10A. PUBLIC HEARING
COMPREHENSIVE PLAN AMENDMENT
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 this evening and will proceed to approve, deny or defer action on the request.

MOTION REQUIRED:	**If the Board is so inclined, a motion is required to accept the Planning Commission recommendation and approve the requested Comprehensive Plan amendment.**

CPA 2014:03
JDW Development of Virginia LLC, David Williams, owner

Application Request: Comprehensive Plan Amendment

IDENTIFICATION AND LOCATION INFORMATION

Current Comprehensive Plan designation:	Single Family Residential, Courtland Planning Area
Requested Plan Designation:	Commercial
Current Zoning:	A-1, Agricultural District
Acreage:	3.2 +/- acres of a 164.52+/- acre tract
Proposed Use:	Commercial uses, including convenience store/fast food restaurant of 3,500 square feet, ten fueling stations, 20,000 square feet of retail uses
Tax Map No.:	Portion of 74-32
Location:	Intersection of Meherrin Road (SR 35) and Ridley Road (SR 731).
Magisterial District:	Newsoms
Voting District:	Boykins
Adjacent Plan designations:	North: Single family residential and Industrial, Courtland Planning Area, across Southampton Parkway South: Agriculture East: Agriculture and single family residential West: Public Facilities across Meherrin Road
Adjacent Land Use abutting subject property:	North: Vacant and single family residential, across Southampton Parkway South: Agriculture and single family residential East: Single family residential West: Middle and High school across Meherrin Road

LAND USE ANALYSIS

Overview

This property is located at the intersection of Meherrin Road and Ridley Road, with Ridley Road aligning with the driveway to the middle and high schools. The property is wholly on the south side of Ridley Road. While the entire tax parcel is approximately 164 acres, this request only includes approximately 3.2 acres at the northern end, abutting Meherrin Road.

The Planning Commission, in the recent review of the Comprehensive Plan, has made an initial recommendation of the Commercial designation for an area at all three undeveloped quadrants of this intersection, with the schools being located on the fourth quadrant. The Planning Commission recognizes the potential for this intersection to be a contributor to the economic development of the County while being less than ideal an area in which to encourage single family residential development. While the draft Plan is still in the review stages, this request is in line with the direction the Planning Commission was going in the revised Plan.

This area was part of a larger request withdrawn after Planning Commission study earlier this year. While the original request included approximately 40 acres, this request includes only 3.2 acres, enough property to construct a convenience store/fast food restaurant, ten (10) gasoline fueling stations (typically five pumps) and 20,000 square feet of retail uses.

Site Topography and Characteristics

The property is accessed by Ridley Road just south of the Meherrin Road overpass over Southampton Parkway. Ridley Road itself is higher than the abutting property. Much of the property on the south side of Ridley Road has been cleared. The area between Ridley Road and Meherrin Road is under the same ownership but is not included in this request.

Transportation

The property is served by Ridley Road, which intersects with Meherrin Road at its western end, and Meherrin Road itself. The Plan amendment from Residential to Commercial requires review by the Virginia Department of Transportation (VDOT) so as to ascertain traffic impacts generated by commercial development. VDOT has completed their initial review, and provides the following comments:

- The intersection of Ridley Road and Route 35 should continue manual traffic control for school ingress/egress as signal warrants are not met.
- A full width right turn lane eastbound on Ridley Road into the site is warranted.
- A raised channelized island will be required at the proposed access off Route 35 to prevent left turns into and out of the site.

There was considerable discussion at the Planning Commission regarding traffic concerns. There was concern that the proposed convenience store would be similar to the recently-opened Love's Travel Center in Franklin, with the volume of traffic that enters and exits that site. For perspective, the Love's Travel Center is located on 20

acres of property, while the proposed development to be considered with this request is 3.2 acres. A travel center similar to Love's would not be possible on this site due to the size constraints.

To provide some further perspective, a review of the most recent VDOT Daily Traffic Volume Estimates may be helpful. There are a number of issues to consider:

- Meherrin Road between Garris Mill Road and US Bus 58 (Southampton Parkway) carried an average daily traffic volume of 1,500 vehicles in 2013. US Bus 58 between the eastern town limit line of Capron and the overpass carried 14,000 vehicles per day, almost ten times the volume of Meherrin Road. US Bus 58 between the overpass and the traffic signal at the southern end of Courtland carried 16,000 vehicles per day.
- Camp Parkway, Bus 58, in front of Riverdale Elementary School, carries 2,800 vehicles per day, almost twice the volume of traffic on Meherrin Road. Delaware Road, that also carries traffic past Riverdale Elementary, carries 800 vehicles per day north of Camp Parkway and 1,400 vehicles per day south of Camp Parkway.

The need for a traffic signal was discussed. Note that there are currently only three (3) full-function traffic signals in Southampton County. They are located at:

- the intersection of Southampton Parkway and Jerusalem Road, at the southern end of Courtland. This intersection serves over 22,000 vehicles per day using VDOT Daily Traffic Volume materials.
- the intersection of Southampton Parkway and Story Station Road, in front of Food Lion. This intersection serves over 24,000 vehicles per day.
- the intersection of Ivor Road and US 460, in front of Ivor Furniture. This intersection serves over 12,000 vehicles per day.

Approximately 1,500 vehicles per day travel on Meherrin Road now and an additional 110 vehicles per day travel on Ridley Road, totaling approximately 1,600 vehicles per day using the intersection of Ridley Road and Meherrin Road. It may not be realistic to expect that the development as planned in addition to the current traffic will approach even 6,000 vehicles per day, half the volume at the least-traveled intersection in the County with a traffic signal.

It's also notable that school traffic is generated in large part for 30-45 minutes school-day mornings, and 30-45 minutes school-day afternoons. School is in session no more than five days a week and approximately 200 days a year. 200 days a year and 1.5 hours a day is 300 total hours a year. The morning school time is during the peak traffic time, but the afternoon school release is outside of the evening peak. School activities in the evenings and on weekends are outside of peak travel times as well. The Sherriff's Department provides manual traffic control during the few hours of the day/week/year that it is necessary for the safety of students and drivers in the area, and VDOT recommends that manual control be continued as the warrants for a traffic signal will not be met. The traffic study looked outward and even taking into account expected growth in the surrounding area, the warrants for a traffic signal will not be met in the span of the traffic study, which looks out to the year 2021.

Environmental
Per the included soils report created from information from the USDA Natural Resources Conservation Service, this site is made up of Uchee loamy sand, 0 to 6 percent slopes. The report notes that soil type is well-drained with no flooding or ponding frequencies, but it is not prime farmland.

Utilities
The property is served by existing overhead power lines. It would be served by a private well. There is a gravity sewer line along Southampton Parkway in front of the schools that crosses under Southampton Parkway and continues north on the west side of Meherrin Road, but whether it is feasible for this property to connect to that line will be determined at the site plan stage. Currently, a private wastewater system would be required for development.

Community Comments
Six (6) citizens spoke in opposition to the request at the Planning Commission meeting, with concerns about traffic and school safety. Four (4) citizens, including the CEO of the Franklin Southampton Economic Development, Inc,. spoke in favor of the request.

CONCLUSION

Strengths of application:

- The property's location at the intersection of two primary roadways in Southampton County makes it appropriate for uses that are non-residential and non-agricultural. The County has a limited number of roadways where economic development would be feasible, and Southampton Parkway has the potential to be one of the major economic development engines to create tax revenue, thereby helping to reduce the tax burden on the citizens of the County.
- The draft Comprehensive Plan map under review by the Planning Commission includes the Commercial designation for this tract.
- While there are residences along Ridley Road, the proposed commercial area is located so as to permit buffering between the existing homes and any proposed commercial uses, which would be located closer to Meherrin Road.
- VDOT's review of the initial submittal of the traffic study is complete. The traffic is not foreseen to increase so as to warrant a traffic signal, and left turns into and out of the property from Meherrin Road will not be permitted.

Weaknesses of application:

- Residents of Ridley Road may be impacted both by the sight and the sounds associated with commercial development, although their proximity to Southampton Parkway imparts many of those types of impacts currently.
- Drivers going to the schools in the morning may experience increased traffic, as school begins during the AM peak period. The schools dismiss, however, prior to the PM peak period.

PLANNING COMMISSION ACTION

The Planning Commission held a public hearing at their September 11, 2014 meeting. By a 6-2 vote, the Planning Commission made a recommendation to the Board of Supervisors to amend the Comprehensive Plan as requested.

Chairman Drake states thank you Amanda for a swell job. Okay, number four on our agenda tonight. We do have two public hearings scheduled. The first public hearing is a Comprehensive Plan Amendment 2014:03 request by John David Williams and Mr. Williams is among us tonight. He is with JDW land Development LLC, the 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). Just to bring you up to date, Mr. Williams have been here before. I want to say back in February. We asked Mr. Williams to come back with some slight refinements and he has certainly done that so we are entertaining another hearing tonight. Mrs. Lewis I would ask if you have anything else to elaborate at this time.

Mrs. Beth Lewis states this is a 3.2 acre tract. We have a conceptual plan that shows a proposed convenience store/fast food restaurant with five gas pumps which will be ten fueling stations and up to 20,000 square feet of retail uses. The conceptual plan shows two proposed entrances one from Meherrin Road and one from Ridley Road. This is a comprehensive plan amendment. This is a separate step than the zoning phase. The zoning phase would come next if this is approved. The zoning phase is when you talk about the specific uses and the traffic. This is a change from a single family residential and agricultural forestry/open space/ rural residential to commercial. It was just three months ago when Mr. Williams submitted his application in January for the February meeting it was a 40 acre tract. This is 3.2 acres. It is much scaled back from the original request that you saw. If you remember your draft comprehensive plan maps that you received in the mail a few months ago has these areas right here on the draft comprehensive plan designated as commercial. That is what this body and their discussion has proposed for that area. Of course it isn't adopted, it's a draft. It hasn't been out for public review yet but that has been your thinking. I received no telephone calls or letters in the mail from any of the 31 property owners that received notices in the mail that are abutting to the property. I received two back that were not deliverable. They were the same two I got back when we did this earlier this year. The tax records often time don't keep up with the actual ownership's mailing address but we don't have anything else but the tax records

to go by. Mr. Williams is here and his representatives are here. I will be glad to answer any questions and I am sure he will be glad as well.

Chairman Drake states Mrs. Lewis if you don't mind you might want to elaborate that we requested the traffic study and that has been performed. Mrs. Beth Lewis states yes the traffic study has been performed and it has been reviewed and approved by VDOT the Virginia Department of Transportation. The traffic study and their findings are all in your packets.

Chairman Drake states and I think that was one of our major concerns with the school traffic and such and that has been addressed by VDOT. They have a couple of things they may change. Mrs. Beth Lewis states the traffic study recommends that the entrance to the property that is on Meherrin Road be right in right out only. So people will be able to come from the Boykins area and go in and then turn out and go towards Courtland. You will not be able to go in from Meherrin Road if you are traveling South on Route 35 towards Boykins. That is VDOT's recommendation. Also, on Ridley Road they recommend a right turn lane getting into the property. VDOT studied the potential traffic generated by these uses and found that there is no warrant for a traffic signal any time in the foreseeable future. That stretch of Meherrin Road only has 1500 vehicle trips a day and 2002 or 2005, several years ago, there were there was almost 2000 vehicle trips a day. Now that stretch of road only has 1500 vehicle trips a day. This convenience store/retail center will not generate nearly enough traffic to warrant a traffic signal. You may not realize but there are only three traffic signals in all of Southampton County. There are the two on Highway 58. One by Food-Lion and the other one is where Route 58 and Jerusalem Road comes together and the other one is in Ivor. Those are the only three traffic signals in Southampton County. VDOT requires a lot of traffic before there is any traffic signal .They recommend the sheriff's office continue to manually direct traffic before and after school. Chairman Drake states any other questions for Mrs. Lewis before I open up the public hearing. I hope everybody is aware of this. Most of you were at the previous meeting when this was brought up.

Mrs. Beth Lewis states and for reference Mr. Williams plans up to 20,000 square feet of additional retail that is part of the study. Mr. Randall your one building is about 12,000 to 14,000 square feet right? Commissioner Randall states correct. Mrs. Beth Lewis states so this is about half again as big as Mr. Randall's building for some sort of reference. If you have trouble thinking about what a 20,000 square feet of retail is, a CVS store is about 14,000 square feet as well. This is a strip like Mr. Randall plus another half.

Chairman Drake states okay, very good. If there are no other questions at this time I will open up the public hearing, but before I do I want to say I will be here

as long as we need to be here tonight. I ask that we all remain in an orderly fashion. When you come up please state your name for the record. I will ask whatever comments you have if you just don't get too repetitive on something that was said previously, but we will be here as long as it takes ladies and gentlemen. Again, we thank you all for being here tonight. At this time I will open up the public hearing and you can come forth in any order that you please.

Mrs. Amanda Jarratt states good evening Chairman Drake and members of the Planning Commission, my name is Amanda Jarratt and I am president of Franklin Southampton Economic Development. I am here this evening to speak in support of the comprehensive plan amendment and the rezoning application on behalf of David Williams. As you all are aware, growth and development are a critical piece to a healthy and growing economy and it helps to maintain a reasonable tax rate while still providing quality services to our residents. Highway 58 is a critical asset to our community. It is the gateway to Hampton Roads and a direct path from the Port of Virginia to Interstate 95 and Interstate 85. It is also a peak travel road during the tourist season. With growth and development, it is important that it be clustered around our infrastructure including key transportation corridors which both Highway 58 and Route 35 are as well as corridors for our utilities. The interchanges along Route 58 are critical areas in our community where growth should be encouraged. We want to as you all are aware and are going through your comprehensive planning process you want to focus growth on those areas where we have those utilities and where we have key transportation corridors and then preserve the remainder of the county in the agricultural and forestry type uses that we have. It is important to have a balance. It is important to place growth where it makes sense and that is what I think we are applying to do tonight. Based on the staff's reports that are in your packet from Mrs. Lewis and the traffic study that was done by the Virginia Department of Transportation this request is in compliance with all local and state regulations. The owner based on reading the minutes of your previous meeting has been very responsive to all of your requests to reduce the size of the acreage that he is currently requesting to lessen the scale of his project. I know that he has made every effort to reach out to the stakeholders and contacted interested parties based on the development and bring them up to speed on his plans. The Virginia Department of Transportation has thoroughly evaluated this application for the somewhat small scale of commercial development and the amount of scrutiny on the transportation and I think the recommendations they have made are good ones that should be made and I feel like the applicant has taken those recommendations into account on his application. Public safety is a key factor for all of us and VDOT representing the state and representing traffic and having their traffic engineers and the applicant's traffic engineers have made what they feel are the best recommendations for the site and we should take that into account as we make decisions tonight. I would also like to emphasize what Mrs.

Lewis stated originally. This property was already planned in your draft discussions and was recommended to have a commercial designation. So, this application is only bringing the property into compliance with what was already recommended based on your months of evaluating the county and property. I would like to ask for a favorable recommendation to the Board of Supervisors for both applications; the comprehensive plan amendment and the rezoning. In closing I just want to thank you all for what you do. It is a critical job that I know takes many countless hours so thank you for your time tonight.

Chairman Drake states thank you Mrs. Jarratt. Any questions for Mrs. Jarratt before she steps down? Thank you very much. Mrs. Amanda Jarratt states thank you.

Mr. Brian Layne addressed the board. Good evening Commissioner, Chairman, Vice-Chairman, my name is Brian Layne and I am here tonight on behalf of the applicant regarding the application we have before you. We are here asking for approval of the application. Before we get into the merits I would like to introduce Mr. Chris Parrish, he is here tonight to answer any questions you may have on the engineering or the design of the project. Mr. Charles Smith with EPR is here to address any questions or concerns you may have regarding the traffic. He prepared the report you have in your packet and he worked with the staff at VDOT for the approval of the report. I would also like to point out it has been a pleasure working with Mrs. Lewis. She has been very helpful. When we were asked to first look at the application there were some issues we had to work through. They were valid issues. She was very helpful in pointing them out and giving us direction on what steps we should take and who we should contact. In a nut shell we feel like we have done that. Without confusing the two applications the first one you have on the request is just for the amendment to the comprehensive plan. That is what we want to talk about. What you can see on the overview, Mr. Williams has put together here on the property that we are asking to amend the plan is on a small corner of a 160 acre farm. What that property will be used for of course, with a favorable approval, is a C store; a commercial convenience store. It will have gas and hot foods. It is something that he has really prepared for his family. It looked like a good place for investment years ago and that is where he lives today. The merit of this is exactly what Mrs. Lewis pointed out in the beginning. We are properly three months in front of this being an adopted plan. We did a little bit of background check and it appears what we are asking for now for the commercial plan designation fits the future vision. We feel like that the plan we have in front of you tonight is exactly what you are asking for. There are things to be concerned with regarding convenience stores. One is traffic and there is a school right across the street. There were some concerns and the reports were generated, the traffic counts were taken, and the questions were answered. I would like to confirm that the applicant is

aware of the recommendations and intends to abide fully of the recommendations. They are as Mrs. Lewis pointed out right in and right out, a pork chop type design with a raised island that makes someone driving a car respect that right in and right out on Meherrin Road. There will be a full access right-of-way, a full access entrance along the right-a-way on Ridley Road. That will be provided with I believe a 200 foot tapering and a 200 foot turn lane so that is 400 feet of improvements that VDOT has requested and the owner has agreed to abide by. That is for safety concerns. The other concern is what impacts it has to the community. There is a community impact so exactly how can we address that. The things that we looked at included it being in the corner of the property the way that it is. If you noticed the right-of-way lines, Newsoms Road, the closer it gets to the interstate the wider the right-of-way becomes. Actually the right-of-way lines if you look at your pavement right now is probably 100 to 150 feet further off the EP as you can see with this design here; this conceptual layout. We proposed to push everything back for a less obstructed view for the community. We tried to put everything back to the rear of the property and provide parking up front and of course the pavers of the turn lanes that is required from the VDOT report. We feel like as far as a practical layout for the community that is the best place for a store of this nature. Now we are also here to address any questions you may have. We thank we have thought of everything but if we haven't and there is a question we are here to address that. I will be available for future questions if you have any. Thank you. Chairman Drake states thank you Mr. Layne. Any question for Mr. Layne at this time? Thank you very much for your presentation.

Ms. Vera Dawson addressed the board. Good evening Chairman Drake my name is Vera Dawson and I live on Ridley Road. I am here to speak in support of a convenience store as it has been requested. I thank you. Chairman Drake states thank you Ms. Dawson.

Mr. Randolph Cook addressed the board. Good evening and good to see you. My name is Randolph Cook from Newsoms. I have traveled this road a lot and in my previous life watched all of that interchange come to be what it is today. I guess I stand here a little surprised that this is the first business that is really locating in what I consider a very important interchange. I am here to support the business. I feel like it is a great location. I would hope with close proximity easy on, easy off to Highway 58 that we will capture some of that traffic that is going east and west and spend money in Southampton County. Even more so, in a year we will have a new bridge with no restrictions on height and no restrictions on tonnage so all the trucks going to North Carolina, Richmond, and Petersburg we can maybe get them to stop also and capture some of that money that is leaving Southampton County. It looks like the developers have done their homework; they followed the plan and abide by all of VDOT's stipulations. I don't

see why this wouldn't be a great asset to the county. Thank you. Chairman Drake states thank you Mr. Cook. Any questions for Mr. Cook? Thank you sir.

Ms. Ann Pittman addressed the board. Hello I am Ann Pittman and I live on Ridley Road. I am in favor of economic development in our area but I am in fact opposed to this proposal. There are just two things to consider. One, just across Highway 58 there is a commercial zone that is available if an entrepreneur wanted a convenience store it is almost turnkey ready to go just across the road where there was a successful business for many years. The other thing to consider is the school board rerouted traffic, not one school but two schools, come out on Ridley Road. The Middle School and the High School both exit out on, I'm sorry, Meherrin Road Route 35. That is a tricky intersection without right turn on lanes or left turn on lanes. It is a pickle in the morning. It is not going to get any better whether it is one way or two way. I think it's very scary to think of students walking across the street to get a pack of nabs and a coke with all of that traffic going on and that is just something to consider. Courtland is a commercial center. There are a lot of benefits to setting up a business there and as Mr. Cook said the bridge is going to be ready in a year and invite a lot more people to come spend money in Southampton County. I invite developers to look at what is already established and we have curbs, gutters, and drainage, and all those things you want when you realize your business needs support from an establishment like this. Thank you, I won't carry on. Chairman Drake states thank you Ms. Pittman. Any questions for Ms. Pittman?

Mr. John Burchett addressed the board. Hello my name is John Burchett and I live in Sebrell. I have a question. The first item on the agenda is just to say its commercial is that right? Chairman Drake states that is correct. Mr. John Burchett states but the actual use is covered in the second request. Chairman Drake states that is correct. Mr. John Burchett states so are we doing both at the same time? Chairman Drake states we are planning on doing both hearings tonight. Mr. John Burchett states because there are uses on that land that I believe would be compatible to the schools; possibly whatever; office buildings whatever. Something that is not going to be a magnet and pull… The gentlemen that was up here before Ms. Pittman, he said it in a nutshell on what we are dealing with. This is going to be a magnet. It is going to pull traffic off of Highway 58. VDOT… it's good it's pro-business; they are going to approve anything. The main thing we have to remember there is a school. Just like Ms. Pittman said, traffic comes out on Route 35 at Ridley Road and it's difficult. Even on a good day, it's difficult. Then you throw in… I don't know if David planning on accommodating tractor trailers. If I was putting a business in, I would. But there is going to be even worse. Also, I haven't heard anyone say anything about the sale of alcoholic beverages. I am sure that is going to be the next move; getting a license to sell alcohol. In the proximity of the school, I would certainly oppose to

anything that would bring, even off premises, it will still bring people in that are drinking and ready to buy alcoholic beverages. If it wasn't for the school sitting there in the proximity to this location, I would be all for it. I hate to see government tell people what they can do with their land, but in some cases it has to be done. David got land on the other side of Highway 58 right? Mr. Brian Layne states yes sir. Mr. John Burchett states I don't know if he ever looked into using the other side. He has that land and that would get you away from Ridley Road across from Highway 58 away from the school where you wouldn't have all the traffic there in that one spot. It is right across from where Ms. Pittman was talking about, James Fowler's old store, but it is on the opposite side of Route 35; at the corner of Sunlight Road and Route 35. That has already been approved for a, even though they never made a move to do it, to have a tractor trailer business right there on the corner. So, it is set already to have commercial traffic in that area. I am hoping you will give a lot of consideration to the fact there is a school and its right across from it. Just think you have people trying to get into the service station, fast food, place to buy beer… that's coming. We need to think about this before we do something that in the future somebody is going to say we should not have done that but it's too late. As far as a need, you look at a need, you go two miles down the road and you have a 7-Eleven, a Hardees, a Dairy Queen, Food Lion, another service station, and back towards Capron a couple of miles you have service stations. Do we really need it? Like I said there is land in Sebrell for something else compatible with schools. David has options somewhere else besides that spot. I know he would probably have to deal with another landowner but that would be his problem. Hopefully we think hard about this. Lord knows we need the tax revenue. I am for all that but it is not at any cost; not at the cost of the children. I don't have any children currently at the Middle School or the High School but I have another granddaughter who hopefully will be there in my lifetime. Thank you. Chairman Drake states thank you Mr. Burchett. Any questions for Mr. Burchett?

Mrs. Beth Lewis states may I interject that a truck stop use is for the zoning part of the discussion. A truck stop is a specific named use. A truck stop is not a convenience store and a convenience store is not a truck stop. So, this is not planned nor does the layout provide for a truck stop. The fuel pumps provided are for passenger vehicles and your regular everyday pickup trucks. Mr. John Burchett states so are you saying no trucks can go in there? Mrs. Beth Lewis states excuse me of course there will be trucks to go in there to deliver goods, to deliver gas, and to pick-up trash. There may be a truck driver who stops to buy a sandwich or whatever but this is not planned to be like the Love's truck stop in Franklin. It is not big enough. It is not laid out that way and there is not enough pavement for tractor trailers to use this as a dedicated truck stop. Just want to make that clear. Chairman Drake states thank you. Anyone else wants to come forward.

Ms. Sara Nixon addressed the board. I am Sara Nixon and I live on Ridley Road and I don't support the convenience store whatsoever and I definitely don't support a 20,000 square foot strip mall. I can assure you no one is going to turn on Ridley Road to go shopping. I think it is going to end up just like a lot of strip malls we see around here that take up beautiful land that we have and end up vacant. Thank you. Chairman Drake states thank you Ms. Nixon.

Mr. Tim Nixon addressed the board. Good evening, my name is Tim Nixon. I live on Ridley Road also. I am opposed to this at Ridley Road and Meherrin Road. It is my understanding that all of the school traffic has been moved off of Highway 58 from both schools around to Meherrin Road right there at that intersection. The reason for that was a safety reason. If you are going to turn around and draw all your traffic back to Meherrin Road with this, as it has been said is a magnet, you are putting the kids right back into traffic which is dangerous. In my line of work I look at a lot of pictures and work with a lot of engineers, but when you go out into the plant to work, most of that stuff goes into the trash can because it doesn't work in the real world. These plans are not going to work in the real world. If you want to come out there and look for yourself on a weekday morning, and we haven't even touched on the issue of sporting events at night. If you want to come out there, do it yourself, come out there in the morning or the afternoon. If it wasn't dangerous we wouldn't have traffic cops out there. Come out there yourself; don't go by these pictures. Don't go by what an engineer says. Do what the real world in your heart says. Oppose it. Thank you. Chairman Drake states thank you Mr. Nixon. Any questions for Mr. Nixon. Alright, anyone else?

Mr. Charles Smith, traffic engineer, addressed the board. I am Charles Smith the traffic engineer working with the owner. I just want to clarify one thing about the school. We have heard a lot of discussion about the school and the traffic. I just want to make clear that the traffic counts were done during the time when school was in session. So there was account for all of the school traffic. As we went through the process with VDOT, the school traffic is definitely accounted for and all of the analysis and recommendations includes all of that and of course that is an important part of the picture. All of the recommendations and all of the things you see include any of the impacts associated with the schools. I just wanted to be clear on that. Chairman Drake states thank you Mr. Smith for clarifying that. Any questions for Mr. Smith? Okay, next.

Mr. Jim Strozier addressed the board. Hello my name is Jim Strozier. I am a business owner and a land owner in Southampton County. I guess I support this development. It has met the requirements for zoning. I think one of the things I have seen in the past is a concern with people wanting to tell somebody what they can do with their land. The guy is a land owner. He has complied with all of

the requirements. He should be allowed to development as long as he is within the guidelines. I think that is an important thing for us to remember tonight. Chairman Drake states thank you Mr. Strozier. Any questions for Mr. Strozier? Anyone else would like to come up and speak?

Ms. Kim Nixon addressed the board. I am Kim Nixon and I just wanted to say one thing. I believe when we met back in February I did speak my opposition and my concerns about this for personal reasons and also safety reasons. The things I have already addressed I am not going to address them again. When I got the paperwork on this meeting, and looked at the map, I was really floored that the main entrance was going to be off of Ridley Road. I could not believe it. I understand not using Meherrin Road with all the main traffic coming back and forth through there with the school. I agree with that whole heartedly. To me that just say this is not the right place for it. Ridley Road, a rural curvy road; probably one of the curviest roads in the county. If it is a thriving business and I am sure that is what the property owners' hope and that is their intentions, all of that main traffic in and out of that little curvy rural road, right there close to another intersection at that. It can't be that terribly far from the intersection of Route 35 and Ridley Road. I just can't conceive that if it is a big thriving business we are going to have all that traffic coming in and out of that road. I think it is a major concern. Thank you. Chairman Drake states thank you Ms. Nixon. Anyone else would like to come up and speak.

Mr. Brian Layne addressed the board again. These have been good comments and good concerns and I was just taking notes to once again discuss the merits. The last speaker made a good valid point it is a curvy road and VDOT required 400 feet of separation from the intersection down to the full access. Not only separation of 400 feet, but also 400 feet of a right turn lane that is a 200 foot taper and 200 feet of stacking which basically mean when you make a right turn into the site you are pulling off of the traveled road onto a safety lane. That is what that is for. I have been a land surveyor for 25 years. I have never been involved with a project that we designed that didn't work as a civil design and a land surveying design. As far as compatibility for business use, that is what free enterprise invites. That is what the owner is taking at a risk. He could build all of this and no business come but as far as the merit of the application, VDOT has rules and regulations in place to address the concerns. Not only do we know there is a school across the street, VDOT was fully aware there is a school across the street. As Charles mentioned a few moments ago, traffic counts were taken during school session and after school session. Not only did they require him to analyze the intersection and the moving traffic along Meherrin Road but also the ramps, what is coming off of the ramps. If this is a magnet and it does turn into a magnet, what is it going to pull off? That had to be analyzed. The analysis did not warrant the traffic control methods for signalization. As Mrs.

Lewis said, there are only three stop lights now so not many intersections in the county warrant a signal light. What it does warrant is the safety concerns that are proposed here tonight. This part of the public hearing is to determine does this fit with the comprehensive plan or does it not. According to your own draft it does but it is not accepted and that is why we are here tonight. It hasn't been voted on. We feel like it is part of the commercial plan designation and if this does pass and it is successful than we will be happy to continue the merits of the rezoning application during the next hearing. If you have any questions feel free to call one of us. Chairman Drake states any questions for Mr. Layne at this time. Thank you Mr. Layne.

Mr. Virginius "Vee" Pittman II addressed the board. Mr. Chairman, members of the board my name is Vee Pittman. I live on Ridley Road. I oppose this project solely on a safety standpoint. There is not a soul in this room including any of you gentlemen that is going to tell me how many Middle School children or High School children are going to go across the street on foot. Log trucks, ship trucks, tractors and everything else in the world go up and down that road. Keep that in mind when making this decision because it is a safety nightmare and I want you all to keep that in mind. Thank you. Mr. Chairman Drake states thank you Mr. Pittman. Anyone else would like to come forward. I am not rushing but I am going to get ready to call it. I will give you one last chance. Please stand up if you want to come forward.

No response and public hearing was closed.

Chairman Drake states I will entertain any comments from this board at this time. Do you have any additional comments or questions you would like to elaborate on before we vote on this matter.

Commissioner Tennessee states Mr. Chairman one thing that comes to my mind and I am one that is always for economic development and creating jobs and revenue. I understand we could get some food taxes and all of that stuff off of this development, but the only thing that concerns me is, I sit here in this world we live in today, I look at Channel 3 news and every day I turn the news on there is a convenience store getting robbed. We have a school right across the street and you don't ever know what could happen. Somebody rob the convenience store and the next thing you know they are in our schools. I have a daughter that goes to that school. I think about for my travels up and down Highway 58, getting off in the morning sometimes at 7:00 in the morning, I meet a lot of high school students that have received their licenses and are driving back and forth and I am sure that store is going to attract them in the morning time. So, there will be traffic going to and from the school, buses trying to get in. But, more so the people that the store is going to attract, that intersection if you have young

people that didn't get on the activity bus and maybe was hanging at that store. You have people traveling to and from. You have four ways of exiting. Kids get missing; a lot of stuff goes on. I just would feel a lot better if it was in a different location. Those things come to mind for me and our purpose is planning and looking out towards the future. I feel like you have the policeman out there in the morning time directing traffic. That part is okay. The same thing in the afternoon during school time. That is nine months out of the year. Friday night, tomorrow night, is a home game. You will have police out there directing traffic as well, but my concern is the close proximity to the school and the people that these things could attract. They not all going to be Southampton County people or country people like all of us know. You can attract a lot of different people traveling to and from. I spend many of days on Highway 58 and I see a lot characters. Chairman Drake states than you Mr. Tennessee. Anyone else would like to make a comment or have a concern.

Commissioner Day states the property across Highway 58 is that already zoned commercial or is that planned to be commercial in the future? Chairman Drake states I think he is referring to the… you talking directly across from Highway 58? Commissioner Day states directly across Highway 58. Commissioner Tennessee states you talking about the left side of Highway 58? Commissioner Day states yes. Chairman Drake states I was thinking that was industrial. Mr. David Williams states we have it zoned A-2 right now which the next step would be residential. But we have never done anything because we didn't think residential would be suitable there and now you guys have been concentrating some industrial things over there. Chairman Drake states okay. Mr. David Williams states totally opposite corners. Chairman Drake states does that answer your question Mr. Day?

Commissioner Chesson states since we are asking questions, the drawing that has been proposed, having the access ingress and egress in something that's not zoned commercial is that a problem? Does the driveway need to be included in the application? Mrs. Beth Lewis states no and we would encourage that it wouldn't because should the rest of the area along Ridley Road be developed we would encourage shared driveways so there is not another driveway every couple hundred feet. If that entire strip was developing we would encourage there be a limited number of driveways and that each individual lot doesn't have its own driveway. This is good planning to make an access that can be shared by more than one development. Commissioner Chesson states so it doesn't need to have the same zoning. Mrs. Beth Lewis states no it does not need to have the same zoning or the same comprehensive plan designation.

Commissioner Randall states I have a question Mrs. Lewis. The draft comprehensive plan, give us some history on that. I am trying to remember what

has been done in this area because I know we have taken some action so can you give me a thumbnail summary. Mrs. Beth Lewis states we haven't taken any votable action yet but the comprehensive plan you all have looked at for several years have indicated a preference to have non-residential and non-agricultural uses at intersections of major roads. This intersection was planned in your draft comprehensive plan to have all three of the quadrants except where the school is to have a commercial planning designation. That is how it is at the intersection of Highway 58 and the road that goes up to the prison. A number of intersections along Highway 58 and throughout the county where major roads come together.

Commissioner Randall states Mr. Cook can you come back up here. I have a question for you. Mr. Randolph Cook states yes sir. Commissioner Randall states I am trying to wrap my mind around this because I know we have had some discussion about this quadrant. Obviously you have been around awhile. What was the intent of this interchange? Do you have any information on that? I mean, give me some history on it because I know in some of our past meetings we have talked about this interchange and I am trying to draw my neurons back on some of this of what the plan was for it. Do you have anything to add is basically what I am asking? Mr. Richard Railey states if you don't Mr. Cook I do know why it was built. Mr. Randolph Cook states all of the quadrants with the exception of that piece of land were adjacent to Southampton High School. In my opinion, and we have had people interested. I have talked on more than one occasion, the one we are talking about right now and the quadrant on the left side would be on the north side, the northeast side of Highway 58 on Route 35. There is a long strip of land in there and there have been conversations. It never went anywhere. I said when I stood up here I always thought there would be commercial development on those quadrants and I thought it would have been before now. Something very similar to what they are doing. I was not surprise to hear Beth say that most of your primary interchanges you want commercial. You do not want residential or am I right. Mrs. Beth Lewis states right that is correct. Mr. Randolph Cook states I don't want to say something wrong. So yes, the best use at an interchange particularly to me, one of the better interchanges in the county is Route 35 and Highway 58 and has a lot of potential. Here again we complain about VDOT or whatever; they do have strict guidelines and I would certainly hope they would be enforced.

Mr. Richard Railey states Randolph I don't disagree with you, but let's go back historically if we can; Suicide strip. The suicide strip on Highway 58 was fixed during the Blyles Administration. There was just a stop light there. It was the biggest source of automobile accidents. It was like a lawyer's relief act. Chairman Drake states that is right. Mr. Randolph Cook states a lot of fatalities. Mr. Richard Railey states and then to make it safer an overpass came. When the overpass came you got the cars and the access. You didn't need them before

then. Isn't that true, historically? Mr. Randolph Cook states you got access that is easily, easy on, easy off. You can't compare the two. Mr. Richard Railey states but before you had the overpass. Mr. Randolph Cook states you can't compare what was there. It is apples and oranges. You can't compare the two. Mr. Richard Railey states I am just speaking historically. I don't disagree with what you are saying but historically the genesis at least initially for that is because you had to have an overpass and it made it phenomenally safer. Mr. Randolph Cook states yes. Mr. Richard Railey states that is the history.

Mr. Randolph Cook states but what I am saying is when you build an overpass at a major interchange being at Highway 58, Route 35, Interstate 95, Interstate 85, you automatically think those quadrants… just look at Interstate 95 in Emporia. All your major interchanges took all of the business that used to be on Route 301. It is just automatic that it will be commercial development in those cases. I mean, you don't want a housing development abutting the right-ofway on highway 58 at an interchange in my opinion. Mr. Richard Railey states yeah, but I do remember what the history was. Mr. Randolph Cook states yeah, any other questions. Thank you.

Chairman Drake states the comment I was going to make was that the reason, from a driving reason you hit on it, was a safety issue. That is why an interchange is there today and some of the ladies of the PTA and students from the high school led a great initiative to the Department of Transportation to have that overpass put in as quick as it was. It was not scheduled to be there but through a lot of persuasion, so a safety issue had a lot to do with that interchange being there. The other comment I wanted to make since I am talking, I attended Southampton High School as well and Mr. Mann you were right there with me. I guess you remember Mr. Pete Ballard. Commissioner Michael Mann states you were older than I was. Laughter in the room. Chairman Drake states you shouldn't have said that, just a little bit. It actually was a general store and I think some of you probably remember that from days back. To my recollection, Highway 58 took like a 90 degree curve in that same general area. I don't know exactly where it is located but the road turned right in front of that country store. And yes I guess it was a temptation to go there to get a drink and a pack of nabs. Now, I don't remember doing that during school hours. I was probably late for school and then in a hurry to get back home but I did drive to school. Of course it was a lot less traffic in that day in time. During that time it was no bypass and all the traffic on Highway 58 went through downtown Courtland. There was a store within walking distance of the school grounds. I don't remember if he sold alcoholic beverages or not, I don't remember that. Mr. Richard Railey states he did. Chairman Drake states he did, okay. Mr. Richard Railey states off premises too. Chairman Drake states off premises too, okay. But anyway, there was a store at that intersection before the interchange was brought in. Saying that, I'm

just reliving the old days I guess. Are there any other comments or questions before we vote? Chairman Mann states I just want to point out it did get robbed three or four years prior to them closing I think it was.

Chairman Drake states your memory serves you better than mine. I don't remember but I will take your word for it. I would like to ask a quick question. Is there anybody here from the school board? Have we had any comments from the school board? Mrs. Beth Lewis states no. Mr. Richard Railey states you received a letter. Mrs. Beth Lewis states last time. Chairman Drake states we did last time. Mrs. Beth Lewis states when it was a 40 acre parcel. We have not received any letter with the notice of a 3 acre parcel. Commissioner Mann states okay, alright. Chairman Drake plus their concern was with traffic. Mrs. Beth Lewis states that was the concern from the school board yes. Chairman Drake states the study was done and that seemed to satisfy VDOT. Commissioner Mann states my guess Mr. Smith you actually did the study. Mr. Charles Smith states yes sir. Commissioner Mann states okay you actually did the study. Do you know what the policy is of the high school for the kids going and coming? Mr. Charles Smith states you mean like during the day can they leave? Commissioner Mann states well how they are supposed to go into the school and how they supposed to exit. Mr. Charles Smith states yes from the Meherrin Road entrance. Commissioner Mann states alright. Mr. Charles Smith states is that what you mean? Commissioner Mann states well that's what I mean but I didn't know whether you had talked to anybody in the high school or the school board as far as what their policies are for students coming and going and buses coming and going. Mr. Charles Smith states yes and during the counts we counted that actually happening therefore we calculated what's happening in the field today.

Commissioner Mann states alright, well I am kind of picking on the history a little bit that the overpass got a big push because it was a very dangerous intersection at the time and like Mr. Randolph said you can't compare the two because that was just a stop sign and look both ways and risk your life to get across it. But, I did call a student and this has been my beef for a while. We put that intersection up there for the safety of the school and for the safety of the residents. I called a student last week. We are still allowing the students to go into the school off of Highway 58 and yet we sit here and talk about how the truck traffic is going to increase when that port gets to going in the Panama Canal. We are going to increase the traffic on that highway and I probably really upset some people a few years ago because I was pushing that. None of the students should be able to go into that school off of Highway 58. I know we have a lot of great engineers with VDOT but I was a little disappointed in the fact if you approach that school and you are westbound you will notice there is a long turn lane right there where the school buses and one time could turn into that school. I was shocked that the

engineers planned a very long turn lane and at one time encouraged those school buses; that was the route to go in. So, they made a very long lane to set the school buses up. I was told that all the school buses were supposed to go in on Route 35 now. This student told me last week that he actually witnessed some school buses still coming in on that front entrance. Now you may say that has nothing to do with this but my point is, at some point in time I feel like the parents of the county should push the school system into absolutely no egress or egress should occur from the school directly on Highway 58. That is going to increase your traffic count. I know you took the traffic count with that involved, but we still have students that come in that way. I know some that go down Route 35, hit Highway 58, and go west bound and turn. They are looking for traffic and truck traffic. That is so they can come back and take a right hand turn into that school. Some students run through the county and go up towards Capron and come in that way. Knowing the reason that the overpass was put there, I don't think we are utilizing it to its fullest extent. The school still bothers me sitting there. It is a great location for a business like that. In fact, it is a great location because you have x amount of students coming out right there running to that gas station and getting food. The advantage that Flowers had across the road is they had to drive over there. They could not walk over there. It was too far to walk. The school is a concern of mine but the fact that students are still entering that school from Highway 58 is a concern of mine. The fact that they closed that little road, that service road in front of the school, that little service road still belongs to the state. Am I correct on that Mr. Cook? Mr. Randolph Cook states your right, all the way around. Commissioner Mann states but they actually shut the students off from that little strip of road from 7:30 a.m. to 8:00 a.m. and yet require the students to be there by 8:10 a.m. Commissioner Tennessee states I think that is correct but I think part of the reason they are doing that is to keep bus traffic and student traffic from intertwining together. They do allow them off of Highway 58, I have seen that. I know in the evening time there is a County Officer with lights right there at the exit over to Highway 58 and he or she directs traffic on Highway 58. I think the reason is to keep the students and bus traffic from intertwining together on that lot. But they do bring the buses in and exit the buses onto Route 35. Commissioner Mann states and that is what I was told at the time. I was a little shocked that the guy said he actually saw a bus come in on the front which meant… he couldn't tell me whether the bus had students on it or not but he did see a bus come in. They use to allow the students to park behind the school for safety reasons; for the ones that were coming down Route 35. They have stopped that. I understand mixing student traffic with bus traffic but I would rather mix the student traffic and the bus traffic off from Highway 58 than to mix that student traffic with that tractor trailer truck. I am afraid we have stuck our head in the bucket long enough and we are going to end up with some kids killed at that intersection as far as coming in and out of that parking lot. So, my point is if the parents get behind this it is going to increase the traffic that much

more coming off of Route 35 if the school actually enforced everybody to come in on Route 35. There is a way to protect the students getting off the bus and the students that are driving coming in on that service road. I think they mentioned they would have to put a wall or something there. What they were worried about is someone coming in and driving too fast and run into a bus that was parked and the kids unloading. That is a concern that we are going to increase that traffic on Route 35. There has been some talk about a service road all the way around the school. That was on one plan that I had seen. It is just a concern. It is a great location and it is great on the other side of Highway 58 but I would like to see the school enforce absolutely all the traffic come in on Route 35 for a safety reason. We already have school systems that have full-time police officers. If we have one way in and one way out it is whole lot easier to protect that entire complex. I just think we are going to increase the danger a little bit when that does happen.

Commissioner Harrell states don't you feel that if the traffic gets that bad or that much more traffic, the state will put a light there and the light there would be far safer than anything you could do. At least they would have to stop. I feel like if the traffic got that bad the state will certainly put some stop lights maybe on Highway 58 and Route 35 too. Chairman Drake states unfortunately I think Mr. Harrell it takes an incident or a series of incidents to get their attention. I agree whole heartedly. But of course this will have to make the news before that will happen unless there is some initiative to push that. Commissioner Mann states and we concentrate the most inexperienced drivers in the county at that one intersection. Chairman Drake states that is true. That is very true. Mr. Smith? Mr. Charles Smith states yes.

Chairman Drake states are you affiliated with VDOT? Mr. Charles Smith states no, I work for a private consulting firm hired by Mr. Williams. Chairman Drake states so I may have misrepresented myself earlier. I was thinking that you were the spokesperson from VDOT. Mr. Charles Smith states no I work for a private consulting firm and I did a traffic study for Mr. Williams and worked coherent with VDOT through their process. Chairman Drake states I wanted to clarify because I may have misrepresented you earlier in a comment I made. Thank you. Would you like to comment on this issue? Can you come up to the podium please? It seems like the big dilemma here is the safety of the school children, the teachers, and the buses.

Mr. Charles Smith states I will say a few things. We are talking about this intersection and how it operates and the need for a signal possibly. A traffic signal is warranted by federally mandated signal warrants and there are eight different ones. We typically wouldn't install a traffic signal… a traffic signal operates 24/7, we wouldn't install a traffic signal at a place because we have 15 or 30 minutes of a traffic issue. Typically there is a peak hour signal warrant but

we typically don't install a traffic signal because we meet one hour. That is generally a warrant we look at to say we have an issue and we need to start looking at this but we rarely install a traffic signal because we meet one hour of a twenty-four hour day. So there is an eight hour traffic signal warrant which is a more typical warrant that we would evaluate to say okay, now this is something a traffic signal can help us with. It is a problem that happens throughout the day. With the school, it is an issue for approximately 15- 30 minutes a day. We know when the students are coming and when they are leaving but other than that time, we are nowhere near meeting these warrants for a signal light. I heard people talking about special events, and again, special events are 15 minutes when they are coming and going. Those numbers may get close to meeting a signal warrant but a signal warrant designed by the federal government would ask us to look for eight hours of the day. That is when a traffic signal is actually effective in directing traffic. If the problem is only for 15 minutes a day we have found that a traffic signal is ineffective and then we do things like having a policeman direct traffic for that time. That is more effective than a traffic signal. That is the issue that we are looking at. The amount of traffic that Mr. Williams site is generating doesn't get us anywhere near the eight hour warrants. I think that is what we need to think about as far as a traffic signal. Other than that egress, ingress time we are not near the eight hour warrants that would be required to warrant a traffic signal.

Chairman Drake states while you are standing real briefly put your map up again and show us exactly what you are proposing or what we are going to suggest to VDOT about the buffering in the road where you can't do a left turn and then this expansion lane. I think the 400 foot expansion lane on Ridley Road. Show us again. Can everyone see this? I am talking about the gentlemen on the panel and ladies.

Mr. Charles Smith states the access on Route 35 is right in right out only. This is an access management issue. Access management is primarily a safety thing that is developed based on the type of corridor that you have. General speaking in our corridors we want to limit the number of accesses and have the proper spacing based on the type of corridor that it is. This access is properly spaced from Ridley Road per VDOT's guidelines and it is right in right out to minimize the amount of access we are providing on the main road. This is standard access management. Obviously left in left out creates more potential interaction then right in right out does. This is an access management issue. This is why it is right in right out only on Route 35. Again, typical access management procedure would be to get the cars off the main road onto the secondary road and then get them in and out of the site. The full right turn lane, 200 foot of storage and 200 foot of tapering, is an opportunity to get off of Ridley Road, decelerate, and get into the site. This really is an access management safety issue and why the

entrances are design this way. Chairman Drake states okay any questions for Mr. Smith.

Commissioner Edwards states my comment is I think we have gotten ahead of ourselves here. We have blended one and two together. Our first consideration is his request for an amendment to the comprehensive plan. We are discussing number two already. Chairman Drake states we are. Commissioner Edwards states we are discussing the zoning already. So, I think we need to drop back, look at number one and say is this in the spirit of the comprehensive plan and if you look at that, yes it is. Once we get through that we can go to number two the rezoning and discuss all of these other things. Chairman Drake states you are exactly right Mr. Edwards. It does have a hand in hand but you are correct we are jumping a little ahead of ourselves. So with that being said are we prepared to make a motion? Do you want to proceed to vote on this issue tonight?

Commissioner Edwards states I will go ahead since I am opening up. I make a motion to okay the request to amend the comprehensive plan from Agriculture/Forest/Open Space/Rural Residential to Commercial because I believe it is in the spirit of the comprehensive plan. I believe I am in my sixth one and I believe every one of them would have said this is in the spirit of that. I would have to say I am for changing the comprehensive plan. Commissioner Harrell seconded the motion. Chairman Drake states is there any further discussion before we vote.

Commissioner Mann states personally I would like to table the vote on this until we listen to the second request and then I will make a decision on the comprehensive plan. That's my personal opinion.

Mr. Richard Railey states I don't think you can do that. Commissioner Edwards state you can't do that. Commissioner Mann states that is in my discussion. I am not making a motion for that. That is just how I feel about it. Mr. Richard Railey states I am just trying to be helpful. Commissioner Mann okay, I mean you can delay a vote right? Mr. Richard Railey states you certainly can. Commissioner Mann states we can't now because we have a motion on the floor. Mr. Richard Railey states no you can table with a motion on the floor. Chairman Drake states Commissioner Mann what is your plan. Commissioner Mann states so you are saying I can table it with a motion on the floor. Mr. Richard Railey states you can make a motion to table it. Commissioner Mann states I would like to make a motion to table the vote until next month. Chairman Drake states and do I accept a second to that motion. Mr. Richard Railey states yes that takes preeminence.

Chairman Drake states do I hear a seconded to table the recent motion. Commissioner Harrell states why do you want to table it for a month?

Commissioner Mann states I want to hear the details on the rezoning because it kind of goes hand in hand. As far as I am concerned it goes hand in hand and I agree it is a good place for a development, but I think sometimes if we go ahead and approve the comprehensive plan…umm I would just like to retain that control for the county. Commissioner Tennessee seconded that motion. Chairman Drake states now you are seconding the motion to delay the request. Is that correct? Commissioner Tennessee states yes.

Chairman Drake states now Mr. Railey seriously, do we vote on the second motion. Mr. Richard Railey states yes, the second motion on the table takes preeminence. Chairman Drake states okay. Commissioner Mann made a motion to delay voting on the comprehensive plan amendment at this time and it is properly seconded so I call…

Commissioner Edwards states wait a minute now, Richard we have two motions now. Mr. Richard Railey states yes, but the motion to table takes preeminence over everything; always. You vote on that first.

Chairman Drake states so the motion is to table the request for the comprehensive plan amendment. Commissioner Parker states now if you table that you won't hear the zoning, right? Mr. Richard Railey states that is right.

Commissioner Parker states so the entire thing will be delayed for 30 days you are saying? Commissioner Randall states yes. Chairman Drake states it can be delayed for two, 60 days. Commissioner Edwards confirmed 60 days. Chairman Drake states so it can be delayed up to 60 days and then we will have to vote on it. Commissioner Mann states so you are tell me we can't proceed with the rezoning. Commissioner Randall states you have to change the comprehensive plan in order to change the rezoning. Commissioner Mann states I know that. I know you have to change the comprehensive plan…

Commissioner Chesson states I think you can I don't think it is advisable. Commissioner Mann states my point is I want to hear the rezoning presentation as well. I know we are not going to be able to pass the rezoning tonight until we pass this comprehensive. But we can proceed to listen. Have an open discussion. Commissioner Edwards states you can pass the rezoning tonight without passing this. Commissioner Mann states I know we had done that a long time ago and almost shot ourselves in the foot. Commissioner Edwards states no fool would take it anywhere. Commissioner Mann states that is right. Mr. Richard Railey states not only is it bad planning it is illegal. Commissioner Mann states that is right. Mr. Richard Railey states you have the power to do it. The question is you don't have the right to do it.

Commissioner Mann states so my question is this is not going to yield the second public hearing. Commissioner Chesson states it could. Mr. Richard Railey states you could. You could hear the evidence on the second public hearing, bring the first off the table, vote on it, and then vote on, but you can't vote on a rezoning until you have your comprehensive plan. Commissioner Mann states I understand that. Mr. Richard Railey states because you are begging for a lawsuit. Commissioner Mann states I understand that. My thing is I just want to table the vote on the comprehensive plan and listen to the rezoning. Chairman Drake states you want to hear the discussion on the rezoning first before we vote. Commissioner Mann states I do.

Chairman Drake states okay. We have a motion on the floor, Mr. Railey, please hear me out and correct me if I am wrong, to table voting on the comprehensive amendment at this time and has been properly seconded. Commissioner Parker states I have a question. If you are going to delay it, don't you have to say if you are going to delay it for 30 days or 60 days or do you just say delay? Commissioner Chesson states probably say 30 days. Commissioner Edwards states you can delay it this meeting and one more meeting and the third meeting you have to vote one way or another. If you don't vote then, it will go to the Board of Supervisors as a positive vote. Mr. Richard Railey states that is correct.

Commissioner Edwards states you cannot do something twice and if you don't do something the third time around it goes automatically to the Board of Supervisors as okay. Commissioner Mann stated but this is not going to stop us from hearing the rezoning application? Mr. Richard Railey states look you can say you table it for 60 days and then you hear the other hearing, that testimony, then you can make a motion that you take it off the table. Commissioner Mann states tonight? Mr. Richard Railey states yes.

Commissioner Mann states the main thing is this does not stop us from… we can take this off the table tonight or we can wait until next month, but this does not stop us from proceeding with the hearing of the rezoning. Mr. Richard Railey states you can hear that. Chairman Drake states for discussion. We can hear the discussion; the comments. Mr. Richard Railey states I would go ahead and call it evidence, discussion, representation, proffers. Commissioner Mann states that is my intent of the motion.

Chairman Drake states okay. Does everybody understand the motion? The motion is to delay the vote on the request of the comprehensive plan amendment at this time. Commissioner Edwards states let's call for roll call.

Chairman Drake states I will call for a roll call Dr. Edwards. State yeah or nah in regards to delaying. Commissioner Parker states it is confusing but I will say

okay, yes. Chairman Drake states you are willing to delay the vote at this time. We may come back and address in a few minutes okay or it may be another month or two months, but it is possible we may vote on it again tonight.

Commissioner Parker, Tennessee, and Mann voted by the words delay. Commissioner Edwards, Randall, Harrell, Chesson, and Day voted by the words no delay. Motion failed.

Chairman Drake states that motion failed so let us go back to the previous motion. Commissioner Edwards states I still have a motion on the floor that we should approve the comprehensive plan amendment and Commissioner Harrell seconded it. Chairman Drake states okay, any other discussion on that motion.

There were no further discussion and Chairman Drake called for the vote by roll call. Commissioner Tennessee and Mann voted by the word no. Commissioner Parker, Edwards, Randall, Harrell, Chesson, and Day voted by the word yes. The motion passed.

SUPPORT INFORMATION AND ATTACHMENTS

1) Staff Report
2) Application
3) Notification of adjacent landowners
4) Site map
5) Soil study

Southampton County
Post Office Box 400
Courtland, Virginia 23837
757-653-3015

APPLICATION FOR:

REZONING	COMPREHENSIVE PLAN AMENDMENT	CONDITIONAL USE PERMIT
☑	☑	☐

CONTACT INFORMATION

Applicant or Representative Name: JDW land Development LLC (John David Williams

Address: 736 Forest mills Rd

City, State, Zip: chesapeake VA

Phone: Day 757-472-8370 Evening _____ Mobile _____

Owner Name: John DAVID Williams

Address: 736 Forest mills Rd

City, State, Zip: chesapeake VA 23222

Phone: Day 757-472-8370 Evening SAME Mobile SAME.

PROPERTY INFORMATION

Address or Location: Ridley Rd

Tax Parcel Number: portion of 74.32

Total Acreage of Parcel: 160+/-

Amount of above acreage to be considered: 8 for Plan. 3.2 for RZA

Current Use of property: agriculture

Rezoning request from A-1 to LB-2

Comprehensive Plan request from Ag to Com

Conditional Use request: Section _____ of the Southampton County Code

Give a brief description of the application request (attach additional sheets if necessary):

Annend comp plan for 8 acres
Annend the zoning map for 3.2 Acres

Required Items to be submitted with application:

✓ Application Form

_____ Application Fee of $1,000

_____ Cover Letter

_____ Site Plan / Exhibit

_____ Proffer Statement (if applicable)

_____ Other (To be determined by agent)

Note: If applicant is anyone other than the fee simple owner, written authorization of the fee simple owner designating the applicant as the authorized agent for all matters concerning this application shall be filed with the agent. A Special Limited Power of Attorney form is available upon request.

The undersigned ____ Owner ____ Applicant authorizes the entry of Southampton County personnel onto the property in order to perform their duties with regard to this request.

June 5 2014 _____ _____
Date Signature Signature

OFFICE USE ONLY

Received By: _____

Date: _____

Post Sign By: _____

PC Agenda Date: _____

BOS Agenda Date: _____

Microsoft Outlook Web App

Type here to search | Entire Mailbox | Options | Sign out

Mail
Calendar
Contacts

Deleted Items (675)
Drafts
Inbox
Junk Email
Sent Items

Click to view all folders

Manage Folders...

Reply | Reply All | Forward | Junk | Close

Re: Ridley Rd C Store Traffic Study.pdf

David Williams [affordablecuts1@cox.net]

You replied on 7/9/2014 11:43 AM.

Sent: Wednesday, July 9, 2014 11:28 AM
To: Beth Lewis

Not gonna do anything else just the 3.2 acres and no more

Thanks David

On Jul 9, 2014, at 10:40 AM, Beth Lewis <blewis@franklinva.com> wrote:

> the study seems to only include the 3.2 acres for the zoning map amendment request. Has Chuck spoken to VDOT regarding the other acres for the Comprehensive Plan amendment request?
>
> Beth Lewis, AICP
> Community Development Deputy Director
> Franklin Southampton Community Development Department
> 207 West Second Avenue
> Franklin, VA 23851
>
> From: David Williams [affordablecuts1@cox.net]
> Sent: Wednesday, July 9, 2014 10:25 AM
> To: Beth Lewis
> Subject: Ridley Rd C Store Traffic Study.pdf

JDW
6/5/2014 Jon Dal Ullen
1/10/14

Sec. 18-192. Permitted uses.
In business district B-1, structures to be erected or land to be used shall be for one (1) or more of the following uses:
(1) Adult establishments, individual or collectively, including adult arcades, adult bookstores, adult cabarets, adult motion picture theaters, adult theaters and massage parlors, with a condition use permit, provided that such uses shall not be located within two thousand six hundred forty (2,640) lineal feet of any church, school or residence.
(1) Automobile service stations and self-service stations, as defined, so long as bulk storage of inflammable liquids is underground, but not including major repair and not including storage of wrecked cars or storage or rental of luggage trailers, campers, vans or similar equipment.
(2) Banks or savings and loan offices.
(3) Bakeries provided all products produced on the premises shall be sold at retail on the premises.
(4) Barber shops or beauty parlors.
(5) Bicycle sales and repair shops.
(6) Billiard parlor or pool hall, card room, electronic game center or similar recreational establishment, with a conditional use permit.
(7) Catering or delicatessen business, but not fast food delivery.
(8) Clinics.
(8.1) Convenience store, as herein defined, with a maximum of twenty-four (24) fuel dispensing nozzles, none of which may exceed a diameter of five-eights (5/8) of one inch.
(9) Dry-cleaning or pressing pickup stations or shops occupying not more than two thousand five hundred (2,500) square feet of floor area and using no cleaning fluid whose base is petroleum or one of its derivatives.
(10) Facilities and structures necessary for rendering public utility service, including poles, wires, transformers, telephone booths and the like for electrical power distribution and communication service, and underground pipelines or conduits for electrical, gas, sewer or water service, but not including buildings, treatment plants, water storage tanks, pumping or regulator stations, major transmission lines, storage yards and substations which are permitted with a conditional use permit.
(11) Flower shops and greenhouses incidental thereto.
(12) Frozen food lockers for individual or family use.
(13) Funeral home or undertaking establishment.
(14) Hospital or clinic for small animals, dogs, cats, birds and the like, provided that such hospital or clinic and any treatment rooms, cages, pens or kennels, be maintained within a completely enclosed, soundproof building, and that such hospital or clinic be operated in such a way as to produce no objectionable noise or odors outside its walls.
(15) Ice distribution stations, automatic, or other drive-in automatic vending machine station. Groups of vending machines shall be contained in a building.
(16) Institutions, educational or philanthropic, including museums, art galleries and libraries, with a conditional use permit.
(17) Laundromats or self-service dry-cleaning establishments.
(18) Laundries occupying not more than two thousand five hundred (2,500) square feet of floor area.
(19) Laundry and dry-cleaning establishments (combined operation) occupying not more than five thousand (5,000) square feet of floor area and using no cleaning fluid whose base is petroleum or one (1) of its derivatives.
(20) Nurseries for growing plants, trees and shrubs.
(21) Nursery schools, kindergartens, child care centers, day nurseries or child day care centers.
(22) Offices, general business or professional.
(23) Pet shop or dog beauty parlor, provided that any work rooms, cages, pens or kennels be maintained within a completely enclosed, soundproof building and that such shop or parlor be operated in such a way as to produce no objectionable noise or odors outside its walls.
(24) Parking lots, parking spaces and parking areas, but not automobile sales or storage lots, used or new automobiles or motorcycle sales or storage.
(25) Private club, lodge, meeting hall or fraternal organization.

June 5 2014

(26) Public or governmental buildings and uses, including governmental offices, police stations, fire stations (volunteer or otherwise) parks, parkways and playgrounds, with a conditional use permit.
(27) Restaurants, drive-in or otherwise.
(28) Shoe repairing shops occupying not more than two thousand five hundred (2,500) square feet of floor area.
(29) Shops for the sale, service, or repair of home appliances, watches and clocks, luggage and leather goods, office machines, electrical and television and phonograph and radio equipment, occupying not more than two thousand five hundred (2,500) square feet of floor area.
(30) Stores or shops for the conduct of retail business, including sale of accessories, antiques, appliances, art or art supplies, beverages (alcoholic or otherwise), carpets, clothing, drugs, fabrics, food, furniture, jewelry, office supplies and stationery, paint, wallpaper, sporting goods and stationery and similar stores and shops.
(31) Studios or shops for artists, photographers, writers, teachers, jewelers, weavers or other craftsmen, sculptors or musicians.
(32) Telephone station or booth, including drive-in or talk-from-car stations.
(33) Temporary stands, or outdoor areas or temporary truck parking, for sale of produce, Christmas trees, wreaths, holly and the like.
(34) Wireless communication facilities per section 18-427 of this chapter.
(Ord. of 6-18-90, § 19-7.2; Ord. of 12-21-92, § 2; Ord. of 12-21-92, § 2; Ord. of 9-23-02(2))

Sec. 18-222. Permitted uses.
In business district B-2, structures to be erected or land to be used shall be for one (1) or more of the following uses:
(1) Any use permitted in the B-1 local business district, but subject to the development standards of the B-2 district.
(2) Animal hospital or kennel with any open pens at least two hundred (200) feet from any residential district.
(2.1) Auction barn, with a conditional use permit.
(3) Automobile service station, so long as bulk storage of inflammable liquids is underground.
(4) Automobile or truck, truck trailer or bus sales, service and repair including body or fender repair, but not auto salvage or junk, and any major repair or storage of equipment or materials or damaged vehicles shall be inside a completely enclosed building.
(5) Automobile or truck parts sales, wholesale or retail, but not storage or sale of junk.
(6) Automobile storage lot, new or used cars, but not storage or sale of junk.
(7) Automobile used car lot, or used truck sales.
(8) Bakeries, wholesale or retail.
(9) Boat and boat trailer sales and storage.
(10) Bottling works, dyeing and cleaning works, linen service, or laundry, furniture refinishing, plumbing, electrical and heating shop, painting shop, upholstering shop not involving furniture manufacture, shoe repair, tinsmithing shop, tire sales and service (including vulcanizing and recapping, but no manufacturing), appliance repairs, and general service and repair establishments, similar in character to those listed in this item, no limit on floor area but provided that no outside storage of material is permitted except as provided in this section.
(11) Car wash or automobile laundry, automatic or otherwise, providing reservoir space for not less than ten (10) vehicles for each washing lane of an employee-operated facility.
(11.1) Convenience store, as herein defined, with more than twenty-four (24) fuel dispensing nozzles or with any one nozzle exceeding a diameter of five-eights (5/8) of one inch, with a conditional use permit.
(12) Exterminating establishment.
(13) Facilities and structures necessary for rendering public utility service, including poles, wires, transformers, telephone booths and the like for electrical power distribution and communication service, and underground pipelines or conduits for electrical, gas, sewer, or water service, but not including buildings, treatment plants, water storage tanks, pumping or regulator stations, major transmission lines, storage yards and substations which are permitted with a conditional use permit.

June 5, 2014.

(14) Farm supply and service establishments, implement sales, rental and service, feed and seed store, including custom milling of grain and feed, milk depots and creameries, fertilizer storage in bags or bulk storage of liquid or dry fertilizer in tanks or in a completely enclosed building.

(15) Firewood operation as defined, with a conditional use permit.

(16) Fortune teller, palmist, astrologist, numerologist, clairvoyant, craniologist, phrenologist, card reader, spiritual reader or similar activity.

(17) Garages, parking, storage or repair.

(18) General advertising sign limited in area to two hundred (200) square feet as a special exception.

(19) Greenhouses, commercial, wholesale or retail.

(20) Hotel, motel, motor lodge or tourist home.

(21) Ice storage and distributing station of not more than five (5) tons capacity.

(22) Janitorial service establishment.

(23) Lawnmower, yard and garden equipment, rental, sales and service.

(24) Lumber and building materials store, wholesale or retail, but not a lumber yard.

(25) Material storage or sales yards, in connection with a permitted use where storage is incidental to the approved occupancy of a building, provided all products and materials used or stored are enclosed by a masonry wall, screening, fence, or hedge, not less than six (6) feet in height. Storage of all materials and equipment shall not exceed the height of the wall. Storage of cars and trucks used in connection with the permitted trade or business is permitted within the walls or screen, but not including storage of heavy equipment, such as road-building or excavating equipment.

(26) Manufactured home sales, display and storage, or sales, rental, display and storage of travel trailers, motor homes, travel vans, and campers provided that all units shall be in useable condition, none shall be placed in a required front yard, the minimum parcel area shall be one-half acre, the storage area shall be separated from the display area by a continuous visual screen with a minimum height of eight (8) feet, such screen consisting of a compact evergreen hedge or foliage screening or louvered fence or wall, and the entire area shall be similarly screened from any contiguous residential district.

(27) Monument sales establishments with incidental processing to order, but not including the shaping of headstones.

(28) Motorcycle or off-road vehicle sales and service.

(29) Muffler sales and installation.

(30) Outdoor sales area or flea market, with a conditional use permit.

(31) Peanut buying station.

(32) Plumbing and electrical supplies, wholesale or retail.

(33) Printing, publishing and engraving establishments, photographic processing or blueprinting.

(34) Private club, lodge, meeting or assembly hall or fraternal organization or sorority.

(35) Public or governmental buildings and uses, including governmental offices, libraries, schools, fire stations (volunteer or otherwise), parks, parkways and playgrounds, with a conditional use permit.

(36) Radio and television stations and studios or recording studios, but not towers more than one hundred twenty-five (125) feet in height except with a conditional use permit.

(37) Recreation facilities, indoor or outdoor, including theaters, bowling alleys, dance halls subject to applicable county regulations, skating rinks (ice skating or roller skating), swimming pools, miniature golf, billiard or pool parlors, game centers, indoor or outdoor tennis, indoor model racing tracks and similar activities.

(38) Rental of luggage trailers but not including truck trailer bodies except campers and travel trailers.

(39) Sign fabricating and painting shop.

(40) Taxidermists.

(41) Tire sales and installation.

(42) Wholesale brokerage or storage establishments with floor area devoted to storage or warehousing limited to twenty thousand (20,000) square feet.

(43) Wireless communication facilities per section 18-427 of this chapter.

JDW Development of Virginia LLC
c/o David Williams
736 Forest Mills Road
Chesapeake, VA 23322

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24428 Greenhead Road
Courtland, VA 23837

Wilbert Williams and Eunice Wilson
24428 Greenhead Road
Courtland, VA 23837

Maynard Boykins Jr etals
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Courtland, VA 23837

Branch Banking & Trust Co.
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2713 Forest Hills Road
Wilson, NC 27894

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Courtland, VA 23837

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23768 Ridley Road
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24275 Moore Road
Courtland, VA 23837

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24283 Moore Road
Courtland, VA 23837

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24141 Ridley Road
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Vera Dawson and Helen Parker
24292 Ridley Road
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24316 Ridley Road
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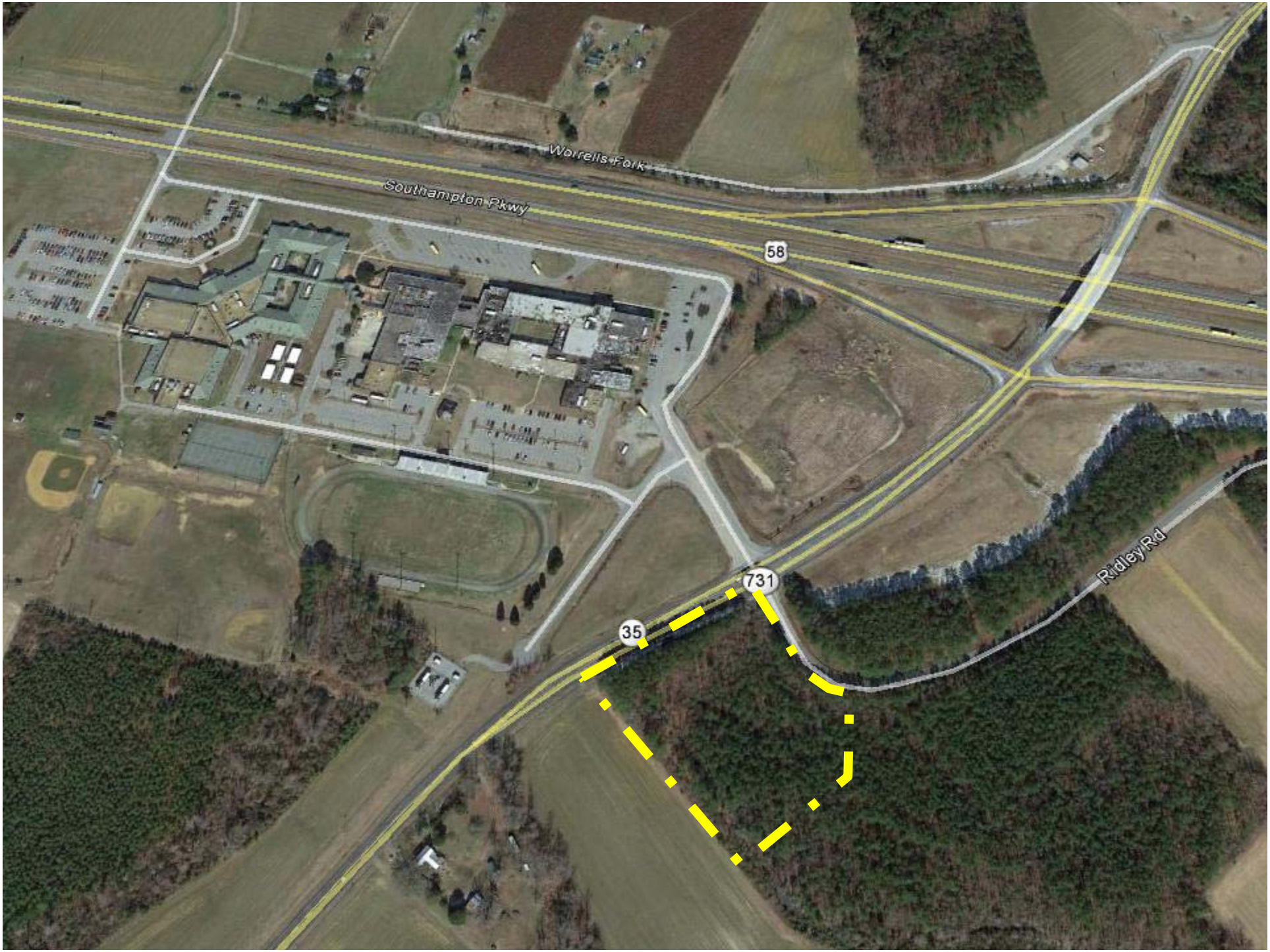
Dianne Williams life estate
c/o Cheryl Roberts
23247 Hanging Tree Road
Courtland, VA 23837

Fitzgerald Barnes
7307 Courthouse Road
Louisa, VA 23093

Ronald Williams Sr.
P.O. Box 414
Courtland, VA 23837

Southampton County School Board
P.O. Box 96
Courtland, VA 23938


Worrells Fork
Southampton Pkwy
58
731
35
Ridley Rd

Custom Soil Resource Report
Soil Map

Map Unit Legend

Southampton County, Virginia (VA175)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
13B	Emporia fine sandy loam, 2 to 6 percent slopes	0.1	1.7%
30B	Uchee loamy sand, 0 to 6 percent slopes	6.2	98.3%
Totals for Area of Interest		**6.3**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If

Southampton County, Virginia

13B—Emporia fine sandy loam, 2 to 6 percent slopes

Map Unit Setting

Mean annual precipitation: 42 to 54 inches
Frost-free period: 180 to 208 days

Map Unit Composition

Emporia and similar soils: 95 percent
Minor components: 2 percent

Description of Emporia

Setting

Landform: Marine terraces
Landform position (three-dimensional): Tread
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy marine deposits

Typical profile

H1 - 0 to 17 inches: fine sandy loam
H2 - 17 to 33 inches: clay loam
H3 - 33 to 40 inches: sandy clay loam
H4 - 40 to 72 inches: fine sandy loam

Properties and qualities

Slope: 2 to 6 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately high (0.00 to 0.57 in/hr)
Depth to water table: About 36 to 54 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 8.1 inches)

Interpretive groups

Farmland classification: All areas are prime farmland
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: C

Minor Components

Bibb

Percent of map unit: 1 percent
Landform: Drainageways, flood plains
Landform position (three-dimensional): Base slope, tread
Down-slope shape: Concave
Across-slope shape: Linear

Myatt

Percent of map unit: 1 percent
Landform: Drainageways on marine terraces, depressions on marine terraces

Landform position (three-dimensional): Tread, riser, dip
Down-slope shape: Linear, concave
Across-slope shape: Concave, linear

30B—Uchee loamy sand, 0 to 6 percent slopes

Map Unit Setting

Mean annual precipitation: 42 to 54 inches
Frost-free period: 180 to 208 days

Map Unit Composition

Uchee and similar soils: 80 percent

Description of Uchee

Setting

Landform: Marine terraces
Landform position (three-dimensional): Tread, riser
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy marine deposits and/or sandy marine deposits and/or alluvium

Typical profile

H1 - 0 to 24 inches: loamy sand
H2 - 24 to 45 inches: sandy loam
H3 - 45 to 50 inches: sandy clay loam
H4 - 50 to 65 inches: sandy clay loam

Properties and qualities

Slope: 0 to 6 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.20 to 1.98 in/hr)
Depth to water table: About 42 to 60 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.5 inches)

Interpretive groups

Farmland classification: Not prime farmland
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3s
Hydrologic Soil Group: B