

1
2 **III. OLD BUSINESS - None.**

3
4 Weir: There's no old business.

5
6 **IV. NEW BUSINESS**

7
8 **1. Case 21ZO3000079: Metro Verde Arcadia**

- 9
10 • A request for approval of a Final Site Plan, known as Metro Verde
11 Arcadia, located within the Metro Verde South Planned Unit
12 Development (PUD).
13 • The proposed subdivision encompasses 14 + acres, is zoned PUD
14 (Planned Unit Development), is located at the southwest corner of Red
15 Hawk Golf Road and Arroyo Road.
16 • The Final Site Plan proposes 73 single-family residential. The final site
17 plan shall be required to follow all requirements of the Metro Verde PUD
18 Concept Plan.
19 • Submitted by Sierra North Development Inc., property owners.

20 Weir: So we'll go on to new business. It's a final site plan for Metro Verde Arcadia.
21 John, you want to give an introduction.

22
23 Castillo: So today we have a request for approval of final site plan known as Metro
24 Verde Arcadia. It's located within the Metro Verde South Planned Unit
25 Development. This proposed subdivision encompasses 14 acres, is
26 currently zoned PUD, and located at the southwest corner of Red Hawk Golf
27 Road and Arroyo Road. The final site plan proposes 73 single-family
28 residential lots, and will follow all the requirements of the Metro Verde South
29 Planned Unit Development concept plan.

30
31 Weir: And John has been reviewed by all the reviewing departments in the City.

32
33 Castillo: Yes.

34
35 Weir: And also are there any outstanding comments?

36
37 Castillo: No.

38
39 Weir: So do we have a recommendation?

40
41 Castillo: We have a recommendation or approval.

42
43 Weir: Okay. Mr. Moscato, Mr. Sells. Anything you'd like to add in regards to that?
44 No. Okay. DRC members, any questions or comments you'd like to make
45 on the final site plan?
46

1 Terrazas: Is the plan to build out Arroyo, half of it or that full section to be built out as
2 part of this subdivision?
3
4 Sells: The section adjacent to the subdivision.
5
6 Terrazas: So just the south half.
7
8 Sells: No.
9
10 Terrazas: Okay, so the whole ...
11
12 Sells: Adjacent to ... this doesn't go all the way to the end of our property.
13
14 Terrazas: Right.
15
16 Sells: So we would just build within our property.
17
18 Terrazas: Just the property shown here. Okay. The full crossroad section.
19
20 Weir: Are there any concern Hector factor or?
21
22 Terrazas: No, I just wanted to make sure because I asked Chad on another project
23 yesterday so just wanted to make sure. My only concern is we do have
24 speeding issues on Red Hawk that I've gotten complaints about from the
25 residents. We did do speed studies among Red Hawk at three different
26 portions. South of Peachtree, north of Peachtree, and north of Engler. We
27 did have a really high 85th percentile, in this area it was 52 miles per hour.
28 So the 85th percentile was really, really high when it's posted at 30 miles
29 per hour. My only concern was that we should put some kind of traffic
30 calming along Red Hawk and Mayfair. That would be my only approval with
31 contingency.
32
33 Weir: Okay. Is that something that the traffic calming program Public Works does
34 or is that something that would be expected of the developer?
35
36 Terrazas: Because this is part of the PUD and the PUD states that traffic calming will
37 be part of that, I recommend that we make that as a condition.
38
39 Weir: As a condition.
40
41 Kinney: Red Hawk and north.
42
43 Terrazas: Red Hawk and Mayfair.
44
45 Kinney: Mesa.
46

1 Terrazas: Mayfair.
2
3 Kinney: Mayfair.
4
5 Terrazas: Yes, because it looks like it's going to continue on, so just because it's going
6 to be a long section.
7
8 Kinney: For Mayfair or?
9
10 Terrazas: Well it's a long (*inaudible*).
11
12 Kinney: Okay.
13
14 Terrazas: So it seems like it's going to continue on.
15
16 Weir: And Hector do you or Public Works have recommended treatments to
17 address that or is that something (*inaudible*).
18
19 Terrazas: The Public Works would prefer to just have speed tables installed along Red
20 Hawk and Mayfair. That's what other subdivisions in the Metro Verde area
21 have installed on, Central Phase 1 of the east side of Sonoma have speed
22 tables and raised crosswalks. Here it would just be speed tables.
23
24 Weir: John or Chad any comment you'd like to add?
25
26 Moscato: Well, certainly we object to that. Number one, this was, Red Hawk Golf
27 Road was a City managed construction project finished within the last year.
28 If there were concerns about speeding, they should have been brought up
29 then and included in that product. I've asked transportation department for
30 documentation of any speeding issues on Red Hawk, none have ever been
31 supplied. We don't see there's any justification for this. We've also been
32 told over the years that Red Hawk functions as a collector, and traffic
33 calming is not allowed on collectors.
34
35 Weir: Hector any response to that or?
36
37 Terrazas: So currently Red Hawk is classified as a local. So that's why we're still
38 proposing traffic calming. As far as a request for the information we have,
39 we can provide Mr. Moscato the studies that we did back in March or
40 February of this year, all along that, pretty much all Red Hawk was divided
41 into three portions.
42
43 Sells: What was the 85 percentile at the developed area?
44

1 Terrazas: At the developed area it was 39 miles per hour. So it's nine miles over which
2 is just north of Engler, which is a developed area. It was 39 miles per hour.
3 It's signed for 30. Is it 30 or 25?
4
5 Sells: 30.
6
7 Terrazas: It is signed for 30. So we considered that excessive speeding, that nine to
8 10 mile per hour range we consider that speeding. And we would want
9 some kind of traffic calming measures.
10
11 Weir: And you initially had made the comment that you wanted a condition of
12 approval, is that something that you feel that this needs to be addressed at
13 this time or do you have a recommendation for?
14
15 Terrazas: I think it should be addressed at this time just because we've had some
16 other issues in other locations when we go to construction drawings. So I
17 think that'd be a good reason to have this condition.
18
19 Weir: So I guess my next question is, is that something that you would be
20 comfortable recommending approval of the final site plan but then traffic
21 calming would be addressed with the construction drawings.
22
23 Terrazas: Yes.
24
25 Weir: John or Chad is that an issue with you.
26
27 Moscato: We object to that. We don't accept the speed tables on Red Hawk Golf
28 Road to be the responsibility of the development.
29
30 Weir: So your request is that the site plan be approved without any conditions at
31 all?
32
33 Moscato: That's correct. And this wasn't mentioned as a comment in the review
34 process. It's being sprung on us at the last minute. We find that not
35 acceptable.
36
37 Weir: So what I would recommend is that we act on the motion for adding
38 conditions first, and then we act on approval of the site plan.
39
40 Kinney: Would this be just for Mayfair, because Mayfair is part of, inside the
41 proposed development and that is within I understand the Metro Verde
42 South PUD, is that correct? Metro Verde South PUD does mention traffic
43 calming or speed tables.
44
45 Moscato: It doesn't specify where it would be required.
46

1 Kinney: That's correct.
2
3 Moscato: What circumstances it would be required.
4
5 Kinney: Just says that it will be. I realized it doesn't say specifically where but I
6 believe the PUD does mention the (*inaudible*).
7
8 Moscato: Right and we have traffic calming elsewhere. It doesn't mention that there
9 be traffic calming on every street.
10
11 Kinney: I understand that. But it does, Hector is mentioning having one on Mayfair
12 and I can understand why. As far as Red Hawk is already built out, Red
13 Hawk, and it is classified as a local street. You're saying this was built by
14 the City?
15
16 Moscato: City managed project, yes.
17
18 Kinney: Okay. And then only question I would have is that whenever the inclusion
19 of speed tables or raised crosswalks are involved in the design, that
20 stormwater drainage needs to be considered, particularly if the street has
21 been used as a conveyance system, so that it would need to be looked at.
22 Particularly for Red Hawk since it's already a street that's already built.
23 That's a consideration needs to be taken is how to address, because I don't,
24 I can't, as I sit here I can't tell you how the drainage is, if that portion of Red
25 Hawk between Arroyo and then to the south passed this development, what
26 portion of Red Hawk there receives storm water drainage from where. I
27 don't know.
28
29 Terrazas: And Mr. Chair. Just to answer Mr. Kinney's information. If drainage is an
30 issue, what we've done historically, and I don't know if everyone's been out
31 on Hadley, we have the speed cushions, which you kind of cut out half of
32 the speed table to accommodate for drainage and/or for emergency
33 vehicles as needed.
34
35 Dubbin: We prefer the tables.
36
37 Terrazas: And yes, so as long as we prefer the tables and then it's not a drainage
38 issue, then we would prefer the tables.
39
40 Weir: It sounds like to me and you all correct me if I'm wrong, is that you actually
41 need to see the design and the actual engineering of this internal street to
42 decide that, but it doesn't necessarily impact the layout. It can be
43 accommodated in the right-of-way that's proposed with this final site plan is
44 what I'm hearing. So I would ...
45
46 Kinney: I guess part of the approval, reviewing of the construction plans.

1
2 Weir: Yes. It sounds like you're going to have to do that review anyway to
3 reconcile drainage, traffic calming, and emergency access. Javier anything
4 from utilities.
5
6 Antunez: It was approved with conditions and some directions from the director's
7 office and the CLC Utility main line extensions. So the 18-inch water, the
8 4-inch low pressure gas, and 6-inch high pressure gas along Arroyo Road
9 will not be needed if developer is not paying for it. So that's one condition.
10 And the second one is ground improvements will be required for offsite
11 sewer main to allow service truck access of operation and maintenance
12
13 Weir: Johan or Chad, any issues with those conditions or comments?
14
15 Moscato: None. But I'm not finished on this issue of traffic calming. Mayfair is how
16 long a block is that Hector mentioned.
17
18 Terrazas: Right now it shows it continuing to the south. And that's pretty much why I
19 made the comment that it seems like it's going to be going to the south. I
20 don't think we have the plat for the rest of the portion there. So it's just this
21 portion, this straight portion here. Because all the other ones are kind of
22 small sections that are not straightaways. So what we look for is traffic
23 calming, we don't necessarily look at the block length, we just see the
24 continuous length of the street. If it's just a local street, a local street like it
25 is Red Hawk now, if we just have them, then speeding is going to be an
26 issue. When you have curves like this or breaks like this we don't see an
27 issue with speeding because people are either turning or they're stopping
28 here, they're going west to east along (*inaudible*). So that's the only
29 concern.
30
31 Moscato: The irony here is we're asked to provide conductivity and you know we've
32 run into this on one other project as well. We create a road network that
33 enhances connectivity among different phases of development. And then
34 we're told, well because you provided conductivity you need traffic calming.
35 So which is it, one way do you want conductivity or do you want traffic
36 calming? But no, now you want both connectivity and traffic calming. And
37 there's no engineering justification, it's the block's long it might go down
38 here so we want traffic calming. You don't know where it's going. You're
39 just guessing. You don't have any evidence. The City's traffic standards
40 for including traffic calming on existing roads. And I would say that you
41 know the standards should not be much different on new roads and existing
42 roads. There's a whole process that the transportation department is
43 supposed to go through to justify traffic calming. And yet here you take one
44 person's just out of the blue comments, no justification, no engineering
45 studies, no traffic counts, and we're supposed to provide traffic calming
46 anytime somebody says, yes I want traffic calming because it's in the PUD.

1 There's nothing in the PUD that says, every time the transportation
2 department wants traffic calming, we need traffic calming. If that were the
3 case, it would have said that, but it doesn't say that. We've provided traffic
4 calming throughout the PUD, it's just we don't think it should be every place
5 that the transportation department says it should be with absolutely no
6 engineering justification whatsoever.
7

8 Weir: I understand your comments. I don't think there's enough information for
9 DRC to weigh in on that. I think those are, the analysis and review that
10 takes place with the construction drawings. I think it's appropriate for them
11 to say, we feel there may be an issue and need to be traffic calming. And I
12 think that's appropriate in the DRC, say we want this looked at as you
13 actually design the actual construction to the streets. I don't see that as
14 them necessarily making the improvements. I think it allows time for that
15 analysis to take place and then going forward. That's you know just one
16 person's viewpoint of this going forward.
17

18 But there is policy direction from Elevate that we want safe and complete
19 streets, and that not only handles traffic, but pedestrians, bicycles, and cars.
20 And local streets don't require any bike facilities on that but we do want
21 those safe for all users of those roadways. And Council is pushing this and
22 wanting to create another ordinance on complete streets. So I think it is
23 beneficial for all of us at this meeting to go through that analysis and do
24 what's appropriate for these neighborhoods because once they're built, it'll
25 come back to all of us if we don't address that correctly. So again that's my
26 thought. I don't know if other DRC members have commentary they want
27 to make in regards to traffic calming.
28

29 Terrazas: Mr. Chairman. And the reason we did do three studies in the three different
30 locations along Red Hawk. We did do the study where it's built out to see
31 what it would look like after the fact once all this area's built out. And like I
32 said we still see the 85th percentile being 39, which would be a speeding
33 issue at that point. And since because this is a PUD and it specifically states
34 that traffic calming would be there, that's why we recommend that we put
35 speed tables here and not let it become an issue later. Just like you said,
36 the direction from policy and Elevate and the Council is to make streets
37 safer for all modes of transportation, and that includes pedestrians.
38

39 Sells: There are warrants that are required for traffic calming. You can do a
40 warren study on this.
41

42 Terrazas: As far as ... warrant, what do you mean?
43

44 Sells: There's warrants - that you have to meet certain warrants to require traffic
45 calming, right? You're saying the PUD you're going to put traffic calming so

1 I get to say we do traffic calming. But there has to be engineering behind
2 traffic calming. You can't do traffic studies on this road, right?
3
4 Terrazas: Well, that's what I'm saying. That's what I was trying to explain. And maybe
5 I explain it better. So once we look at, it's all built out, it's fully built out, it's
6 going to be the same portion that is between Engler and maybe the first
7 block. So that's how we did that portion and say, okay, because it's not built
8 out we expect people to be speeding. But the portion that is built out closer
9 to Engler, we still see that speeding issue. So we don't want to wait till it
10 becomes an issue and then, because the PUD explicitly says that traffic
11 calming is going to be installed which is different from every other
12 subdivision in town. That's why we're requesting that. I'm not just saying
13 because we have speeding there now, because it's vacant, that's the sole
14 reason. It's just that we expect for the same issue to extend further north
15 once it fully develops.
16
17 Moscato: But you're presuming that. You have no basis for that presumption.
18
19 Terrazas: And the basis is we did the studies, like I said.
20
21 Weir: So you're saying that there's speeding occurring in the built out areas, and
22 you anticipate that continuing with the newly developing areas.
23
24 Terrazas: Yes sir.
25
26 Weir: Okay. Mr. Kinney.
27
28 Kinney: My interpretation or review of the current City code when it comes to traffic
29 calming measures, first it's being more in my view reactive and I think what
30 traffic section is trying to do is trying to be proactive rather than reactive.
31
32 Terrazas: Correct. Because like Mr. Chair said that's what the goal of Elevate and
33 everything is to be more proactive and not be reactive.
34
35 Sells: Plan to plant trees on Red Hawk Drive.
36
37 Moscato: Yes, we have.
38
39 Sells: As traffic calming.
40
41 Moscato: There are different ways to address traffic calming than with speed tables.
42 We have cross sections that are more pedestrian friendly and narrower. We
43 have street trees. It's not to just speed tables and speed bumps.
44
45 Weir: Would the traffic section of Public Works entertain other methods other than
46 speed tables?

1
2 Terrazas: Because we have those methods and that portion is built out already and
3 it's not helping. If it was helping, if it was 30 to 35 miles per hour, the 85th
4 down there then we'd be fine with that. But because it's whatever is installed
5 already, it's a continuation along Red Hawk, we don't expect that to that
6 much of an impact on this portion.
7
8 Moscato: Actually, I would think as the area gets more developed and there's more
9 traffic, there'll be less speeding because there's more traffic.
10
11 Weir: Hector, I have a question for you. When you go into built out areas, and
12 they request traffic calming to take place, and it's found as necessary, is
13 that something Public Works budgets, or do you go back to the
14 neighborhood and ask they contribute to those improvements or how is that
15 typically handled?
16
17 Terrazas: The City ordinance, it's all paid out by Public Works. Public Works has a
18 yearly budget. I think it's around \$60,000.00 per year for traffic calming. It
19 does include speed tables and includes other equipment. So the process
20 by code is, we have 75% of the residents have to sign up so we can have
21 the actual traffic study. We provided a resident, whoever wants to, walk it
22 around, a petition. They get the signatures for us to initiate the study. We
23 look at it. If there is speeding, like I said that nine to 10 mile per hour
24 threshold, that's what we look at. Then we propose speed tables. That's
25 what we usually propose because those are the most effective. And we go
26 back to the neighborhood and work with them. Are you guys okay with this?
27 We'll maybe shift them around a little bit. And then most of the time they're
28 accepted as being a good thing, because if there's that much speeding then
29 the whole neighborhood has good support on it.
30
31 Weir: Thank you. John, you had said that the road function is a collector or was
32 there any desire in your place to try to change that classification?
33
34 Moscato: Well, I've been told that over the years, that Red Hawk Golf Road functions
35 as a collector.
36
37 Weir: And I guess the comment back to Hector or Mike is, if a request were to
38 come in to reclassify that, would you support that or do you think it's
39 appropriate as a local street?
40
41 Kinney: I believe Red Hawk right now is, the cross section is local, 50 foot wide
42 cross section.
43
44 Sells: 68 foot wide right-of-way.
45
46 Kinney: 60.

1
2 Sells: 68.
3
4 Kinney: And the cross section for collector is 85.
5
6 Weir: So it's somewhere between a collector and a major local.
7
8 Terrazas: And Mr. Chair just to clarify our code. Currently our code how I reads it, it
9 does let us put traffic calming on collectors if it's fronted by residential areas.
10
11 Weir: So there are provisions.
12
13 Terrazas: Yes.
14
15 Moscato: Which is not the case. There's no direct access to residential.
16
17 Weir: But I didn't hear Hector said it had to be direct access, it just said that there
18 were residential adjacent to the right-of-way.
19
20 Terrazas: Correct. Like right now we have petitions out on Parkhill, that's kind of the
21 same layout where the houses are behind it. We still want to get their input
22 and signatures because if we end up getting speed tables or something, it
23 does create noise, it does create pollution, some people are worried about
24 pollution, and some people are still worried about their cars being that they
25 have to travel through there. So the impact is going to be to the adjacent
26 neighbors to that street.
27
28 Moscato: Now we have much longer roads than Mayfair ever will be throughout the
29 PUD so far. And as far as I know there's been no reporting on speeding or
30 residents complaining about speeding. Take Voyager for instance, it's
31 several times longer than what Mayfair would be fully developed. As far as
32 I know no problems. I drive on that road all the time. I've never seen any
33 speeding. I know that's anecdotal evidence. But has there ever been an
34 analysis done on Voyager for speeding?
35
36 Terrazas: John, Mr. Chair. I do know that we have had complaints about Voyager and
37 other east/west streets that are a lot shorter. We have not received a
38 petition back.
39
40 Moscato: Do you know how many complaints? Because you know I've heard this
41 about Red Hawk Golf Road for a long time now. And I wrote to
42 transportation, I believe I copied you David, asking what's the
43 documentation for complaints of speeding on Red Hawk Golf Road.
44 Absolutely no response.
45

1 Terrazas: So we don't forward that information because a lot of people don't feel
2 comfortable sharing their personal information, even to other residents,
3 because they'll be like, well who called and said that.
4

5 Moscato: I didn't ask for names. I asked for numbers.
6

7 Terrazas: So numbers, we can provide you how many complaints we've had. I can
8 provide you with the reports that the police department gets, along Red
9 Hawk as well.
10

11 Moscato: I've asked for that before.
12

13 Terrazas: For speeding.
14

15 Moscato: And never received it.
16

17 Terrazas: But there aren't a lot of complaints, not just on Voyager, some of the streets
18 that are paralleling Engler and that built out portion.
19

20 Moscato: And how would you compare those complaints on speeding with other areas
21 of the City where you get complaints on speeding,
22

23 Terrazas: They're about the same.
24

25 Moscato: About the same.
26

27 Terrazas: About the same. I mean there's speeding everywhere.
28

29 Moscato: No different than anywhere else in the City.
30

31 Terrazas: Correct. So we treat them all the same as far as complaints. If it's one
32 person complaining, we'll still be able on the petition. If we get it back then
33 we'll do the process. Sometimes it is more of a perspective that they see
34 one car speeding, and that's what it is. But we really just rely on them giving
35 us petition back and then we'll do the study. Half the time we get 85th that
36 are 25 in a 30 mile per hour and so we don't recommend anything. Just
37 because we did the study here and to compare the built out scenario versus
38 the non-built out scenario, that's why we did that, to be more proactive and
39 not reactive on this portion. So as far as Mayfair, I don't know if you guys
40 have laid up the rest of it, but if Mayfair ends or it doesn't continue, then
41 there wouldn't be a need for speed tables because it's going to be a short
42 segment, it's going to be cut through. Now if it continues for another 1,000
43 feet then more likely it'll become an issue. So that's my kind of, depending
44 on the final length of Voyager, that might indicate the speed tables or not.
45 So if there's a plat proposed or even approved south of this, and it shows
46 Mayfair ending then that speed table on Mayfair would not be an issue and

1 we could live without it. Now as far as Red Hawk, transportation, Public
2 Works still supports installing some kind of traffic calming and speed tables
3 are the ones that we still recommend.
4

5 Weir: Does anybody else have any more input or discussion related to the traffic
6 calming? What I hear now is Public Works want traffic calming. The
7 developer would like to prefer to build the street as proposed per City design
8 standards or the approved cross section of the PUD. Before we take action
9 we can come back. I want to get Mark's comments from public safety. Not
10 necessarily traffic calming but just on the final site plan. But you're more
11 than welcome to comment on that too.
12

13 Dubbin: No, we had some minor comments on hydrant placement that Chad has
14 addressed. And then they're just restricting parking at the intersections as
15 we have in previous phases. So no concerns.
16

17 Weir: Okay. And any response from Chad or John in regards to that?
18

19 Sells: No.
20

21 Weir: Okay. So it comes down to Public Works has recommended that traffic
22 calming be reviewed and the preferred treatment is speed tables. Sounds
23 like Community Development supports that treatment based on the
24 conditions of the PUD. There's no other big outstanding issues. There's
25 some minor commentary from Utility. Was there anything else I missed in
26 regards to that?
27

28 Kinney: The actual placement and the number whatever of speed tables, that would
29 become as more of a design issue as part of the review of the approval of
30 the construction plans.
31

32 Weir: This is my personal input on that. I would be comfortable saying that the
33 traffic calming measures will be determined with the construction drawings.
34 But the initial analysis would appear to indicate speed tables, whatever the
35 proper term is, that would give them some additional flexibility, if there were
36 other some other alternatives to treat that to be decided at the time of
37 construction drawings. We'd approve the final site plan and have the actual
38 traffic calming design and treatments determined with the construction
39 drawings. But if your initial analysis Hector, you feel that is the treatment
40 that needs to be used you know I would recommend that you make that a
41 condition of approval if you feel that's the appropriate way. But I think those
42 are two ways we can go forward.
43

44 Terrazas: Before I make the definitive part.
45

46 Weir: Yes.

1
2 Terrazas: Before we make a motion, Javier j you have conditioned as well? Or has
3 that been already addressed?
4
5 Antunez: Yes, it was just approved with conditions.
6
7 Terrazas: Okay.
8
9 Weir: We can include their conditions also.
10
11 Terrazas: Yes. So I'll make the motion to approve with conditions. As Jay, you said,
12 I don't know if we need to spell them out or do we have those in writing?
13
14 Weir: We have them in writing.
15
16 Terrazas: Okay. And as far as on Red Hawk and on Mayfair, add traffic calming. And
17 at this point speed tables are the recommended with other traffic calming
18 measures or replaced with other traffic measures as construction drawings
19 are submitted and reviewed and approved by the City.
20
21 Weir: Do I have a second?
22
23 Kinney: Second.
24
25 Weir: Mike Kinney. Okay. I'll do a roll call on that. Was that approval of the site
26 plan with conditions, or just the conditions?
27
28 Terrazas: Approval of the site plan with conditions.
29
30 Weir: Okay. I'll go ahead and do, Fire department.
31
32 Dubbin: If I understand the motion Chair, it's the traffic calming will be explored
33 during the construction phase?
34
35 Weir: Yes. With a strong emphasis on speed tables for use. But if there were
36 other alternatives they would be explored at that point.
37
38 Dubbin: Fire says yes.
39
40 Weir: Parks and Rec is absent. Public Works.
41
42 Terrazas: Yes.
43
44 Weir: Utilities.
45
46 Antunez: Yes.

1
2 Weir: CD, Mike.
3
4 Kinney: Yes.
5
6 Weir: Okay, so the site plan has been approved with conditions by the DRC. And
7 so, John we'll get that approval to John and Chad and we'll go from there.
8 That is the only item of action today.
9

10 **V. ADJOURNMENT (9:33 a.m.)**

11
12 Weir: So the next item on the agenda is adjournment. I'll entertain a motion to
13 adjourn.
14

15 Dubbin: I'd make a motion to adjourn.

16
17 Weir: Okay. Do I have a second?

18
19 Kinney: Second.

20
21 Weir: I have a motion and a second. All those in favor

22
23 MOTION PASSES UNANIMOUSLY.

24
25 Weir: Meeting is adjourned at 9:33.
26
27

28
29 

30
31 _____
Chairperson