 which is their FY's 2013, 2014 and 2015 to help pay for the cost of some recent building modifications.

Supervisor West states and they do need the modifications; some changes and some issues there. Thank you and I would like to make a motion to approve the capital funding request for the Ivor Volunteer Rescue Squad in the amount of \$21,000.

Supervisor Edwards seconded the motion which carried unanimously.

Mr. Michael Johnson states item C, compensation and classification study. You may remember your FY 2015 budget included funding to complete a Compensation and Classification Study. We issued the Request for Proposals in August, and received three proposals in response to that in September. We had an evaluation committee that included all five Constitutional Officers, Mrs. Lowe and myself. The proposal provided by Springsted was determined to be the most meritorious and we've executed the contract for them to begin. I've asked John Anzivino, a Senior Vice President in their Richmond office and the principal in charge of the study, to provide the Board a brief orientation before engaging county employees in their initial briefings. Mr. Anzivino unfortunately could not be here tonight. He was already scheduled to be out of town. But he indicated that he would be available next Tuesday, November 4 at 7:00 p.m.

Accordingly, I am seeking your consideration in continuing tonight's meeting until that time. There will be two items on the agenda that evening – the Compensation and Classification Study orientation as well as what we talked about earlier which is a formal position on the Route 460 Corridor Improvement Project.

Chairman Jones states now that we have heard that we need to continue our meeting to Tuesday,

November 4 at 7:00 p.m.

Supervisor West states we already have to discuss one of the deals so we might as well do both at the same time. I make a motion to continue this meeting until Tuesday, November 4 at 7:00 p.m.

Supervisor Faison seconded the motion which carried unanimously.

There being no further business the meeting ended at 9:50 p.m.

Dallas O. Jones, Chairman

Michael W. Johnson, Clerk

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