

PLAINFIELD PLAN COMMISSION

July 7, 2022

6:30 p.m.

Ms. Giesting: I'm going to call to order the July 7, 2022, Plainfield Plan Commission to order.

ROLL CALL/DETERMINATION OF QUORUM

Ms. Giesting: Let's take a roll call for determination of quorum.

Mr. Klinger:

Mr. Philip – here

Ms. Andres –

Mr. McPhail – here

Mr. Kirchoff – here

Mr. Brandgard – here

Ms. Giesting – here

Mr. Bahr –

We have two absent, but we still have a quorum for conducting business.

Ms. Giesting: Very good.

PLEDGE OF ALLEGIANCE

Ms. Giesting: Let's do the Pledge of Allegiance.

APPROVAL OF MINUTES

Ms. Giesting: We have approval of minutes for the June 6th and the June 13th meetings. If we have all read over those minutes, do I have a motion to approve?

Mr. Kirchoff: Can we do both in one?

Mr. Daniel: Yes

Ms. Giesting: Pardon me?

Mr. Kirchoff: I asked if we could do both on one. I would so move.

Mr. Brandgard: Second

Ms. Giesting: I have a motion and a second. All those in favor say aye.

(All ayes)

Ms. Giesting: Opposed (inaudible). Okay, minutes are approved.

Mr. Kirchoff: The only thing I would say is I think the June 6th meeting we had an awful lot of gaps.

(inaudible)

Mr. Kirchoff: Yeah, lots of gaps.

(inaudible)

Mr. Kirchoff: Thank you.

PLAN COMMISSION DISCUSSION

Ms. Giesting: Since we have no public hearings today, I think we can skip the public guidelines and the oath for public hearings. We have no resolutions, but we do have Plan Commission discussion regarding Land Use Matrix.

Mr. Whaley: Good evening, everyone. The purpose of tonight's meeting is really to go over the Land Use Matrix. As you all know, this is a project that we've been working on for quite some time at a staff level. We've been meeting with the ordinance committee to work on this matrix, getting their feedback. We'd like to move forward with a public hearing on the matrix at the August meeting. We anticipate that that meeting would have several different items on it, so

we wanted to walk through some of the more (inaudible) changes tonight with you all, and the rationale behind those changes, in the hopes of getting some additional feedback and hopefully (inaudible) on those changes to the matrix as well. With that, I'm going to turn it over to Eric because he's going to give the majority of the presentation tonight.

Mr. Berg: Okay, as Kevin mentioned, we are talking about the new Land Use Matrix that we've been working on. For anyone watching at home, we are not talking about this Matrix, the movie from years ago. We are talking about a Land Use Matrix, so if you're watching at home and you were hoping to see this, stay tuned anyway. You may remember, about four and a half years ago, after the previous director left, I stood before you and said that we were going to look into doing some changes. If you don't remember that, I do because I think my knees were shaking. In that time, these are some of the things we've done. We've made the process more public-facing, project pages, digital agendas, giving documents to you digitally, all sorts of things of that nature. We've hit a lot of the ordinances to make them better, to make them more clear, worked with your rules and procedures and the Board of Zoning Appeals procedures to improve those. And then a couple major studies have been a part of that such as the Thoroughfare Plan and the South of Perry Crossing Plan. We really had five rationales for why we're doing this; reduce excess steps and bureaucracy, make it easier to understand, make it more transparent, mitigate our risks in terms of safety and making sure we didn't have to call Mel in for a bunch of lawsuits, and improve efficiency. We said this is for the town, but really also for staff. You may remember, after we lost our last director, it was just Terry Jones and I doing a whole bunch of stuff. And then we got Ty and he lasted I think about 20-25 minutes and then he left, and then it was back to Terry and I. And then we got Kevin, and now we've brought Jill back into the fold, perhaps kicking and screaming, back to the knuckleheads in Planning, just doing GIS. So, along with those things there on the left, these are the things that we've done in the last four and a half years; a lot of things we've done. I mean, 2,300 permits, 1,000 new homes. So, we had to look and figure out how things worked more efficiently, and what we found is that our Zoning Code, our bible of what we do, isn't that efficient. As you know development is getting more complex. We're seeing all sorts of things that we weren't seeing before, things that our current code is not really set up to do. The developers will tell you, the land that's easy to develop isn't around anymore. Also, our regulations do a really good job of telling people what we don't want instead of what we do want. And as I say there, it does it inefficiently. Taking this area for example, this is a one-year-old aerial of the general Shops of Perry Crossing. You look at some of the things that we're looking at, that had to come through. This is a PUD that we really couldn't do with our Zoning Code. This has multiple waivers, development incentives, because you couldn't do it. This is the same story with the Apex. What we need to do is create a code that works with what we're seeing. Now, why a matrix? Yes, there's a reason why I've got the box to Total there. To try to find a certain use or zoning classification in all the places it's allowed, you'd have to peruse 176 pages of Zoning Ordinance and sort over 1,500 uses on those pages. And of those 1,500 uses only 43 are defined. So, it's highly inefficient. What we're seeing is that developers don't want to go to a place that's inefficient; they don't want to have to do that work. They want to be someplace where they

can find information quickly. So, why not, holy cow, a matrix where you have everything on just over a page; 43 uses all of which we have definitions for, so that people don't have to use a colloquial definition or try to guess what something means, like a haberdasher, which I know but many people have to look up. The key thing about how we're organizing this, we're organizing it by land use and types of zoning classifications. If you're looking to put in a storage, you look under storage. You've got outdoor storage, personal storage facility and warehouse distribution. You know that you don't have to look somewhere else for this. And speaking of, if you're looking for an agricultural use, you can just slide across and see – well, that's really not a good example because you'll only find it in Agricultural Zone, but you can do that for any of the uses; you don't have to flip between 26 different pages for all the zoning districts. And through the modern miracles of chart technology, if you want to see all the uses that are available in the one district, you just read the chart down. Also, you notice that we've organized this by types of classifications. Single-family, multi-family, mixed use, you don't have that in our current code. You've got things strewn out all along the Article 2 and Article 3. We're bringing it all together into one spot so that you can find it easily. Some of the changes that we're looking at, we notice that we see a lot of Special Exceptions for restaurants that serve alcohol. Now, there are places that sell alcohol like perhaps a liquor store that you might want to have a Special Exception for. We've grouped those in with other things that are typically age restricted such as liquor stores, pawn shops, tobacco shops, check cashing establishments, and bars and taverns. I threw that in to make Kevin laugh, Moe's tavern from the Simpsons. Another change is to group types of uses that typically you go in, you stay for a while, maybe you leave with a doggie bag or something like that, but they're not retail. There are things such as restaurants, cinemas, fitness centers – although I can't say I've been in many fitness centers – dance studios – other places I've never been – bowling alleys, pool halls. And you really have to go old school to find a pool hall that does not have some type of almost dirty message for the name, so we have to go really old here on that. But these are places where you stay a while longer than just going in and picking up a bag of Doritos or a shirt or something like that. So, they're going to have different parking needs, different general land uses than say a retail. Please don't read all of this, it's in your packet, but we've split Light Manufacturing and Heavy Manufacturing because again, another case where – Heavy Manufacturing is like an asphalt plant. You're going to want to keep that in different places than say, a tortilla baking place, not that we have any experience with a tortilla baking place. Institutional uses separated by who's doing them and size. And there's some intermixing that can go on with this. For instance, General Institutions would be larger institutions in terms of size or usage, such as Splash Island or the library, churches. Public Service are things like general government, fire, water towers, things like that. Community Institutions are typically private or semi-private, things like funeral homes, fraternal organizations, private community centers. Truck Sales and Repair: this was one that we kind of kicked around for quite a while in the committees. We were a bit concerned about – especially with all the trucks that we seem to find here – that we would see people trying to say vehicle sales or vehicle repairs also is (inaudible). So, we set up a different category for that. So, a place like that, that repairs trucks or – I love that sign. I don't want it here, but I love that sign. It's got a certain "je ne sais quoi"; it's somewhere in Pennsylvania.

Ms. Giesting: Good, I'm glad it's in Pennsylvania.

Me Berg: As I said, I don't want it here, but it makes me giggle, so I had to put it in here.

(inaudible)

Mr. Berg: I don't think we want to know. Something with the words "yeehaw" and "hold my beer", I'm sure. Another thing we're looking at changing is residential. And Kent, you Robin and Bill have seen these numbers and these graphs. Rich, you may or may not have. We've been keeping track of new home sales and production for the last four and a half years. What you see there – I mean, you can obviously read it, but I'll not bury the lead on this – in the last four and a half years the houses have gotten bigger by about 1,000 square feet and the average new sales price has gone up about \$160,000. So, it's becoming a little bit less obtainable for those who are in the service industries, to those folks who are just getting out of college and starting out, or our future entrepreneurs who are going to build a business that creates the next wave of prosperity here in Plainfield, to come in and get an affordable place. We're seeing, as you can guess by the fact that that's going up, that almost 80% of our homes are selling for over – new homes, new productions homes – for over \$350,000. Now again, that may be good for tax revenue and income tax and all of that, but at the same time we've got a group of people that may be productive for us as a community that aren't necessarily able to get into the town. And if you're saying to yourself, "well, they can rent." We've been keeping track of rental prices over the last year, and we've got about 85% of the rental units in town tracked and we've seen in the last year and a couple of months that the average monthly rent has gone up \$200 a month. And you know, that's not profiteering, that's the fact that demand is high, and supply is low. So, there's limited things we can do. I mean, obviously as a town we're not going to go out there and buy up land and create subdivisions, at least not that I've heard. But there are some things from the zoning side that we can do to make the production a little bit easier. One of the things that we're looking at doing is expanding single-family detached to allow single-family attached. What that would be, would be two single-family units that are attached to each other instead of separate lots. This is a typical single-family detached home. When we've seen single-family attached in the past, we've seen things that look like this, which it is what it is. But it doesn't really look too much like the house on the left. You could do something like this. Something like this which is a side-by-side duplex, that'd be something that would fit in well with the older part of town. In fact, if you drive or bike or walk in the older part of town, you'll see a lot of these. That is a front/back duplex – I changed this at the last minute, so I was trying to remember which one this was – and this is an up/down. So, I mean, you look at those, and they could fit into the same type of residential neighborhood that we have, particularly on the older part of town. Other things that we've been looking at is the possibility of Accessory Dwelling units. You may know them as cottage houses, mother-in-law suites. And that can be either carved out of an existing home or separate. Like for instance, this one here which is above the garage, which we're starting to refer to as the "Arthur Fonzarelli" suite – some of you get that, some of you don't, that's okay it doesn't matter to me. Typical stand-alone cottage. Again, it's not big but it's large enough for someone to live. And then you have your typical attic or upper rooms ADU

there. And there's also basement but it's pretty flat here so there's probably not a lot of walk out basements – I think Tim's got one, so maybe he's going to do that. An area where we're not seeing a lot of – this is what's called “the missing middle” between three and six dwelling units there, I wish I'd changed that to eight – again, much like the attached single-family, you look at that to be in areas where, in this case you would have alley access, so you'd have parking in the back. Being on a single-family lot, you'd be looking at the same type of lot coverage, height/bulk restrictions. But since it's three units, anything over two units has to comply with the commercial building code. So, it should be, theoretically – let me make sure I don't say this wrong, I was going to say “safer” but things such as (inaudible) and commercial separation will be prevalent. So, theoretically it should not have the same problem that older units would have in its condition. Not exactly the most exciting of prospects, a triplex, but you can see that. I've probably driven by something like that here in the older part of town. You know, something like that's a block, four units there. And again, it looks like just a big residential house. Six block, same story, maybe a little bigger than you'd expect. Cottage developments where you've got essential green area and housing around it. Live, work, this is something – I mean, I could see this, maybe not quite as frilly, in our downtown area, maybe on Mill or on Main. This is the other thing that we're looking to add as a part of 14.2, kind of an appendix. Every Planned Unit Development that you've ever approved is in essence, another chapter to our zoning code. And nowhere, except for this list, do we have that all listed out. And in this case I've got them linked. I don't know whether legally we can do that with American Legal, or how we would do that but if we can, that'd be something that – we've got these available, in terms of on the internet. So, this is something that we would also want to add so that if you say to somebody, “oh, you live in Nottinghill” – they can go to our zoning ordinance – or if they want to move to Nottinghill, they can go there and click on it, they can see the rules and understand what they're dealing with. So, as Kevin said – probably 45 minutes, half an hour ago before I started – what we'd like to do is make sure that this is a comfortable direction for this body; that they agree with the direction that this is going, and get any feedback, and if there is a comfort level here, and with the committee, and obviously with Mel and his team at Taft, that we would bring this to you next month for consideration.

Ms. Giesting: I think anything that provides efficiency and ease to understanding is a good thing. And it appears to be that this does that.

Mr. Brandgard: I like it.

Mr. Berg: I'm going to back away before I screw it up.

(Inaudible audio from 0:22:44 – 0:23:34)

Mr. McPhail: (microphone not on) ...sometimes it really makes sense when they do something. (inaudible) cases out there that won't allow (inaudible). It seems to me (inaudible), I could not remember (inaudible). If I had this matrix in front of me, I could have said (inaudible).

Ms. Giesting: Okay, good job. Alright, so there's no business with that, we don't have to approve anything tonight. Correct?

OLD BUSINESS/NEW BUSINESS

Ms. Giesting: Okay, so we'll go to old business, Work Plan Update.

Mr. Whaley: I wanted to thank Eric for all his hard work that he's put into this project. He's actually been working on some form of matrix for quite some time, and we appreciate the effort and research and the continual revisiting every time an issue comes up and we say, hey, we think we should do it this way, or we think we should change that, new ideas and thoughts from the committee and myself. So, we want to applaud the effort he's put in. Also, want to thank him for the presentation that he gave tonight. He has a sense of humor that I don't possess. He projects a lot more than I do in this room, so. Moving on, I did want to give you a project update on Hobbs Station.

Mr. Daniel: (inaudible) comments on this.

Mr. Whaley: Yeah, we're going to (inaudible) can sit down and go over the definitions together (inaudible)

Mr. Daniel: (inaudible)

Mr. Whaley: I wanted to give you an update on Hobbs Station, specifically the mixed-use building. A couple of weeks ago, Isaac Bamgbose from New City Development reached out to us and wanted to talk about the mixed-use structure and some changes that he was looking to make to that building. Apparently, the construction pricing that he encountered with that structure has gone up significantly and that's changed some of the financing components of the project. He found a way to reconfigure the building in a way by reducing some of the parking structure area which is going to save quite a bit of cost on the construction, but that does have an impact on the structure itself in terms of aesthetic and footprint. This is the footprint that was approved by the Commission; I've outlined it in the purple color.

Mr. Kirchoff: Remind me again where this sits in the whole thing.

Mr. Whaley: This building is on the east side of Smith Road and is just to the north – sorry for not putting the overall project but basically south would be the future office building which is a built-to-suit, and this is just north of that. (inaudible).

Mr. Klinger: Smith Road on the left, west side of it (inaudible) on the east side of it, that's the park (inaudible).

Mr. Whaley: Yes

Mr. Kirchoff: So, this is close to the southwest corner of the whole thing.

Mr. Whaley: Yes

Mr. Klinger: The roundabout is just (inaudible).

Mr. Philip: It's the second building from the...

Mr. Kirchoff: Okay, thank you. I just wanted to get a perspective.

Ms. Geisting: Just for my – is this the building that was going to have small businesses and that kind of thing in it?

Mr. Whaley: This has the ground floor retail and ...

Ms. Giesting: Yeah, okay.

Mr. Whaley: And the parking structure in the center.

Ms. Giesting: Okay, thank you.

Mr. Whaley: (inaudible) so Smith is on the right side and as Andrew said, the park area is over here. On the south would be the future built-to-suit office building. And then this is (inaudible) which is sort of the main street (inaudible). The footprint that the Plan Commission approved is outlined in purple and you can see on that west side, the building is sitting fairly close to the right-of-way of Smith Road. Isaac is looking to reduce the footprint of the parking structure in the center by taking out basically that west row of parking spaces. And so, what that's going to effectively do is reduce the footprint of the structure, but by doing that it pulls that west **façade** over to the east and away from Smith Road. One of the benefits to this project, and one of the things we (inaudible) developer is make sure that building had a really strong presence up on Smith Road. (inaudible) incentivize and promote walkability in the area and having more of an urban feel, by pulling that back it tends to take away some of that urban feel. So, in response, what Isaac has done is – if you look to that area to the west, he's put in a couple of green spaces and also added some hardscape. I think there's a couple of outdoor seating areas in the north and the south quadrants there. That's those areas that I highlighted there in the salmon color. This is how the building would change in terms of the aesthetics. The building on top is what was approved by the Plan Commission and the building on the south shows the elevation, Isaac adding a couple floors to that western edge of the building. (inaudible) multi-family, so instead of (inaudible).

Mr. Kirchoff: What about the fact that you've moved it away from the street, it would I guess, (inaudible) minimize the impact of the extra storage.

Mr. Whaley: Yeah

Mr. Kirchoff: (inaudible)

Mr. Whaley: (inaudible) So, this is another perspective of the building looking from the southwest corner. As you can see, we kind of had that cutout (inaudible) the building (inaudible) squares up that western side. One of the things that we were concerned about as staff (inaudible). If you look at that west elevation you can see that sort of grayed out area, that's the back side of that multi-family that would be on the east side of the building. So, (inaudible) that western façade. But with the changes that he is proposing by adding these additional stories, (inaudible) issue. This is just another perspective from the south.

Ms. Giesting: So, Kevin, does this add more living space, more apartments?

Mr. Whaley: So, it actually reduces the unit count from 300 to 293 (inaudible).

Ms. Giesting: Okay. Even though you went from three stories to five stories, it still diminished the number of parking...

Mr. Whaley: Well, the bulk of the building was already five stories, so (inaudible) the cost of materials.

Mr. Philip: The parking is probably (inaudible) aspect between the (inaudible) and the (inaudible), right?

Mr. Whaley: In terms of the project, (inaudible) reduced in size (inaudible). Isaac had originally (inaudible), including some (inaudible)-street parking (inaudible) side of the building, and staff's feedback on that was we didn't want to have (inaudible) in that area (inaudible). So again, we (inaudible). (inaudible) area, especially the residents. So, having that activity near (inaudible) whereas before (inaudible)...

(Inaudible audio from 0:32:40 through 0:32:57)

Mr. Whaley: One thing I wanted to point out here, I don't know how well you can see it but this (inaudible) shows (inaudible) on street parking (inaudible), you could see (inaudible).

Mr. Kirchoff: I'm not a big fan of that parking there. With traffic going in around (inaudible).

Mr. Whaley: (inaudible)

Ms. Giesting: So, Kevin, I don't understand. How would on-street parking have a calming effect?

Mr. Whaley: So, it's sort of like when you go down to the mall area (inaudible) street parking (inaudible). The fact that there are cars parked on the street (inaudible) slow down (inaudible) pay attention to the possibility of (inaudible)...

Ms. Giesting: It's a very different environment than Smith Road.

Mr. Whaley: (inaudible)

Ms. Giesting: Okay

Mr. Whaley: (inaudible) compressed into a specific area (inaudible).

Ms. Giesting: Because right now, you kind of (inaudible).

Mr. Whaley: Also (inaudible)

Mr. Brandgard: (inaudible) squeeze (inaudible) the lane is more narrow; that's calming also, especially with that kind of parking.

(Inaudible audio 0:35:11 through 0:35:35)

Mr. Klinger: (inaudible) on the left side of Smith we'll present a new north/south connection from Shady Lane up to Smith Road (inaudible) further north of this as well. So, there will be another route through there.

Mr. Philip: I mean, you're right. The area is going to be totally different than...

Mr. Brandgard: Yeah

Mr. Philip: ...anything that we think about (inaudible) Smith Road. So, the original projection of what the future look required (inaudible). (inaudible) get it, and I wonder in the long run, you know, will you be able to narrow that road (inaudible) but you know, what's hard is that every conversation we've had in here about Smith Road has been about...

Ms. Giesting: The volume

Mr. Philip: ...the trucks, right, and trying to keep them off of there and make this not the thoroughfare that it (inaudible) today. So, I get it, that we need to; how to me is still not clear.

Mr. Brandgard: A good example of this is Main Street and Speedway. (inaudible) came through there and (inaudible) parking but the actual driving lanes are pretty narrow.

Mr. Kirchoff: But again, that's downtown. (inaudible) I was going to tell you I really like the greenspace because I think bringing the building off of the road is good and then you threw the parking in there and my attitude changed.

Mr. Klinger: But again, the idea is to try and create sort of an urban feel in this area. And if you think of Smith Road to the south of the roundabout, it's primarily residential area with a more narrow roadway and...

Mr. Kirchoff: Yeah, but you've got Township Line and all of that traffic coming along and (inaudible).

Mr. Belcher: (inaudible) talking about the changes they were making; you just make it a little taller and more units and that kind of thing (inaudible). But once the (inaudible) on the cost (inaudible) million dollars. So, I said, (inaudible) the Council (inaudible) project. He really made an effort to do that. The idea of parking along Smith, Scott and I talked about it afterwards (inaudible) and he was like you know, it might be a good thing because we're trying to create a neighborhood, a district; it's not someplace you want to blow through in your car at 50 miles an hour. That's not (inaudible) going through here is not - (inaudible) engineers (inaudible) well, it's not really. We're trying to create a place where people can walk (inaudible) through here. We want to find a balance and how we do it is (inaudible)...

Mr. Kirchoff: So, back to (inaudible); is it going to be a road or a street?

Mr. Belcher: It's a street, right, that's really what we're (inaudible).

Ms. Giesting: Hmm, that's a good point.

Mr. Klinger: And your through road really is Dan Jones, which is the next one down, right. And that's where Avon plans to four lane that, I think, all the way from town limits, up to 36.

Mr. Belcher: It's like the idea of going (inaudible) speed and not have to stop. You're getting through; you're still going to get through (inaudible) roundabout. I still get where I'm going...

Mr. Kirchoff: Sure

Mr. Belcher: Still have (inaudible) comfortable, but it's going to be a (inaudible). But I think the (inaudible) of this going to be (inaudible). (inaudible). But I think that there's something here that (inaudible).

Mr. Klinger: But this is not part of the developer's proposal; this is something we're considering...

Mr. Kirchoff: Oh

Mr. Klinger: ...as part of the Smith Road treatment.

Mr. Brandgard: Yeah

Mr. Klinger: They're not going to...

Mr. Kirchoff: Oh

Mr. Klinger: This is something we're considering.

Mr. Philip: They stop at the greenspace.

Mr. Brandgard: They wanted to put the parking where the greenspace is at.

(inaudible)

Mr. Kirchoff: Again, I like the greenspace.

Ms. Giesting: I do too.

Mr. Kirchoff: Not to mention any particular name in the community but you drive through one not too far where they put all those new (inaudible) elements right up on the street, it just doesn't work.

Mr. Belcher: (inaudible)

Ms. Giesting: So, regarding this then, because there is a change, does this have to go through committees or go through the Town Council? How does that work Kevin?

Mr. Whaley: So, it is (inaudible) change (inaudible) approved final detailed plan. As Director, my opinion is that it meets the spirit and intent of the project that you approved, but I would be looking to you all to see if you concur with that opinion.

Mr. Kirchoff: Well, I'd have a subset to that. In order of magnitude, how many of these changes can we make that gets us outside the agreements that we've just been approving?

Mr. Daniel: Well, I think – you know, obviously there's some limit somewhere. I don't think this probably comes very close, but I do think, and Kevin and I talked about this – I do think there's a point in time where the staff (inaudible) comfortable with (inaudible) administrative matter (inaudible), and I agree with that. Something like this really should come back to the Plan Commission for approval. I don't think you need another public hearing, but I do think the Plan Commission should approve this.

Mr. Kirchoff: You've already been thinking about that, so that's good.

Mr. Whaley: Yeah, and to your point Bill, I did want to add that greenspace is going to be included regardless of what happens with Smith Road.

Mr. Kirchoff: I like that. I think that's a real good change.

Mr. Whaley: Isaac had initially showed the off-street parking, as I said, because he thought that would be valuable to his residents, and we said don't put the off-street parking, give us the opportunity to explore Smith Road and maybe putting some on-street parking out there to benefit everyone in the area.

Ms. Giesting: Okay

Mr. Philip: I think the challenge Bill, is you pointed out a couple of things that have worked in a downtown area; this whole development thing is about creating a feel more like an old downtown area (inaudible) of it. And the question is, as you link this with the new development across the street and everything else, how does that link together (inaudible)...

Mr. Kirchoff: I would have been a bit more comfortable with that if it was over on the east side.

Mr. Philip: I get it but there is an interesting thing about, what you might very well might not want about this development sitting across the street from – Bomar I guess it is, right – is to have that look like Dan Jones and four lanes of highway running up and down.

Ms. Giesting: Yeah

Mr. Philip: That's what you don't want. And so, how you link that and make that reasonable is somewhat hard, which is what's making Tim uncomfortable. You're not the first engineer I've met, Tim. And so, I think that's going to be the challenge to it all, right, is that it's not our Smith Road that we're thinking about, right. It's a street and how this all links together is going to take some work, but I think it's a noble goal. I think it's the right goal for what those two things are supposed to be.

Mr. Kirchoff: And the other possibility is that if it doesn't work out, you can at least take the parking out.

Mr. Philip: (inaudible)

Mr. Whaley: Yeah, and I just wanted to reiterate that what's shown up there is conceptual in terms of the on-street parking. We were actually discussing this with a different engineer this morning – Tim was not on the call – but we were talking about the project across the street, and we shared this concept and we actually received quite a bit of positive feedback from an engineer. He asked, well, did you guys ever think about maybe doing some reversed angled parking on that location and seeing how that works. So, there are some different ideas out there about how to accomplish the same thing but approach it differently.

Mr. McPhail: (microphone not on) (inaudible) development (inaudible). (inaudible) have traffic calming elements (inaudible). We don't want another (inaudible).

sign ordinance and we're making some progress in the committee there. And then I think after that we're going to tackle accessory uses, so we're continuing to move forward.

Ms. Giesting: Very good

Mr. Whaley: That's all I have, thank you.

Mr. Brandgard: Thank you

Ms. Giesting: Alright

ADJOURNMENT

Ms. Giesting: If we have no other old business, I move that we (inaudible). Do I need a motion for that?

Mr. Brandgard: Yes. I move to adjourn.

Ms. Giesting: Do I have a second?

Mr. Philip: Second

Ms. Giesting: All those in favor say aye.

(All ayes)

Ms. Giesting: Opposed? Meeting adjourned.