



City of Powell, Ohio

Planning & Zoning Commission

Donald Emerick, Chairman

Richard Fusch, Vice Chairman

Shawn Boysko

Ed Cooper

Trent Hartranft

Joe Jester

Bill Little

Chris Meyers, AIA, Architectural Advisor

MEETING MINUTES

October 26, 2016

A meeting of the Powell Planning & Zoning Commission was called to order by Chairman Don Emerick on Wednesday, October 26, 2016 at 7:01 p.m. Commissioners present included Ed Cooper, Richard Fusch, Trent Hartranft and Joe Jester. Also present were David Betz, Development Director; Rocky Kambo, GIS/Planner; Leilani Napier, Planning & Zoning Clerk and interested parties. Shawn Boysko and Bill Little were absent.

STAFF ITEMS

No Staff items.

HEARING OF VISITORS FOR ITEMS NOT ON THE AGENDA

Chairman Emerick opened the public comment session. Hearing none, he closed the public comment session.

APPROVAL OF MINUTES

MOTION: Commissioner Cooper moved to approve the minutes of October 12, 2016. Commissioner Jester seconded the motion. By unanimous consent the minutes were approved.

KEEP POWELL MOVING DOWNTOWN STREETS PLAN

Mr. Betz reviewed the Keep Powell Moving Plan.

In 2015, the City of Powell adopted a new Comprehensive Plan. The Comprehensive Plan covered issues such as transportation issues, land use issues and open space. The Comprehensive Plan is the policy document the City uses to make decisions on such issues and on capital improvements. The transportation portion of the Comprehensive Plan indicated there is a big need for improving the roadway network in and around Powell, due to the expected growth in the area. The study looked as far ahead as 20 years and the expected increases in traffic. Jewett Road is expected to have a 145% increase in traffic, Route 315 a 109% increase, downtown Powell a 43% increase. Traffic issues need to be taken care of in the downtown area. The transportation plan section of the Comprehensive Plan identifies several areas which need to be explored, including maximizing roadway connectivity and promoting better access management to roadways but did not recommend putting turn lanes at the four corners. City Council asked what can be done to create alternative routes and avoid putting in turn lanes at the four corners. The past year has been spent trying to identify alternatives to help with traffic, staying away from putting in turn lanes at the four corners. Several open houses were held with several people attending. People met to come up with ideas.

Justin Goodwin, Project Manager, MKSK, said Neil Schwartz with EMH&T is also present. The planning and design team includes MKSK, EMH&T, Trans Associates and Murphy Epson. This is a key implementation recommendation of the Comprehensive Plan. Mr. Goodwin gave a presentation (Exhibit A1) of the key elements of the Keep Powell Moving initiative.

The darkened streets in the Conceptual Street System slide represent a new street, alley or parking lot connection; a new parking lot or a design upgrade to an existing roadway. The team started with the objective of prohibiting left turns at the four corners at all times, not just during certain times. The team needed to find other key intersections to facilitate left turn movements off of Powell Road. Hall Street and Grace Drive are the logical locations to concentrate left turning movements at. This will have an impact on those sections of Olentangy Street approaching these intersections. Sections of Olentangy Street would be widened to 3 lane sections, removing on-street parking. Removing on street parking creates a concern because parking is needed to serve the businesses. The team looked for every opportunity possible to add parking back into the plan. The plan also creates new street connections with a key new street being Martin-Perry Drive; an extension of Grace Drive to the south to open up

traffic to the southeast quadrant of the downtown core. Recommendations have been given quadrant by quadrant. The Plan recommends narrow, low speed, residential streets for any new streets. The intent isn't to create by-pass roads such as Grace Drive which serves as a by-pass road. The Plan is trying to provide multiple connection points. The Plan recommends alley and parking lot connections. Most downtown businesses have their own parking area and the parking areas generally function well for the individual business. Each parking area requires a curb-cut which adds to the traffic issue on Olentangy Street. Consolidating the curb-cuts and providing access from the rear of businesses whenever possible will help alleviate the traffic congestion on Olentangy Street. This is a key part of the strategy. Existing residential streets need to be upgraded and improved, with some widening. This needs to be done in such a way as to not encourage high speed cut-through traffic. A specific recommendation is for an intersection improvement at Hall Street and Scioto Street. The intersection needs to be realigned in such a way as to discourage east/west movements on Scioto Street. Example: if a person is traveling on Liberty Road and takes Scioto to by-pass the four corners to get to Depot Street, the design approach needs to emphasize Scioto to Hall Street as the primary movement and de-emphasize the residential portion of Scioto Street. A similar approach could be taken with Case Avenue.

Mr. Goodwin explained the graphics showing before and after renderings of downtown streets. The pavement width of West Olentangy Street would become narrower when the parking is removed. There is a travel lane with a center turn lane and broader sidewalk spaces. East Olentangy Street at Jeni's and Local Roots doesn't need to be widened and would remain a 2 lane section. The recommendation is, as a part of a large parking solution, to move Local Roots street parking off the street. This would open additional space for outside dining. Wherever opportunities exist to convert parking spaces into amenities such as outdoor dining spaces, it contributes to the character of downtown. A nice walkable intersection is created. There are space limitations on the east North Liberty Street side. There are opportunities to add some on street parking and formalize pedestrian space where there currently isn't a continuous sidewalk system. The new Martin-Perry Drive is an early, critical step towards alleviating traffic issues at the four corners. A street would be created which would go south and quickly curve to the west. They have done their very best to move the street as far away from the edge of the Martin-Perry house as possible. The street impacts existing parking for the Historical Society. They met with Historical Society staff to explore ways to serve them and make them whole. They are proposing parking which is just a short walk away from the Historical Society.

A wayfinding signage package is also a part of the proposal. At the public meetings, people asked for routes to be emphasized to keep traffic out of downtown. A few key intersections have been identified where wayfinding signs could be placed to show more efficient routes.

An implementation strategy prioritizes all of the recommended improvements. Improvements were broken down into 3 categories of improvements; Primary Improvements, Secondary Improvements and Ancillary Improvements. The Primary Improvements are the improvements which are necessary to get to the point where the full left turn restriction can be implemented. Each category shows very preliminary cost estimates. The package of improvements is big and won't be implemented overnight. As opportunities arise, development proposals may advance any one of the recommended improvements. The Plan isn't specifically a chronological phasing. There needs to be flexibility. There is also a limited bucket of funding. Numerous potential funding sources need to be considered.

In terms of overall next steps, the Plan will move on to City Council. If adopted as policy, it will be time for the City to put together the more detailed approach to funding and more detailed design plans will start. Discussions would take place with property owners who are affected by the improvements. Continually, as projects are implemented, it will be very important to monitor the impact of each project on the transportation system. Murphy Parkway is a good example. Murphy Parkway is in and done. The City is paying close attention to what is happening at the four corners now that Murphy Parkway is open. Every one of the recommended projects need to be monitored after completion. We need to understand the overall impact. Priorities may shift as travel behaviors change. Plan recommendations could change.

Mr. Betz said they welcome input from the public on this Plan. The draft of the Plan has been online. Postcard notifications were mailed out to over 200 residents. The next step after this public hearing is making recommendations to City Council regarding this Plan. The Commission can recommend adjustments within the Plan and move the Plan on to City Council.

Chairman Emerick opened this item to public comment.

Terry Berga, 134 Kellys Court, said his home is located right behind the Martin-Perry house. He said he supports growth initiatives which need to be looked at to help traffic. Traffic and taxes will always be the #1 concern in any community. Powell residents are very blessed with low taxes right now. He hopes taxes can stay that way. This Plan will probably change taxes. Mr. Berga said there is fairly dense woods when you get up to Bartholomew Run and Powell Drive. The woods thin out very dramatically and his house is at the very edge of the woods. There is already a noise issue behind his house. They moved into their house in 2001. They like the location; being able to walk to everything downtown. They picked the location behind the Martin-Perry house because the Martin-Perry house is a protected house. This Plan will keep the Martin-Perry house protected but the parking is going to be moved, bringing the noise level higher. He has planted approximately 15 trees in his backyard to try and keep the noise level down. Mr. Berga said he believes the proposed Martin-Perry Drive will impede on his property. More so on his neighbor's property. This will be a big problem. His family loves their 8/10s of an acre. They would actually love to have more property. But, what they have is their property and the City is going to be in a bit of a fight if, on any of the proposed projects, the City is looking to impede on anyone's existing property. The Plan needs to work around people's properties completely. The City needs to be very careful with any growth initiative which impedes on resident's properties. He likes some of the ideas in the Plan. He saw in one of the slides the downtown area traffic is only projected to grow by 34%. If by 2035, the four corner's traffic only increases by 35% – 45% or less, he isn't sure a tax increase is the way to go. He would be against moving in this direction.

Brian Creek, 126 Kellys Court, said he is Mr. Berga's neighbor. His property will be the most impacted by the extension of Grace Drive. The current design has the extension dramatically encroaching on his property. The big, beautiful trees which surround this area will be wiped out. The trees add a lot of value for Powell and for his property personally. Extending the road into his backyard would decimate his property value. This is a major concern for him. Not only would the value of his property be decimated but the quality of his property would be decimated. He and his kids spend a lot of time in the backyard. He has a 6 and a 3 year old. Both kids spend a lot of time running around and playing in the backyard area. They spend a lot of time camping in the back area. The extension will cause cars to come directly onto his property, give them a lot more noise, give them a lot more headlights shining directly into their property where he and his family spend a lot of time. Mr. Creek asked the Commission to note the fact that if a car travels too quickly and is not familiar with the new street, if they are driving impaired or going too fast, the car would land in his backyard where his children play. This is a big, big, big deal to him. There is a substantial safety issue which is of the upmost concern to him. Several projects have been completed recently; Murphy Parkway, the widening of Sawmill. A lot of the infrastructure changes have improved traffic to some extent. As people become more familiar with the improvements already completed the traffic problems will continue to improve. There is already a by-pass on 750 on the south side. There is Bennett Parkway and Murphy Parkway. Adding another secondary by-pass on the southeast side, at the expense of the taxpayers isn't going to alleviate any additional traffic. He respectfully and totally disagrees with the study which has been done which says the extension of Grace Drive is going to be beneficial to traffic. It will cost the taxpayers money. The wayfinding signage could be extremely helpful. He definitely supports the wayfinding signage proposal and he hopes the City finds the funds to move forward with the signage. At this point and time, he does not agree to sell any of his property for this initiative. This Plan is destructive to the mature trees in Powell and their property values. Powell has a good reputation for being a family friendly community. A place people want to live because residents feel like they are part of the community, their voices are heard and residents are allowed to be a part of guiding the community. Neither Planning & Zoning nor City Council should want to go down a path of taking property by eminent domain. That is a pretty ugly process and ugly practice. The City of Powell should be above going down this route. It would be the most un-neighborly thing the City could possibly do.

Tom Happensack, 127 Kellys Court, said there are aspects of this Plan which are good. He lives next door to Mr. Creek. As the cars would travel down the new Martin-Perry Drive, the headlights would shine right in his backyard. This would take the enjoyment away from being in his backyard. They bought the property because it didn't have development right behind. Mr. Happensack said, just for the record, he would like to know how many residents were involved in the private discussions about this Plan. He thinks it was just 2 City Development people. How many people were involved in the public workshops? If the intent is not to move traffic around the four corners area in a cut-through style as Mr. Goodwin indicated, realistically this Plan does not move traffic. Phase 1 of the Plan on the southeast quadrant actually provides no traffic through-put. Phase 1 just develops parking lots for businesses which already have parking lots. The Plan is really a dead end street which is spending \$8 million to develop for the future; something which isn't going to be useful to the community for several years. This Plan develops the downtown. It allows for more parking but the Plan isn't really going to move traffic. If you have a pool of water which is flooded, no matter how many tributaries you put into the flood, it is still flooded. The timing of this development hasn't been talked about. The entire \$30 million might provide some traffic relief but until everything is done, the Plan will provide very little relief. In fact, Phase 1 makes the four corners left turn only but there is nowhere for people to make this turn to the left if they want to go south. People have to go to Murphy Parkway to make a left turn. Going north, people have to go to Grace Drive to make a left turn. These situations

are here today and people don't really use them. Time will tell with Murphy Parkway. The question is, how long it will take to implement the entire Plan. There is a traffic problem today, not 20 or 30 years from now. As the City develops, and he has heard loud and clear from P&Z and Council the City wants to develop downtown with more residential housing, more businesses. Unless you provide traffic alleviation to the businesses, people won't go. People will go elsewhere. Mr. Happensack said as the Commission and Council thinks through the process, it is very important to think about the existing homeowners. The homeowners will be the ones making the sacrifice, especially in the southeast quadrant. Residents in the northwest quadrant will suffer. People will use the roads as a cut-through. If history serves as it has with recent development, the City does not enforce buffer zones. The development directly behind his house had a buffer zone which was torn down within 2 years for an additional parking lot. Liberty-Green's vitalization plan calls for thick, dense buffer zones. Twelve trees on 268 feet of land does not create a buffer zone. The people who live in those areas will look directly at buildings. Mr. Happensack said he isn't against development and progress. The development needs to be the right development. To do something just to do it and spend a lot of money on doing it won't solve problems.

Chairman Emerick closed the public comment session and opened the floor for comments and questions from the Commission.

Commissioner Fusch said the numbers on the maps don't match the keys provided. It makes it real unclear what is being proposed. Mr. Betz asked Commissioner Fusch if he was looking at the Plan or the presentation slides. Commissioner Fusch said he was looking at the Plan. The Ancillary Improvement page for example, #12 on the map is the roundabout at Bartholomew Blvd. and Olentangy Street. On the key, #12 is Liberty Street/Mill overlay, Scioto Street to Grace Drive. The key and the maps don't match. The map shows a #24 and there is no #24 on the key. Mr. Betz said Mr. Goodwin has an idea of why this happened. Mr. Goodwin said they are typos. The wayfinding sign improvements were originally at the very end of the Plan. The team decided the wayfinding signs needed to move up as a Primary improvement. It was an over-sight on their part. This shift of the numbering wasn't accurately reflected in the maps. Mr. Goodwin said they will fix them all. Commissioner Fusch said the Plan is a good beginning. He likes some of the ideas presented. He has long argued all left turns at the four corners need to be eliminated. He thinks eliminating the left turns is a good idea. Frankly, he thinks the left turns could be eliminated right now. Especially with Murphy Parkway being completed and the proper wayfinding signs. The City might need to get the County's approval to put wayfinding signs up on their roads. Eliminating left turns and putting in wayfinding signs will eliminate a lot of the problems. Three residents have complained about the new Martin-Perry Drive. He agrees with the residents. He doesn't agree with the proposal. He doesn't see how the new road will facilitate moving people around the downtown area. He isn't sure the new drive is a great idea. He would like to hear more about why it is so necessary to the Plan. Commissioner Fusch said he hasn't had time to study all of the other aspects of the Plan so he will hold off on his other comments. Mr. Betz said maybe Doyle Clear and Mr. Goodwin can address some of Commissioner's questions. Mr. Doyle can talk about how Phase 1 improves traffic flow and can give an idea of how much improvement will take place. Mr. Doyle can address why the City can't restrict left turns at the four corners now due to needing to provide access to businesses in the southeast quadrant.

Doyle Clear, Trans Associates, said the fundamental foundation of this project was the elimination of the left turns at the four corners. As the team went through the Comprehensive Plan process with P&Z and Council, it was agreed this was the primary emphasis for making sure traffic could flow through downtown in a better way. We had a lot of alternatives suggested like widening roads to add more capacity. Others said they didn't care about the downtown traffic, just make roads bigger. When the team went through the entire analysis and weighed all of the advantages and disadvantages, it was determined it would be better for the downtown if the roadways were left at 2 lanes, one lane in each direction, and restrict the left turns. As soon as you restrict the left turns, people can no longer get to the businesses and parking areas within the downtown. The ways the team identified to make traffic flow more efficiently along Olentangy Street was eliminating all the friction; the parking and the turns into multiple driveways. This was all agreed upon in the Comprehensive Plan as being the fundamental way to deal with traffic on Olentangy Street. At the end of the transportation process in the Comprehensive Plan, Council decided it was correct to not put restrictions on left turns until there was a replacement way for people to get to the businesses within downtown. This was the challenge the team faced as part of this Plan. There is a little bit of a misconception. The roadways proposed are not by-pass streets. There is no intention for the streets to be by-pass streets. Mr. Goodwin tried to show in the presentation the new streets would be very small, low speed streets. The design is such that the intention is not to be by-pass streets of the downtown area in any manner. The sole purpose of the new streets is to provide access to the four quadrants. Since Grace Drive is already in place and there is a traffic signal there, they looked at putting roads further to the west. As soon as someone tries to think about how to serve the southeast quadrant, there is no other place to put a road to get to the southeast quadrant. There is a left turn lane at Grace going east bound, you can't put another road in between the four corners and Grace Drive, people can't turn left at Liberty Street, so people can't enter the southeast quadrant. The only good traffic planning way is to extend Grace Drive into Martin-Perry Drive south and into the southeast quadrant. The

team tried their best to make sure any impact on the properties was quite minimal. The Plan is to take off some corners of those properties which come to a point; a very small piece of property. The design is trying to make sure people can get around the corner and make sure it is safe. It is the only way geometrically to make this work. It is not intended as a by-pass and it is not intended to make sure traffic moves better north and south. The road would be there to provide access to the southeast quadrant. They want to make sure Olentangy Street works as efficiently as possible without adding more capacity. The same approach was taken in the other quadrants. Hall Street was a little easier because left turn lanes can be added onto Hall Street since it is already on the north and south sides. The team did struggle with how to give access to the southeast quadrant. The proposed Plan is the only way the team could come up with. There were a lot of public meetings held to get to this point. Most people thought the Plan was a good one.

Chairman Emerick asked Mr. Kambo to enlarge the slide which shows the proposed bend in the new Martin-Perry Drive. As Mr. Clear just said, there is a minimal impact on the properties. Mr. Betz said the properties go back to a basic tip. Mr. Creek said his property goes back to where the Martin-Perry house is. He thanked Mr. Betz for actually coming out to his property and walking the property with him and Mr. Berga. The proposal won't just affect a corner of his property. It is a big chunk of his property the road would take. Chairman Emerick said this is why he wanted to see just how much is affected. Mr. Goodwin said it would help to see the property lines. Property lines aren't shown in their graphics. Mr. Goodwin said he thinks it is approximately .07 acres of Mr. Creek's property. It is an impact on Mr. Creek's property. He does want to point out they have included in their cost estimates the buffering which would be needed. A substantial, dense buffering which would be a part of the design process. If this portion of the Plan moves forward, there would be a very extensive effort to work with the property owners to make sure they are getting the buffering they think is sufficient. Certainly, a roadway there, with their backyards right there, we understand the concern. It is a legitimate concern. Chairman Emerick said this is the clarification he was looking for. Mr. Betz said the road would cause parking lots to shift down so parking could be added for both the restaurants and the Historical Society. Mr. Goodwin said the Grace Drive intersection is the only feasible place to put a left turn to the southeast quadrant.

Chris Berga, 134 Kellys Court, asked a question while sitting in the audience which was inaudible. Mr. Goodwin said there isn't enough space to accommodate a dual left turn. Mrs. Berga was asked to step to the podium. Mrs. Berga said if the road isn't meant to be a cut-through road, why can't the Martin-Perry extension start elsewhere? Mr. Goodwin said the reasoning is to provide left turn movements in a safe manner. The left turn lanes need to be aligned. Grace Drive establishes a point at which there is already a turning movement, within a safe, signalized intersection. There isn't enough physical space east and west to provide a left turning movement which would fit, given the location of the existing left turn. The only feasible option is to have a left turn at Grace Drive. Mrs. Berga made another comment from the audience which was inaudible. Chairman Emerick reminded Mrs. Berga the public comment session was already closed. He suggested talking with City Staff or Mr. Goodwin after the meeting.

Commissioner Fusch said he had one last comment. He lives in the southeast quadrant, in Liberty Hills, for almost 18 years and he never drives through the four corners to go to any business in downtown Powell. He goes around the four corners. It might be a bit inconvenient and add a few more minutes to his trip, but he never drives into the four corners intersection because he knows he will end up sitting behind someone making a left-hand turn. He doesn't have to go through the four corners. He didn't have to before Murphy Parkway and now Murphy Parkway makes it easier. Mr. Betz asked Commissioner Fusch if he thinks Grace Drive would provide enough of a way around the four corners with additional wayfinding signs. Commissioner Fusch said absolutely. You can get around the four corners fairly easily and conveniently. Mr. Betz asked about people coming from out of town, going to Liberty Tavern, who don't know Powell. Commissioner Fusch said the wayfinding signs need to be placed on the streets for people to see.

Commissioner Hartranft thanked the consultants for the presentation and the public for their comments and giving their concerns, likes and dislikes. This is how the Commission takes everything in and looks at everything on a whole. He has concerns with the proposed new extension off of Grace Drive; the new Martin-Perry Drive. Anytime the City takes away land or the City looks at encroaching on land of a property owner, he takes it very seriously. We have a great community and to even start down this road of making it a precedent of doing this is a concern. The other issue he has is losing the character of the downtown area. He travels to other small downtowns very similar to downtown Powell and they have on street parking with signs which tell people where to go and how to stay away from the main street. When you see people park downtown and go into stores it brings character to the downtown area. We will lose some of this character. Traffic is a huge concern and it isn't going to go away. To think there is ever going to be a quick fix to traffic is naive. He understands plans take a long time. Murphy Parkway took a long time to plan and we just got funds to get it done. People know how to get around downtown. We want to be welcoming to people who don't know where to go so the signage is an important aspect. Just to do things in order

to make it easier for people outside of the community when those things impact the people who live here isn't the approach the City should start taking.

Commissioner Jester said he appreciates the work which has been put into the Plan so far. The southeast has been talked about a lot. More work needs to be done there. He appreciates the comments the residents who live in the southeast quadrant made. If he lived there he would have the same concerns. These concerns need to be looked into pretty hard as things move forward. Solutions or help need to be found. He likes the west side where the new intersection and new lanes have been put in. You go back into 2 lanes but the plan to open the lanes up again is a plus plus. Commissioner Jester asked if a roundabout is going to be put in at Jewett Road below Murphy Parkway. Mr. Betz said the Delaware County Engineer is planning a roundabout at Jewett Road and Liberty Road. It may be constructed in 2018. Commissioner Jester said traffic gets really busy there.

Commissioner Cooper said he likes the plan as is. You always get push back when growth and change comes about. He didn't realize 3 houses would be affected until he heard from the residents tonight. His initial attitude was everyone has to give a little bit but he was totally unaware of how the road would affect the residents. He is glad they came and spoke. Overall, the Plan is wonderful. He spent hours reading the Plan and it seems to be a logical way to help traffic. Commissioner Cooper pointed out some typos in the Plan; page 42, the last sentence doesn't end quite right; page 43, the paragraph ends awkwardly; page 54, halfway through the left paragraph, it says "north downtown and long term a grade", should it say at grade; page 54, in the right paragraph, it says "facilitation", should it say facilitate.

Chairman Emerick said he likes the Plan as is. Further discussion needs to be held on the impact to the residents' properties off of Kellys Court. He asked Mr. Betz if the Commission has the option of tabling the Plan. Mr. Betz said they are taking the Plan to City Council in November. The Commission can make recommendations to City Council on things the Commission would like to see changed, if anything. For example, if the Commission is concerned about the Martin-Perry Drive and the impact on the residential lots or the Historical Society, the Commission can ask the consultants to look at a re-design of the Plan to alleviate the concerns. Wording can be put in the Plan to look at this portion of the Plan, either immediately or in the future, before any decision making on what is going to happen with this improvement, if anything. If this is the Commission's major concern out of the whole Plan, we can look at the Plan further as the Plan moves forward. Right now there is a lot of time left for us to look at how things can be specifically designed, to improve upon this portion. Chairman Emerick said the Plan is a concept at this time. Mr. Betz said more study can be done. Maybe there is another solution which might not be as good but would still work to provide access to the businesses in the southeast quadrant. Staff would rather not delay the Plan now. We are under contract with the consultants and they have timelines which we want to try and meet.

MOTION: Commissioner Cooper moved to advance the Keep Powell Moving Downtown Street Plan on to City Council, subject to the following condition:

1. That the consultant team for the Keep Powell Moving Downtown Street Plan shall re-evaluate the portion of the Plan which recommends a new street, Martin-Perry Drive, looking for other options to alleviate the impact on the residential properties, prior to final approval of the Plan.

Commissioner Jester seconded the motion.

VOTE: Y 4 N 1 (Fusch) (Boysko & Little absent)


OTHER COMMISSION BUSINESS

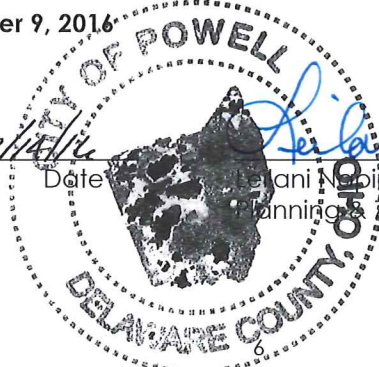
No other Commission business.

ADJOURNMENT

MOTION: Chairman Emerick moved at 8:23 p.m. to adjourn the meeting. The Commission seconded the motion. By unanimous consent, the meeting was adjourned.

DATE MINUTES APPROVED: November 9, 2016


Donald Emerick
Chairman



Date


Terani Napier
Planning & Zoning Clerk

Date