

VIRGINIA:

At a regular meeting of the Washington County Board of Supervisors held Tuesday, June 9, 2009, at 7:00 p.m., at the County Administration Building in Abingdon, Virginia the following were present:

PRESENT:

- Kenneth O. Reynolds, Chairman
- Jack R. McCrady, Jr., Vice Chairman
- Phillip B. McCall
- Dulcie M. Mumpower
- Odell Owens
- Paul O. Price
- Thomas G. Taylor

- Mark K. Reeter, County Administrator
- Lucy E. Phillips, County Attorney
- Mark W. Seamon, Accounting Manager
- Naoma A. Norris, Recording Clerk

1. Call to Order

The meeting was called to order by Mr. Kenneth O. Reynolds, Chairman of the Board, who welcomed everyone in attendance.

2. Invocation and Pledge of Allegiance

Supervisor Tom Taylor gave the Invocation and led the Pledge of Allegiance.

3. Approval of Agenda

On motion of Mr. Owens, second by Mr. Taylor, it was resolved to approve the agenda as presented.

The vote on this motion was as follows: (7-0)

- Mr. McCall Aye*
- Mr. McCrady Aye*
- Mrs. Mumpower Aye*
- Mr. Owens Aye*
- Mr. Price Aye*
- Mr. Reynolds Aye*
- Mr. Taylor Aye*

4. **Public Hearings:**

The following public hearings were combined:

a. **Request(s) for Rezoning:**

1. Patricia Williams Bradford, Property Tax Map #067A4-4-14: Request to rezone approximately 13.95 acres of property located on the east side of State Route 80 near the intersection of State Route 80/State Route 609 from A-2 (Agricultural, General) to B-2 (Business, General) Monroe Magisterial District

b. **Request(s) for Special Exception Permit:**

1. Patricia Williams Bradford on behalf of Love's Travel Stops & Country Stores – Property Tax Map #067A-4-14: Request for a Special Exception Permit to construct and operate a truck stop known as "Love's Travel Stop's & Country Stores" consisting of restaurants, retail shopping, petroleum sales and associated parking on property located on the east side of State Route 80 near the intersection of State Route 80/Route 609 in a B-2 (Business, General) zone, Monroe Magisterial District

Mr. Reynolds opened the public hearing and invited comments.

County Zoning and Subdivision Official Cathie Freeman addressed the Board presenting a summary of the proceedings before the Planning Commission on this issue. She explained that presentations were made by representatives from Love's Travel Center and Washington County Schools Superintendent Dr. Alan Lee. Dr. Lee provided the Planning Commission with correspondence from the Washington County School Board citing their opposition to the proposed Travel Center. Mrs. Freeman stated that the Board was provided in their agenda materials with a copy of this correspondence.

Mrs. Freeman explained that other speakers addressed the Commission both in support of and in opposition to the proposed Travel Center. The individuals in favor of the Travel Center cited the need for a business in Meadowview such as the travel center, the need for additional truck stops for the truck drivers because of the limited time travel placed on the truck drivers, employment opportunities for the citizens during stressful economic times, opportunity for this area to experience growth commercially, additional revenue for the county, water and sewer being made available to the Meadowview Elementary School, the travel center would be no different from an automotive fueling station if not for the tractor trucks, felt that all State and Federal regulations would be met and Love's Travel Center would be a good neighbor for area businesses and the last comment noted the property was predominantly B-2 and Love's Travel Center had already made a significant investment in the property. The individuals speaking in opposition cited unsanitary conditions used by the truck drivers when they are pulled off the road at this type facility and the risk to the small children in the community and school children who might be playing outside and be exposed to this type activity. Speakers voiced numerous concerns for the children attending Meadowview Elementary School because of safety concerns, pollutants, traffic and strangers that would be brought into the area by the business. Other issues addressed were exhaust fumes and how it would relate to the citizens with asthma, changing a residential area into a commercial activity, concerns with the Exit 24 bridge located on Interstate 81 and the ability of the exit ramps to accommodate large trucks without turning lanes, stacking of trucks on the Interstate ramp, study conducted by Emory & Henry College students in regard to safety and health of children, creation of a poorly designed interchange such as Exit 14 and Exit 17, motor vehicle accidents, assaults, theft, vagrancy, intoxicated

drivers, prostitution and robberies, and non-compliance with the Comprehensive Plan as it relates to the protection of the way of life, good jobs and quality of life.

Mrs. Freeman concluded her presentation with the explanation that after lengthy discussions among the members of the Commission, the Commission on a 4-2 vote recommended denial of the applications for rezoning and special exception permit.

Mr. Rick Shuffield, Director of Real Estate Development for Love's Travel Stops & Country Stores spoke next and provided a brief overview of the proposed project. Mr. Shuffield explained that Love's Travel Stops & Country Stores proposes to construct a new facility off Interstate 81 at Exit 24 along State Route 80 (Glenbrook Avenue) in the community of Meadowview, VA. Love's proposes to rezone approximately 4.75 acres from A-2 (Agricultural, General) to B-2 (Business, General) to conform to the adjacent property that is already zoned B-2. The purpose of the rezoning request is for Love's to obtain a special exception permit for the truck component of their proposed project. Mr. Shuffield explained that other than the facilities for semi-trailer trucks, the other uses proposed by Love's are permitted by right in the B-2 zoning district. Mr. Shuffield explained that Love's proposes to develop approximately 9 acres of the 13 acre parcel for a travel center that would include 77 truck parking spots, 75 car and RV parking spots and approximately a 10,000 square foot building. Within the confines of the building there would be a convenience store, gift shop, restroom facilities and two quick service restaurants, a Subway and a McDonalds with a drive-through window.

Mr. Shuffield explained that as part of the overall project, Love's has been working for over three and a half years in coordination with County staff, the Virginia Department of Transportation and other regulatory agencies to try to make this the best project that they possibly could. He stated that he very much appreciates the Board of Supervisors' consideration as he tries to address concerns raised in previous meetings and further wants to mention that Love's has met the governmental requirements and would intend to meet any additional governmental requirements if the project is granted. Mr. Schuffield provided background information on Love's Travel Stops & Country Stores. He explained that Love's proposed project is similar to the Petro Truck Stop in Glade Spring, VA. In reviewing the minutes from the Board of Supervisors meetings when the Petro Truck Stop project in Glade Springs was being considered shows the same issues and concerns were discussed as were expressed in the various public information meetings conducted by Love's. Mr. Shuffield further explained that there are differences between the Petro Truck Stop project in Glade Spring and the Love's Travel Center proposed for the Meadowview community. The major differences are the traffic concentration. The Love's Travel Center will have 77 truck parking spaces and the Petro Truck Stop in Glade Spring has 250 truck spaces. The Petro in Glade Spring facility caters more to the truck driver including the sit down restaurant and other amenities such as the truck garage that Love's would not necessarily provide. He reviewed background information from an operational standpoint and explained that Love's business is predicated on low price fuel and less amenities.

Mr. Shuffield addressed the following major concerns that he said have been expressed and which he stated were related to location:

Mr. Shuffield indicated that Love's Civil Engineer and Traffic Engineer were present to answer questions. Additionally, Love's was requested to do a traffic simulation and if Board would like to see the traffic simulation, at a later time, it could be played on the monitors.

Concern #1 – exhausts coming from the proposed travel center to Meadowview Elementary School. Mr. Shuffield provided clarification on the distance between the travel center and Meadowview Elementary

School. He explained that the distance from the playground at the elementary school to the parking lot of the proposed Travel Center is about 1/3 of a mile. He said that this information could be verified on Google Earth. He also said that his research indicated that the prevailing winds in this area come from the south/southwest. He said his references were the local Abingdon weather station, the National Weather Service, and other literature pertaining to prevailing winds for southern Virginia. Mr. Shuffield explained that, based on his doing a simple test over the last 40 days, only 30% of the wind direction came from a direction other than the south/southwest. From this research, he concluded that the vast majority of the wind blows toward Interstate 81 and away from Meadowview Elementary School. He stated, however, that he was aware there are times when the wind blows toward the elementary school. He said that he found no studies to prove or disprove information about the health effects of air from the Travel Center. However, he commented that logic would say that with the wind going the distance to the elementary school there would be dissipation. Also, the truck drivers do not idle their vehicles all the time because this would cost them money. Mr. Shuffield continued with the following comments. The two times when trucks idle the most are when it is extremely cold or extremely hot. Trucks will idle more during the winter months. The kids are not outside playing on the playground during these months. The other peak idle time is during the summer months when it is hot. This is when school is out of session. The Environmental Protection Agency (EPA) has mandated the use of ultra low sulfur diesel. This mandate has been implemented in 97% of the truck stops across the country, which has reduced the sulfur content by more than 90%. The 2010 EPA mandate is that all new trucks manufactured starting this year will be required to have emissions control systems that will take care of the particulates and the nitrogen oxides. It will be about seven years before the new EPA mandates will be fully implemented. Mr. Shuffield stated this is a national issue that is also being addressed on a national platform.

Concern #2 – traffic. Mr. Shuffield stated that many incorrect statements have been made regarding the traffic impacts of the proposed Travel Center. He stated that Loves traffic study indicated that the current traffic count going south on State Route 80 is about 2,400-2,500 vehicles per day. This road is designed to accommodate 16,000 vehicles per day. Mr. Shuffield addressed issues pertaining to the peak time for traffic at Meadowview Elementary School, which is the time the students are picked up in the afternoon. The student drop off times vary in the morning hours. The vehicle stack becomes a problem when people are in line to pick up their children because they do not want to be late picking up their kids. This has nothing to do with the design of State Route 80 and the capabilities this roadway has to handle the traffic. Love's from their various studies conducted across the country looking at similar situations with travel centers has determined that about 60% of their traffic will come from northbound which means about 40% would come from the southbound. He clarified that he was speaking in reference to truck traffic because that seems to be a larger concern than passenger vehicle traffic. He explained that Love's would make substantial improvements to State Route 80 to make sure the roadway can handle the anticipated truck traffic. The proposed improvements, which were designed by a licensed expert and approved by VDOT, would more than adequately handle the increase in traffic. Mr. Shuffield stated that after the road improvements are completed, the traffic would not even reach half capacity for that roadway. He asserted that Love's traffic study showed that the bridge underpass was sized sufficiently to allow a good free flow of traffic. He noted the many public comments that indicated a concern with the width of the underpass. Mr. Shuffield said, as a reminder, that their traffic studies concluded that only 40% of the traffic coming to the proposed Travel Center would come from I-81, southbound and that would be the only traffic traveling underneath bridge. The vast majority of their traffic will be coming north, making a right hand turn into the turn lane then turning left into the travel center and turning right out of the parking lot, which is a very good free flow of traffic. Mr. Shuffield explained that Love's will also be making improvements to the radius of the off ramps to ensure there are safe turning movements for the trucks. There are very specific requirements you have to do in order to safely move trucks. Love's has proven that the trucks can safely maneuver around that area. Additionally, as a back up, there are plans to signalize both of the

off ramps at Exit 24. This will ensure a safe and orderly flow of traffic. The main reason for the signalization is to create a situation where you will not have a stack up on the off ramps. There will be loops put in the off ramps to sensor the trucks so if there is a situation where traffic backs up; the sensor will cause the signal to change so you can continue on with a good free flow of traffic. Love's is also making major improvements in front of the proposed travel center. Right now there is 24' of roadway. There are plans to construct a left hand turn lane, two 12' lanes on each side of the turn lane, as well as two 4' wide paved shoulders. The roadway in front of the travel center will go from 24' to 42'. The real traffic impact is the traffic coming off the Interstate and getting back onto the Interstate. The traffic coming off the Interstate will almost immediately turn into the left turn lane and there will still be a free flow for traffic to the school without any difficulty. The traffic going to the travel center will not be traveling toward the school. Mr. Shuffield stated that he is confident the design is going to create a free flow of traffic in front of the proposed travel center to accommodate numbers well above the projections. Also, the ability to maneuver emergency traffic has been discussed. During the last meeting, a fire representative stated that they did not see a problem getting emergency vehicles through in the event there was a need to be able to access the School. Mr. Shuffield said that Love's would be more than happy to install transponders in the signals in the event that an emergency vehicle needed to control the signal lights for good free flow of traffic.

Mr. Shuffield further addressed the concerns with the exhaust from the tractor-trailer trucks. He apologized that there were no studies that could be found through their trade organization to disprove that the exhausts from the travel center would be a problem. The logic would say based on normal operating conditions where prevailing winds are generally in the opposite direction of the elementary school, then there would not be an increased impact to the school. In contrast, Mr. Shuffield noted that the proximity of the Glade Middle School to the Petro travel center at Exit 29 is ½ mile according to Google Earth, and the middle school is in the path of the exhaust from the Petro travel center, based on records of controlling winds. Mr. Shuffield stated that he has not heard negative comments about the Petro Truck Stop in Glade Spring other than a few traffic concerns. Most of the comments have been positive.

Mr. Shuffield concluded by reviewing two additional points. First, if the Board has a recommendation as far as extra steps Love's could take to accommodate the concerns about the exhausts they would be willing to entertain those concerns. Second, he reviewed the positive aspects of the location. The first is the economic impact. It has been said that the proposed travel center would have a minimal economic impact. He argues that this is not true. The proposed Love's Travel Center & Gift Shop project would be a \$6,000,000 to \$7,000,000 project that will hire local contractors and subcontractors to construct the facility, so there will be a lot of money invested locally from the construction aspect. Additionally, over \$1,000,000 would be spent on payroll especially using the multiplying factor and what this means to the community as far as the turn of these dollars. Mr. Shuffield stated the property tax revenue generated from the travel center property and Love's investment in the property will be about \$40,000. There will be an estimated \$60,000 and \$70,000 in additional sales tax revenue to the County that will be generated through the retail sales from the travel center and restaurant facilities. He explained a lot of improvements would be made. Love's has offered to construct additional lanes at Meadowview Elementary School, or to work with officials to help alleviate the issues with the stacking of traffic at the elementary school, so they are out of the line of any traffic back up close to the travel center. Mr. Shuffield asserted that it has been said that Love's offer to bring sewer services to the elementary school was mandated by the County. Mr. Shuffield stated that this is not a true statement. Rather, it was Love's initiative to offer to bring sewer to the school. If the Love's project is approved, they will be in the community for a long time and will be a good neighbor.

At this time, Mr. Shuffield asked for questions from the Board.

Mr. Reynolds noted that this was the first presentation that the Board has heard concerning the proposed Love's Travel Stop and Gift Shop. He invited questions from the Board to Mr. Shuffield.

A lengthy question and answer period ensued among the Board and Mr. Shuffield.

Mr. McCrady asked about providing to truckers the Idle-air system so that the trucks would have an alternative to idling and, thereby, reduce emissions while they were at the Travel Center.

Mr. Shuffield responded that the company that produced those systems had gone into bankruptcy. Mr. Shuffield stated that the industry trend reduction of emissions while trucks are stopped is the use of auxiliary power units. He explained that the auxiliary power units can be built more quickly whether they are motor driven or battery operated systems within the confines of the truck to take care of the needs. There are other mechanisms that might be able to be employed, but nothing has been tried and true tested.

Mr. McCrady inquired if the extension to the off ramps at Exit 24 was part of Love's plan.

Mr. Shuffield explained there will not be a need to make changes to the off ramps outside of the change to the turning radius. Based on the traffic anticipation and current conditions there is more than enough stack space on the off ramps to accommodate the trucks.

Mr. McCrady inquired if Mr. Shuffield was familiar with the Musgrove Light System that lights the perimeter where it's installed. Mr. Shuffield explained that the industry refers to it as a dark sky or direct lighting. He explained this system is part of their design plan.

Mr. McCrady asked what Love's response would be if there were no oversize loads allowed or hazardous materials trucks allowed at Exit 24 providing that VDOT could allow this. Mr. Shuffield explained that would not be a problem for Love's.

Mr. McCrady inquired how many acres would be under pavement. Mr. Shuffield explained there would be about 9 acres. Mr. McCrady said this would amount to 250,000 gallons of water in a one inch rainfall and asked if Love's catch basin would be large enough to accommodate this amount. Mr. Shuffield explained that Love's has met all the standards for all the flood events. Through the community meetings Love's conducted this was an issue raised. Based on the calculations, Love's should be able to help improve the situation.

Mr. McCrady asked if the measurement of the bridge was 25' 8" from collar to collar. Mr. Shuffield stated that measurement sounds right.

Mr. Price inquired about when Love's first began to work with the County on this project. Mr. Shuffield explained that actual contact was made with the County about three and a half years ago. There is a timeline that could be provided to the Board. Mr. Price asked if the first contact was before 2006. Mr. Shuffield said that it was.

Mr. Price stated that he read in the minutes of the Planning Commission meeting that Love's was willing to eliminate the sale of beer from their plan. Mr. Shuffield said that Love's was willing to take the sale of beer out of their plan and stated that beer sales are not a big part of their business. Mr. Price said he would be concerned if there were beer sales.

Mr. Taylor stated that the prevailing winds are not the problem for the school. The problem is with the inversion conditions. He asked Mr. Shuffield if he was familiar with inversion conditions. Mr. Shuffield

explained that he is familiar with inversion conditions. The dissipation rate is pretty large particularly when you are talking about that distance. Mr. Taylor stated that the inversion problem is major and is a daily problem. There is dissipation, but depending on time of year and during the worst times of year it is about 10:00 AM before it dissipates.

Mr. Taylor inquired about the source of the data that says U.S. Route 80 is designed to accommodate 16,000 vehicles per day. Mr. Shuffield explained that data is from the VDOT standards for two lane rural roads. Mr. Taylor explained that all roads are not built to this classification and asked if Mr. Shuffield agreed. Mr. Shuffield explained that the road would be built to VDOT standards when the proposed expansions are completed. Mr. Taylor said that Love's is using the maximum loading for a particular classification of road. Mr. Shuffield said that is correct; however, the area of impact would be changed as it will not change capacity based on the trip generation. Mr. Taylor asked if Love's would make modifications to the road to handle the 16,000 vehicles per day. Mr. Shuffield explained that the road could already handle 16,000 vehicles per day. He further explained that the modifications will mainly accommodate the truck load. He stated that Love's anticipates there will be 400 trips per day on the trucks. The trucks are a relatively small piece, about 25% of the traffic anticipation. The improvements being made are above and beyond what the agreed upon traffic impact study had to make sure that there would be no issues in front of the travel center to ensure a safe free flow of traffic.

Mr. Taylor addressed issues pertaining to sales tax revenue generated from the proposed travel center. Mr. Shuffield explained that Love's estimated numbers were based on information received from the County Administrator that 1.5% of the sales tax generated comes back to the County. Based on the anticipated retail sales and sales generated from the two restaurants the additional sales tax revenue to the County is estimated to be between \$60,000 and \$70,000.

Mr. Taylor stated that it was his understanding the County received 1% of the sales tax. Mr. Reeter explained that if you factor in the amount of sales tax contributed back to public schools based on sales tax it is about 1.5 cents of sales tax that comes back to the County. The County gets one penny and a half of a penny goes for public education.

Mr. Taylor asked based on the one penny in sales tax the County receives how much additional sales tax revenue would the County receive from the proposed travel center. Mr. Shuffield explained that based on the one penny the County's annual portion of sales tax would be between \$40,000 and \$50,000. This figure does not include fuel. Mr. Taylor said this amount does not stack up with the sales tax revenue generated from the other truck stops. Mr. Shuffield stated that Love's projected annual sales would be between \$4,000,000 and \$5,000,000 per year which equates to about \$40,000 to \$50,000 annually in sales tax to the County. Further discussions ensued between Mr. Taylor and Mr. Shuffield concerning the amount of property taxes the County would receive from the Love's Travel Center. Mr. Shuffield explained that based on the projected investment and calculations on the County's website that Love's would pay an estimated \$40,000 in property tax to the County.

Mr. Reynolds stated that he consulted with the County Treasurer on anticipated tax revenue and that the figures provided by Mr. Shuffield are basically what the County can expect.

Mr. Price asked Mr. Shuffield if he had an estimated figure on what the gas tax revenue would be that goes to the State and Federal governments. Mr. Shuffield said the tax revenue for the State is about \$2,000,000 annually. Mr. Shuffield stated that he deals more with the tax revenue to the State and does not have a figure for the federal.

Mr. McCall explained that he has received a lot of telephone calls and letters from citizens inquiring about moving the travel center to another exit. He asked about Love's consideration of a different location. Mr. Shuffield explained that next most logical exit for Love's to consider is Exit 26. The property at Exit 26 is controlled by more adversarial forces that do not want to see the property developed. Love's looked at two sites at Exit 22. They had conversations with the motor car company about doing something at that interchange, as well as looking at property on the east side of Exit 22. The problem with the east side of Exit 22 is the topography is such that you cannot cost effectively develop the property and still have what Love's needs for access and sign visibility. He explained that sign visibility would be great on the west side of Exit 22, but access is not as ideal because you have to take vehicular traffic past all the buildings. Loves did not actively pursue this exit because based on meetings with the County; they were told that the west side of Exit 22 was not an option. Mr. Shuffield explained there is no property in the Glade Spring area that fits Love's needs. He further explained that when you go north there are situations where there are more developmental issues to overcome and there are similar situations when you go south. He stated that it is his understanding there were talks several years ago for Love's to buy the Shell station at Exit 10. The problem is the traffic congestion. Love's backed away from this site because they did not feel comfortable with getting people in and out of the facility. The rest of the interchanges along Interstate 81 are pretty well developed or are not economically feasible to develop.

Mr. McCall stated another drawback to Exit 22 is that there is no sewer available on the south side of the Interstate. He asked if Love's had obtained cost estimates to install sewer lines. Mr. Shuffield explained that cost estimates were not obtained because it was cost prohibitive for Love's to develop the site due to the topography. Love's is a for profit organization, so there has to be positive numbers from a return standpoint. The sewer issue at Exit 22 did not bother him because it is not different than what the plan is at Meadowview to bring sewer from the other side of the interchange down to the travel center facility.

Mr. Owens asked if there Love's had other travel centers across the country located in close proximity to a school. Mr. Shuffield explained there are other truck stops across the country located in close proximity to a school and provided the locations of some of those truck stops. He further explained that Love's does not have a travel center located close to a school, typically because there is not infrastructure present. Love's tends to reach out to the interchanges that are not developed so you typically would not have a school in place.

Mr. Owens asked if Love's has any idea what effect the low sulfur diesel fuel is having on the emissions. Mr. Shuffield said from what he has read it is like taking 90% of trucks off of the road as far as sulfur emissions go. He discussed the current industry standards and the new mandates that will have long term positive effects on the environment. He explained Love's fleet of trucks has a seven year life expectancy. In reality it will be seven years before the new standards are prevalent because the new models coming out now go to the larger companies with their older fleet filtering down to the smaller companies.

Mr. Taylor asked for an explanation of what dominating a location means. Mr. Shuffield explained if you reference Love's business rationale of why they choose a particular location that it is complicated. When Love's considers at a prospective site part of the decision logic is that they look at existing locations of their travel centers and the volume and spacing between the existing locations. In considering the Exit 24 site, Love's looked at their travel centers located from Pennsylvania to Virginia where Love's has a travel center located. The closest Love's travel center to Washington County is located in Max Meadows, VA. From a logical stand point Love's would like to have another location in southern Virginia. From a spacing standpoint there needs to be another travel center location because Interstate 81 carries one of the larger percentages of truck traffic of any interstate in the country. Also, Virginia has a high concentration

of fueling because the State has a favorable fuel tax. The low fuel tax creates an advantage for trucks to fuel in Virginia. Mr. Shuffield stated that Love's would have been less excited about the Exit 24 location had it been on other side of the Interstate. On the south side of the Interstate, the travel center would cater more to the northbound traffic. He stated that he is confident of the numbers he previously reviewed because the Exit 24 location is before the Petro in Glade Spring and before the major Wytheville fueling market. The other big part of the equation is the ability to get the restaurants. Love's does not operate the McDonalds, but, instead, it would be a franchise location. Love's would own and operate the Subway restaurant. He stated that Love's is not sure if they located two miles to the south of Exit 24 that they would meet the demographics requirements for a McDonald's franchise. From a trucking stand point the 25% of truck traffic estimated at the proposed Love's travel center is important. When trucks come to the travel center they buy more fuel and are apt to spend more money. The actual revenue capture per truck customer is higher than that for passenger vehicles.

Mr. Taylor inquired about the benefits that would be provided to employees of the Love's travel center. Mr. Shuffield explained that Love's philosophy is to hire full time employees because full time offers longevity. Love's will offer health, dental and vision insurance, 401K retirement plan and holiday pay. He further explained that Love's will have a few part time employees associated more with the fast food aspect of the business. Discussions ensued among Mr. Taylor and Mr. Shuffield concerning the employer/employee share of the insurance costs and the 401K retirement plan.

Mr. Reynolds stated that one concern voiced by the parents of children at Meadowview Elementary School is the traffic flow to and from the school during school hours. There is a feeling that people will be discouraged about coming to school because of the traffic flow. He asked Mr. Shuffield to reiterate what would maintain a good traffic flow to the elementary school.

Mr. Shuffield explained that Love's hired licensed engineers to verify the traffic information and worked in coordination with VDOT and in this case with the Federal Highway Administration. Love's is confident that there will be free flow of traffic in front of the elementary school. He further explained that the peak time for the truck traffic will not be during drop off and pick up times for the students at the elementary school. The trucks would be in and out of the travel center before 8:00 AM and not typically in and out of the travel center during 2:30 PM to 3:00 PM peak time for student pickup. The trucks as a general rule will travel as far as they can to reach a major city before they shut down for the day. The truck traffic will be higher at the travel center from 5:00 AM to 6:30 AM when the truck traffic is either starting or stopping before they reach a major city and it is the same on the reverse end. He said he is not commenting on peak times for cars. Love's hopes because of the restaurants they will have a lot of car traffic.

Mrs. Mumpower explained in her travels back and forth to Richmond, VA it appears that the truck traffic is heaviest on the Interstate between 2:00 PM and 3:00 PM. When her family is visiting they like to leave early in the morning to avoid the truck traffic. Also, the school lets out around 3:00 PM. Mr. Shuffield stated that this information is correct. The truck traffic is traveling on the Interstate during this time and not wanting to pull off until they get closer to their destination. During the hours described the truck traffic will be heavier on the Interstate. This is not the peak time for trucks to stop at travel centers. There will be trucks at the travel center during this time, but this is not the peak time. The peak time is about 5:00 AM to 6:30 AM and a run later in the evening. He said there is a steady flow of truck traffic throughout the day. Even overnight there is a steady flow of truck traffic depending on their work hours. As far as peak generation however it is not during the peak times for school pick up. Mr. Shuffield explained that in regards to the concern for the stack up in the afternoon, the majority of the truck traffic

would be northbound; therefore, there should be easy traffic flow as trucks turn right off of the exit ramp, cross to the travel center, and then make right turns to return to the Interstate.

Mrs. Mumpower explained her concern is that the situation at Exit 24 is worse than the situation at the Glade Spring exit where the Petro Travel Center is located. She has had folks comment to her that they have had some problems getting through with the congestion at the Petro Travel Center exit. Mrs. Mumpower stated that she believes the situation at the Glade Springs exit is better than the situation at Exit 24. Mr. Shuffield explained as it relates to trucks that he respectfully disagrees because when Petro Travel Center was built the standards to get access permits was nothing like the way the standards are now as far as the traffic impact studies and the requirements placed on you before you can be issued an actual access permit from the State. Love's plan has been designed and redesigned through many rounds of comments from VDOT. VDOT's concern is to avoid creation of an unsafe environment. This is also Love's concern. Mr. Shuffield stated that it does not behoove Love's to create a situation where it is difficult for their customers to get in and out of the travel center.

This concluded Mr. Shuffield's presentation.

Mr. Reynolds explained that the Board has requested that Washington County Schools Superintendent Dr. Alan Lee make some comments on behalf of the School Board with regards to this issue.

Washington County School Superintendent Dr. Alan Lee addressed the Board explaining that he is speaking at the direction of the Washington County School Board. He stated that he would like to confirm Mr. Shuffield's comments about Love's offer to mitigate some of the schools concerns. He explained that the offers came forward from Love's. Dr. Lee explained that the School Board is not opposed to Love's as a corporation, but to their plan to put a truck stop at Exit 24 in Meadowview. The School Board is concerned about the potential affects the truck stop may have on the safety and well being of the students. The School Board does not have experts on truck stops, traffic, pollutants, accidents or vagrants. There are four specific areas that the School Board has concerns about. Their concerns are not based on the fact they know these things will come to pass, but are based on the fear of endangering the children when a county and a company are trying to do something that would be economically good for the County. Dr. Lee discussed the four areas of concerns the School Board has as follows:

Concern #1 - Potential for a hazardous materials spill

Dr. Lee explained that a tanker overturned at the truck stop in Glade Spring; however, there was not a spill. He further explained that there was a spill this past spring in Pennsylvania of hydrochloric acid from a tanker making a slow turn that caused the evacuation of 30,000 people. Dr. Lee stated that the roads may be engineered to prevent a hazardous materials spill from happening, but a spill of a hazardous chemical in the close proximity to the school could be devastating.

Concern #2 - Potential for the diesel exhausts impacting the health of the children

Dr. Lee explained Mr. Shuffield spoke very well about the reduction in sulfur which the trucking industry is to be commended for and our government is to be commended for. Dr. Lee stated that it is his understanding that diesel exhausts still contain a significant amount of particulate matter such as soot that comes along with the smoke and exhausts which impacts children. It has been shown to create an inclination toward asthma.

Concern #3 – Traffic

Dr. Lee explained that he knows the engineers have studied the area and said there is not a potential for a problem. He spoke about the experience this past Fall at High Point Elementary when the three intruders entered the school. Dr. Lee explained there was a tremendous amount of cars parked on both sides of the road for as far as you could see. This is a serious concern. If there is some kind of an incident at Meadowview Elementary School, you will have more people that will overwhelm that road than you would have on a normal day. Dr. Lee stated that he could not speak about the normal day, but in an emergency there could be a significant problem. He commented that he was on the County's website recently to register for the County's new Citizen Alerting System and it occurred to him that had this system been in place at the time when the incident happened at High Point Elementary the traffic issues could have been worse.

Concern #4 - Location of Meadowview Elementary School and its current rural character

Dr. Lee explained that the school exists today as a rural school. To bring the truck stop and the numerous vehicles and people to that area converts it from a rural setting to a more commercial setting. Dr. Lee explained that may or not be a danger to the children. However, as you witness more people without transportation standing at the bottom of ramps and standing at the bottom of the Glade Spring exit ramp going to the Petro Travel Center that are panhandlers and people who may not have transportation out of that area at the end of the day. He stated that we all as citizens tend to see schools, courthouse yards, parks, etc. as public property. Dr. Lee said that his fear is people will migrate down to the school. He said he also fears there will be people who would be predators that could potentially be a threat to the children. Although Mr. Shuffield has said Love's would work with the school on security, the school cannot be locked up like a fortress. Dr. Lee said that kids are out on the playground and that is a concern for him.

Dr. Lee explained that the School Board is not opposed to business and increasing the economic opportunities for people in the County. It is a difficult decision for the Board. He stated that he cannot say any of the concerns will come to fruition, but once the truck stop is built, if any of the concerns do come about it will be very difficult to reverse the decision that was made.

At this time, discussions ensued among the Board and Dr. Lee.

Mr. McCrady inquired to Dr. Lee in regards to the County's newly implemented Citizens Alerting System, if there were to be a hazardous materials situation at the truck stop and it is announced over the air via the Citizens Alerting System and given that there are over 700 children and 100 faculty members at that facility what the evacuation time would be at Meadowview Elementary School. Dr. Lee explained evacuation drills are conducted and believe that under normal conditions the school could be evacuated within about 30 minutes. He further explained that this does not take into account people on the road that are trying to enter the parking lots at the school to get their children. The fortunate thing with the incident at High Point Elementary was that the Sheriff's Department and State Police were able to control the traffic long before the parents arrived. This allowed the bus drivers to get in and move the children when the time came. Dr. Lee said he could not say how long it would take to evacuate the building under those conditions.

Mr. Price explained that he wished the School Board would have stated their position on the proposed truck stop three years ago and things may have been different. He asked Dr. Lee in regards to his comments that related this issue with High Point Elementary and it not being located anywhere near an

Interstate and that Meadowview Elementary is a rural school, if he thought the children would be safer or less safe if there is other people and a lot of eyes watching them and also if the evacuation time includes getting the kids on the buses and off the property.

Dr. Lee first explained that three years ago he told Mr. Shuffield that the proposed location in Meadowview was not a good place for the truck stop. A School Board member took a semi-truck to Exit 24 and drove the ramps to see what the challenges would be. Dr. Lee further explained that he addressed the Planning Commission two years ago and expressed that the School Board did not feel that Exit 24 was a good place to locate a truck stop. So the School Board has been involved from the beginning of the project to express that it is something they did not believe would be good for the school. Second, Dr. Lee explained that he would rather have their eyes watching the children than eyes from all across the United States with various reasons to be in the area. Dr. Lee explained in regards to evacuation that the bus drivers would have to be summons to the school before the children could be moved. There are a sufficient number of buses parked on the property to move the children if necessary. He further explained that he was talking about getting the children out of the school and off of the property.

Mr. Price asked how many school buses operate in the County. Dr. Lee stated there were about 102 buses on the road every day. Mr. Price asked if the buses ran off of diesel fuel. Dr. Lee replied that they do. Mr. Price asked if the buses were equipped with air conditioning. Dr. Lee replied that they were not. Mr. Price asked if during hot weather the bus drivers have their windows down. Dr. Lee replied that they did. Mr. Price asked that every time a bus makes a stop are there exhaust fumes coming into the bus. Dr. Lee said that was possible. Mr. Price asked if when the buses are unloading at the schools, do the drivers cut their buses off or leave them idling. Dr. Lee stated that the bus driver's directive is not to leave the buses idling, but whether they are getting this done in all cases he does not know. He further stated that there is probably idling when stops are quick. Dr. Lee explained that buses idling are not good for the children, but he believes the cumulative affect of the trucks idling would have a worse affect on the children, and stated that he is not at expert in these issues and only brings before the Board the concerns of the School Board.

Mr. Price stated that it is 1805' from the corner of the school to the parking lot of the proposed truck stop where the trucks would be parked. He explained that it does not take an expert to know a vehicle idling right at you would be worse than one idling 1805' away. Mr. Price said he has reviewed the materials from the School Board and that their concerns were not backed up by any data. Dr. Lee explained that he stated this in his presentation, and further that the School Board feels they would not be doing their job if the did not express their concern for the health and safety of the children.

Mr. Taylor explained in response to Mr. Price's questions that you are talking about 70 trucks possibly being parked at one time versus about 10 moving buses and this is not a fair comparison.

Mr. Price stated that he was not referring to buses that were moving, but to the ones idling.

At this time, the Board took a ten minute recess.

The Board reconvened the public hearing:

The following individuals addressed the Board concerning the Proposed Love's Travel Stops & Country Stores:

Robert Vessey, 14139 Glenbrook Avenue, Meadowview, VA, spoke in opposition.
Link Elmore, no address provided, spoke in opposition
Rick Hamm, no address provided, spoke in support.
Kyla Hebard, 30056 Smyth Chapel Road, Meadowview, VA spoke in opposition.
Teresa Tignor, 13390 Glenbrook Avenue, Meadowview, VA spoke on behalf of her family in opposition.
Fred Hebard, 30056 Smyth Chapel Road, Meadowview, VA spoke in opposition.
Nancy Blaney, 195 Stonewall Heights, Abingdon, VA spoke in opposition.
Ann Ledgerwood, 11059 Mt Calm Drive, Glade Spring, VA spoke in opposition.
Sara Bier, 18109 Wild Turkey Trail, Glade Spring, VA spoke in opposition.
Steven Schambach, 31580 Mont Heritage Drive, Glade Spring, VA spoke in support.
Gene Copenhaver, 14041 Glenbrook Avenue, Meadowview, VA spoke in support and distributed to the Board petitions containing 200 signatures in support of the proposed truck stop.
Laura Hainsworth, 33574 Spring Hill Drive, Glade Spring, VA spoke in opposition.
Steven Hopp, 11337 Poppy Lane, Meadowview, VA spoke in opposition.
Neel Rich, 12164 College Drive, Emory, VA spoke in opposition.
W. C. Delp, no address provided, spoke in support.
Mark Hainsworth, 33574 Spring Hill Drive, Glade Spring, VA spoke in opposition
Carol Fields, 460 Oak Hill Street, Abingdon, VA spoke in opposition.
Todd Clark, 180 Valley View Drive, Abingdon, VA spoke in opposition.
Patricia Bradford, Greenville, TN, spoke in support.
Larry Harley, 951 Woodlawn Terrace, Abingdon, VA spoke on behalf of his family in opposition.
Krista Clark, 180 Valley View Drive, Abingdon, VA spoke in opposition.
Julia Wilson, 33439 Spring Hill Drive, Glade Spring, VA spoke in opposition.
Jennifer Wagner, 14139 Glenbrook Drive, Meadowview, VA spoke in opposition.
Bill Mink, Hillman Highway, Meadowview, VA spoke in support.
Barbara Kingsolver, 11337 Poppy Lane, Meadowview, VA spoke in opposition.
Vernon Smith, 15513 Windbreak Lane, Abingdon, VA
Carol Edwards, 106 Trail View Drive, Abingdon, VA spoke in opposition.
Ashley Ryan, 28313 Hawthorne Drive, Meadowview, VA spoke in support.
John Iskra, 30345 Oxford Avenue, Emory, VA spoke in opposition.
William Roop, 121 Holly Ridge Road, Glade Spring, VA spoke in support.
John R. Boyd, 29233 Hillman Highway, Meadowview, VA spoke in support.
Roberts J. Bradford, Jr., 710 Shadden Road, Gray, TN spoke in support.
Robert Denham, 11020 Mt. Calm Drive, Glade Spring, VA spoke in opposition.
Celeste Gaia, 11982 Waterhouse Lane, Emory, VA, spoke in opposition.
Rees Shearer, 12042 Waterhouse Lane, Emory, VA spoke in opposition.
Kathy Shearer, 12042 Waterhouse Lane, Emory, VA spoke in opposition.
Kristen Tracy, 30227 Smyth Chapel Road, Meadowview, VA read letter from her daughter in opposition.
Katherine Tracy, 7076 Hayter's Gap Road, Meadowview, VA spoke in opposition.
Jim Tracy, 30227 Smyth Chapel Road, Meadowview, VA spoke in opposition.
Bonnie Wilcox, 27499 Overbrook Drive, Meadowview, VA spoke in support.
Scott Tate, 32561 Spring Crest Drive, Glade Spring, VA spoke in opposition.
Rachel Denham, 11020 Mt Calm Drive, Glade Spring, VA spoke in opposition.
John Wilcox, 27499 Overbrook Road, Meadowview, VA spoke in support.
Tiffany Honaker, 13417 Indian Run Road, Glade Spring, VA spoke in opposition.
Cheri Wagoner, 14139 Glenbrook Avenue, Meadowview, VA spoke in opposition.
Wade Smith, 11982 Waterhouse Lane, Emory, VA spoke in opposition.
Charles Darnell, 26251 North Ridge Road, Meadowview, VA spoke in support.
Dr. Pam Myers, 33183 Red Bud Lane, Glade Spring, VA spoke in opposition.

Dr. Helen Johnston, 13982 Vintage View, Abingdon, VA spoke in opposition.
Jim Pence, 28447 Hiawatha Lane, Meadowview, VA spoke in support.
Thelma Widener, 29039 Mooreland Drive, Meadowview, VA spoke in support.
Ed Davis, 31185 Princeton Avenue, Emory, VA spoke in opposition.
Regina Baumgardner, 265 Hollack Place, Abingdon, Va spoke in support.
Stephen Jett, 333 Court Street, Abingdon, VA spoke in opposition.
Joe Lane, 33439 Spring Hill Drive, Glade Spring, VA spoke in opposition.
John Lentz, P. O. Box 182, Abingdon, VA spoke in opposition (member of the Planning Commission and encouraged the Board to follow the recommendation of the Planning Commission to deny the request).
Henry McCarthy, no address provided, spoke in opposition.
Brad Copenhaver, no address provided, spoke in support.
Randy Pennington, 29357 Shortsville Road, Abingdon, VA spoke in support.
Darrell Mark, Meadowview, VA spoke in support.

Mr. Reynolds thanked the individuals for attending the meeting and expressing their views on this issue. The Board appreciates their participation.

There being no further comments, Mr. Reynolds declared the public hearing closed.

At this time, the Board took a ten minute recess.

The Board reconvened the meeting.

Mr. Owens explained that the Board received a request from one of the neighbors to the proposed truck stop that before the Board takes action on the request that the Board obtain an Environmental Impact Study. Therefore he proposes the following action:

A motion was made by Mr. Owens, second by Mr. Taylor, to delay action on the zoning requests until the Board receives a copy of the environmental impact study on the Love's Truck Stop location at Exit 24 in Meadowview, VA.

Mr. Price asked Mr. Reeter if the County has previously asked for an Environmental Impact Study and has Love's complied with everything they were asked to do and have they obtained all the studies the County requested. Mr. Reeter explained that Love's has done everything that was required by the County and up to the point they could with VDOT. He further explained that there is nothing in the County's zoning code that makes an Environmental Impact Study a prerequisite for filing an application. Mr. Price asked if an environmental Impact Study would be required by the State before they would grant approval of the project.

Mr. McCrady asked that Mr. Shuffield address the Board concerning these questions.

Mr. Shuffield addressed the Board explaining that part of the additional studies required by the Federal Highway Administration was a National Environmental Protection Agency study, which also included an Environmental Impact Study. He explained that they do not have the report with them, but would be happy for the Board to delay the decision until the Board has an opportunity to get a copy of the study and had time to review the study. Mr. Shuffield stated that as he recalls, Love's met all the state and federal requirements on that Environmental Impact Study.

Mr. Price asked when Love's could have the study available to the County. Mr. Shuffield stated that the study could be delivered to the County offices on Wednesday (June 10).

Mr. Shuffield explained that the Environmental Impact Study was comprehensive and encompasses everything from endangered species to water quality. The comprehensive study was required as part of their development since it would impact the federal highway system.

Mr. Owens stated that he was not aware that the Environmental Impact Study existed.

Mr. Price asked if Mr. Owens how long he would like the action tabled. Mr. Owens stated that he would like the action tabled until the Board has had time to review the study.

Mrs. Mumpower commented that it would be good to have the Environmental Impact Study. However, this does not alleviate her concerns about the traffic situation at Exit 24 and the situation with the bridge on State Route 80. She would like some answers from VDOT concerning this issues. Mrs. Mumpower explained that she is concerned that the Board is creating another situation like what is at Exit 14/Exit 17. She stated that she agrees with Mr. Owen's remarks.

Mr. Taylor asked Mr. Shuffield if the Environmental Impact Study includes an analysis of the social and economic impact. Mr. Shuffield explained that he does not think that it does and believes that it was environmental in nature. Mr. Taylor stated that he is interested in the social and economic impact. Some of the comments made here tonight were about the economics of the project and the inadvertent costs have not been discussed. He explained that he would like to see an analysis added regarding the social and economic impacts of the project. He reiterated his earlier remarks about the property owners adjacent and across the road from the truck stop and the concerns that the truck stop will impact the value of their homes and property. Mr. Taylor further said he would like to see an analysis regarding the access. If Love's receives a permit to build their facility that will use up all the access through that area so their property would be of no value from a residential standpoint or a commercial standpoint.

Mr. Shuffield explained that he respectfully disagrees and believes they can cite cases where they have located and property values have increased substantially because of the business nature. He said as he understands the property across the road from the proposed site is zoned B-2 and they could at anytime put in a competitor or another type of business that falls under the B-2 zoning and nothing could be done. Mr. Shuffield stated that he understands there are homes located there as well.

Mr. Taylor said that businesses would not be able to locate on the property have Love's has built their facility. Mr. Shuffield said he disagrees. Mr. Taylor stated that VDOT needs to answer this question. Mr. Shuffield explained that VDOT has answered the question and in conversations with VDOT Resident Administrator Steve Buston, Mr. Buston said he contacted Love's traffic engineer to provided additional numbers to determine if this is the case. Mr. Shuffield stated he authorized the traffic engineer to do the traffic impact analysis based on the trip generations and the testimony that he provided earlier is accurate. At full build out Love's will have less than half impact that area as far as build out possibilities for other businesses. The Traffic Impact Analysis has already been agreed to by VDOT. Mr. Taylor stated that in the meetings he attended with Mr. Shuffield and Mr. Buston he understood differently. He would like to understand this issue. He does not want the people's property values taken away for something the Board is doing.

Further discussions ensued among Mr. Taylor and Mr. Shuffield concerning property values.

Mr. Price asked for a clarification about the inadvertent costs of the project. Mr. Taylor explained there was testimony that the Sheriff's Department would make 300 visits to the truck stop. If 300 calls a year are made and if each call costs a \$100 for the car and officers time that would be \$30,000 a year for police services that is over half of the revenue that would be received from the truck stop. Mr. Price stated that he does not agree.

Mr. Price asked Mr. Owens to amend his motion to set a date when the Board would continue its consideration of the Love's applications.

Mr. Owens amended his motion to delay action on the request until the Board receives the Environmental Impact Study that has already been conducted and further that the Board make a decision on this matter at their regular Board meeting on July 14, 2009. Mr. Taylor made a second to this motion.

Mr. McCrady stated that since an Environmental Impact Study has been conducted and shows a negligible impact on the Meadowview community so he does not understand why there is a need to delay a vote on the request for 30 days. Board members stated they had not seen the study. Further discussions ensued about the Environmental Impact Study.

Mr. Shuffield explained that Love's is under the most stringent standards of the state and federal governments. Love's costs were raised because they had to totally redesign their site to adhere to the stringent standards. Mr. Shuffield stated that Love's is willing to go with a conditional approval to meet all the standards including VDOT's because they cannot build the facility until all the permits are in hand.

The following substitute motion was made:

A substitute motion was made by Mr. McCrady, second by Mrs. Mumpower, to follow the recommendation of the Planning Commission and deny both the rezoning application and the Special Exception Permit.

Lengthy discussions ensued prior to the vote on the substitute motion.

Mr. Price stated he has not heard one negative thing about the truck stop except for concerns about the bridge. He explained that VDOT has a nine step process a company must go through to obtain approvals. Before VDOT will consider a project they seek to learn the action of support from the locality. Mr. Price explained that it sends a bad signal to a company to say come in and spend money to do the studies on your proposed project, but you may not get approved. He said that VDOT is in a bad financial position and if anybody would benefit from the proposed truck stop it would be VDOT. Mr. Price stated that it bothers him to think that somewhere along the way that Love's and VDOT were led to believe there had been action taken of the County's support.

Mr. Reeter explained that a land use decision must be made by the County before VDOT can proceed further. He further explained that the Federal Highway Administration will not consider the request until a land use decision is made by the County.

Mrs. Mumpower explained that it is hard to determine the right thing to do in regards to the request. The County has a situation where there is a need for jobs. It appears there are a lot of people opposed to the truck stop. Mrs. Mumpower spoke of a lady she knew that lived in Meadowview when the exit ramp was constructed and how this lady complained of the noise from the trucks and that she could not sleep at night because of the noise from the idling trucks. Mrs. Mumpower stated that she respects all of the

opinions and the testimonies were impressive. The most impressive testimony came from the physicians representing Highlands Pediatrics speaking in opposition to the truck stop because they have the knowledge and expertise of how the diesel exhaust could negatively impact children. She discussed the letter provided to the Board from the Highlands Pediatrics group addressing the health hazards of the proposed truck stop. Mrs. Mumpower said this is an issue, as a Board member, that she cannot take a chance with. In addition, the traffic is very much a concern to her. She spoke of current situations in Abingdon that the County cannot get corrected because VDOT does not have the money. Mrs. Mumpower stated that the issues presented to the Board cannot be overlooked. She would like to know more about the Environmental Impact Study. Mrs. Mumpower said that Love's Travel Center & Country Stores is a fine company and from all reports is a great company to work with. This is not the issue. There are, however, many legitimate concerns that the Board has to take seriously.

Mr. Taylor stated that he agrees with Mrs. Mumpower's concerns. He explained that since he has been on Board he has voted for and supported buying land for a new access road into Oak Park: Center for Business and Industry. The reason for his support of this land acquisition is because industry looking at the County has said they would not consider locating in Oak Park as long as the residential traffic was being channeled through this industrial park. Therefore, he supported the land acquisition so that a new industrial access road could be constructed into Oak Park to separate the residential and truck traffic. Mr. Taylor addressed other industrial access roads in the County where there is intermingle of residential and commercial traffic. Allowing the truck stop would create another situation for the County. He stated that a truck stop, a residential area and a school do not mix. The County has an obligation to the people residing in the area where the proposed truck stop is to be located. The truck stop will devalue the property of the neighboring landowners. In addition, there are serious issues with traffic that would result from allowing the truck stop to locate at Exit 24. He explained that the people who reside at the property to the right on the northbound side of Exit 24 would have trouble accessing their property. Mr. Taylor stated that this is a project from a planning standpoint that the County should not approve. He further stated that he believes that prospective industry considering Highlands Business Park in Glade Spring may choose to look elsewhere because they may not want to locate in the County and have to place their children in an elementary school so close to a truck stop. Mr. Taylor stated that he would consider incentives to assist Love's with identifying another site in the County.

Mr. Price commented about previous incentives given to an industry to create jobs in the County and stated that there are no checks and balances in place to see that that industry hired local people. Love's wants to provide jobs and the Board is saying no. Mr. Price said that he would like a true statement from an industry saying they would not consider locating in the County because of the mixture of residential and commercial traffic.

The vote on the substitute motion was as follows: (3-4)

<i>Mr. McCall</i>	<i>Nay</i>
<i>Mr. McCrady</i>	<i>Aye</i>
<i>Mrs. Mumpower</i>	<i>Aye</i>
<i>Mr. Owens</i>	<i>Nay</i>
<i>Mr. Price</i>	<i>Nay</i>
<i>Mr. Taylor</i>	<i>Aye</i>
<i>Mr. Reynolds</i>	<i>Nay</i>

The motion failed.

The following action was taken on the original amended motion:

On motion of Mr. Owens, second by Mr. Taylor, the Board acted to delay action on the request until the Board receives the Environmental Impact Study that has already been conducted and further that the Board make a decision on this matter at their regular Board meeting on July 14, 2009.

The vote on this motion was as follows: (7-0)

<i>Mr. McCall</i>	<i>Aye</i>
<i>Mr. McCrady</i>	<i>Aye</i>
<i>Mrs. Mumpower</i>	<i>Aye</i>
<i>Mr. Owens</i>	<i>Aye</i>
<i>Mr. Price</i>	<i>Aye</i>
<i>Mr. Taylor</i>	<i>Aye</i>
<i>Mr. Reynolds</i>	<i>Aye</i>

5. Recess

On motion of Mr. Owens, second by Mr. McCall, it was resolved to recess the meeting to June 10, 2009, beginning at 6:30 PM.

The vote on this motion was as follows: (7-0)

<i>Mr. McCall</i>	<i>Aye</i>
<i>Mr. McCrady</i>	<i>Aye</i>
<i>Mrs. Mumpower</i>	<i>Aye</i>
<i>Mr. Owens</i>	<i>Aye</i>
<i>Mr. Price</i>	<i>Aye</i>
<i>Mr. Taylor</i>	<i>Aye</i>
<i>Mr. Reynolds</i>	<i>Aye</i>

Prepared by:

Naoma A. Norris, Recording Clerk

Approved by the Washington County Board of Supervisors:

Kenneth O. Reynolds, Chairman