

A JOINT PUBLIC HEARING OF THE BOARD OF SUPERVISORS AND THE PLANNING COMMISSION HELD ON THE TWENTY-FIRST DAY OF JUNE IN THE YEAR OF OUR LORD, NINETEEN HUNDRED EIGHTY-EIGHT, IN THE GYMNASIUM OF NEW KENT HIGH SCHOOL, NEW KENT, VIRGINIA. THE CHAIRMAN CALLED THE MEETING TO ORDER WITH ALL MEMBERS PRESENT.

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IN RE: PUBLIC HEARING - CONDITIONAL ZONING CASE CC-1-88 - BEVERLEY

Mr. Bradby, Chairman of Joint Public Hearings, opened the hearing on John E. Dodson and Donald R. Beverley's application, CC-1-88, for conditional rezoning of 200 acres of land adjacent to Route 106 and I-64. Applicants are requesting down-zoning to M-1 Conditional, from M-2, Heavy Industrial.

Mr. Bates reported that the plans are to build a motor-sports complex with the following proffers of conditions:

1. Owners shall maintain a 300 foot natural wooded buffer on the entire perimeter where it now exists, except along the portion of property fronting on State Route 106.
2. Owners shall obtain a full site review by the County of New Kent Zoning Administrator.
3. Owners shall locate the proposed motor sports facility in such a manner on the site so as to employ the best engineering techniques to help disburse sound and traffic in the least offensive manner.
4. Owners will fully comply with all state and local Health Departments and State Water Control Board requirements.
5. Owners will, at their expense, pay for all traffic control, police, fire and safety requirements for any event held at the site.
6. Owners will make available the facility to the County of New Kent and any non-profit civic group located within the County for any function to serve such group or groups. (Insurance excluded).
7. Owners shall not allow the sale of alcoholic beverages after 10:00 p.m. for any weekday or Saturday event and not before 12 NOON or after 6:00 p.m. on Sunday.
8. Owners shall cooperate with and fulfill any and all requirements of the Virginia Department of Highways relative to traffic control for the project.

Mr. Bates added that these proffers are irrevocable and can be enforced by the Zoning Administrator.

Mr. Dodson introduced Lex Dudas, Regional Director of the National Hot Rod Association, who said that more income was realized in one day at the track in Gainesville, Florida than the total season of football games there.

Wayne MacMurtree of California, manager of four tracks, spoke of noise mitigation. The National Hot Rod Association engages an advisory firm of acoustical engineers, whose services are available to members of the NHRA.

Mike Lewis, owner and president of the Maple Grove, Pennsylvania Track, said their tracks contributed a millage rate of 13 mills to the township resulting in the cancellation of all taxes; \$600,000 was raised for the United Way in a charity event; they observe a self-imposed curfew; the facility is used for flea markets, etc. in off-track times; 700 additional motel rooms have been required to accommodate the racing crowd; an estimated \$2,000,000 is invested in the community each day of drag racing events.

Two drivers of hot rods were introduced to speak of the decency of the sport.

Kenneth Campbell, Publicity Director for Richmond International Raceway and CBS Sports Consultant, said all tracks were privately owned, not dependent upon tax dollars as most stadiums were; women are interested in the sport of drag-racing as indicated by the advertising sponsors; the operators of the drag strips have proven their willingness to be a positive force in the community.

Mr. Dodson, speaking on the noise and traffic generated by the drag strip, stated that the two noisiest vehicles, funny cars and top fuelers, only race once a year; the stands, crowds and I-64 would act as mufflers; the operators would have to comply with Virginia Department of Transportation entrance requirements off Route 106.

Mr. Bradby began to call the names of those citizens registered to speak, allotting each no more than three minutes.

Linda Crenshaw of Five Lakes was in favor of the project and against the letter of the Involved Neighbors.

Jean Watts asked about the days and hours of operation, the lighting arrangement, the Chickahominy watershed and who would provide emergency services.

Mr. Dodson replied that racing ends at 10:30 p.m.; that local police fire and rescue squads would be employed as far as possible; that fuel was brought in on a Sunoco trailer truck.

Mary Thomas Carswell of the Providence Forge Rescue Squad stated that their volunteer members were strained to keep up with the current demand.

James Watts, Henrico firefighter, said it takes their units ten to fifteen minutes to respond to a fire at the Henrico track, so a burning car would be a charred wreck by the time the engines arrived. A hazardous waste spill, which could happen at the track, would cost the owners \$10,000 an hour to clean up. The New Kent Volunteer Fire Department could not maintain the necessary emergency crews.

Sharon Higgins preferred the quiet, peaceful neighborhood to the possible tax relief.

George Philbates noted that progress had changed New Kent drastically in his lifetime and would continue to do so. The County can use the tax money, so he favored the track.

Becky Philbates recalled a motorcycle race track in the County that gave their proceeds to the Rescue Squad.

Norm Thomsen, resident on Route 106, did not believe the County needed the TV coverage, the corporate jets, and the amount of money gained would be lost in the end.

Sally Butch wanted the County to remain a quiet residential area and an increase in taxes would be preferable to the noise and traffic.

Bobbie Gracher, President of the Nelly Custis Junior Woman's Club, presented a resolution from the Club opposing the motor sports complex.

Brian Wright stated the tax income would not eliminate taxes, the Supervisors should not sell out to the first prospective buyer in the Industrial Park and should vote immediately to deny the conditional zoning.

Cindy Crump was in favor of the drag strip as she and her family enjoy the races and Christy Crump agreed.

Douglas Newcomb, owner of a new home in the area, felt that the vegetation would not be an adequate sound barrier. He gave copies of his detailed objections to the Planning Commission and Board of Supervisors.

Ed Hayes said the objections of the County residents were demonstrated by the capacity crowd and the number of signatures on the petition.

Ima Sowers, former resident of Gainesville, Florida, stated she could furnish documentation of historic data, if requested, proving that the track there has deteriorated property values.

Ken Violet, resident on Route 106, would rather have the track than more houses, which increase the tax burden. The trucks on Route 106 are already a constant source of noise.

Edgar Schutz had lived five miles from a Long Island, New York track at one time so was familiar with the noise generated by a drag strip and he wanted New Kent to remain a quiet place in which to live.

John Royster approved of the motor sports complex for the purpose of decreasing the tax burden.

Henry Alvis submitted a resolution from Emmaus Baptist Church located on Route 106 less than half a mile from the proposed site, opposing the rezoning.

David Torrence, Pastor of Providence United Methodist Church and former drag racer, told that in his experience, the sport promotes drag racing on the highway; that thrill-seeking and something-for-nothing were wrong reasons to approve a motor speedway and that financial consideration was not the motivation that brought people to New Kent County.

Joan Vandervort, eight years a government planner and now in environmental assessment with the National Guard, wanted studies made, before approval, of water, wildlife, air pollution from track and traffic, hazardous waste, waste disposal and the noise factor.

Betty Poole, resident of Quinton, said quiet was their most valued quality of life in New Kent County.

Jane Jones wanted wholesome recreation for children and not a drag strip with drugs and drinking.

Renata Scruggs, an attorney, found fault with the preparation of the application and the requirements for a conditional use had not been met. Six churches and a residential and agricultural neighborhood were not compatible with a raceway, therefore, it is inconsistent with the Comprehensive Plan.

William Scruggs said the large crowd at the public hearing was an expression of the opposition to the drag strip.

Robert Sulcer demonstrated with a decibel meter and recording the actual volume of a racing vehicle. A reading taken at Emmaus Church earlier in the evening had not registered any noise.

Barbara Lindley submitted a petition signed by 460 residents opposing the drag strip.

James Rose, who has worked and lived for 25 years in the County, stated that most of the residents work in Richmond and that there had been a steady increase in traffic as they are driving to the County for the peaceful atmosphere.

George Smith, living near Talleyville, asked why the developers did not stay in Chesterfield and that any money that came from this project would go to the developers, not the taxpayers.

Milton Hathaway, President of the New Kent Civic Association, urged the Board to keep looking for more appropriate businesses and that this first enterprise would discourage other investors.

Kathy Poulton said a "no" vote would reflect the best interests of the County.

Dan Skelton did not like the noise, the bad influence on young people and would rather pay more taxes to insure his tranquility.

Bob Andes, owner of homes in Woodhaven Shores and Chesterfield County; lives near enough to the Southside Speedway in Chesterfield to hear the cars. Most of his neighbors want out of the area because of the noise.

John Ackley said it was the responsibility of the Planners and Supervisors to honor the mandate of the voters.

Roger Wiggins opposed the rezoning.

Karen Mountcastle of Route 642, does not want McDonalds and other fast food places to change the uniqueness of the County.

John Crump was skeptical of the benefits promised and urged a "no" vote.

John Britt spoke in favor of the drag strip.

Richard Howell noted that there are already high incidents of accidents on Route 249 and more traffic would be detrimental.

As all those registered to speak had been heard, Mr. Bradby adjourned the public hearing.

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IN RE:                   CONDITIONAL USE PERMIT - FOX RUN ASSOCIATES

Mr. Robinson recessed the Board of Supervisors until the adjournment of the Planning Commission.

Mr. Robinson reconvened the Board at 11:00 p.m.

Conard Maddox of Fox Run Associates requested a public hearing for a conditional use permit to construct an oval race track at the same location as the proposed drag strip. An application would be submitted in time for a review before the public hearing. Aware of the objections raised about the drag strip, Mr. Maddox suggested that the Board of Supervisors and Planning Commission have their own study to prove the advantages and suitability of an oval race track as a part of a motorcomplex in the County.

Motion was made by Mr. Ellyson to adjourn the meeting and carried as follows:

Richard S. Ellyson	Aye
Robert A. Boroughs	Aye
E. David Ringley	Aye
Paul C. Robinson	Aye

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H. Garrett Hart, III  
County Administrator

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Paul C. Robinson  
Chairman