

**PLANNING BOARD
REGULAR MEETING
TUESDAY JUNE 24, 2014
7 PM
HOOD ROOM, MATTHEWS TOWN HALL**

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES of June 3, 2014 Meeting
- III. MOTION 2014-6 – Update to Downtown Master Plan Design Guidelines
- IV. STREET WIDENING CONCEPTS FOR E JOHN STREET
- V. ADJOURNMENT

MEMO

TO: Planning Board Members
FROM: Kathi Ingrish
DATE: June 16, 2014
RE: June 24, 2014 Planning Board Meeting

Summer vacation schedules are in full swing, and I hope you have yours planned as well. With fewer agenda items to cover, we will have a smaller than usual staff presence at your meeting.

We only had one public hearing this month, a text amendment that is not even within the UDO. The Downtown Master Plan was updated and adopted in January of 2013, but two other intertwining documents – the Downtown Design Guidelines and the Streetscapes Improvements – have yet to be revised. The Text change we are discussing with this Motion is in the existing and yet to be revised Downtown Design Guidelines, which are incorporated into the UDO by reference only. This “by reference” action means the standards in the Guidelines are required to be followed just as if the text was written out in the UDO document.

The text change is a simple statement to allow a greater concentration of dwelling units in three Conditional-Only zoning classifications when requested within the downtown area. The R-VS, SRN, and C-MF districts are all intended to be used in the downtown area to provide a variety of new housing units which are essential in creating a vibrant business center. The 1998 Design Guidelines, however, conflict with today’s goal to increase housing in the downtown area. Until the Design Guidelines can be completely updated, by later this year, this simple statement can overcome the conflict. If approved, this statement would allow these three zoning districts to be considered within the downtown area whenever a developer is ready to bring a new plan forward. The same statement is proposed to be added in three places only because the old Master Plan divided the downtown area into three “precincts”, and the design criteria for each precinct is discussed separately in the Guidelines.

Thank you to those of you who were able to attend the 5:30 PM premeeting session last Monday focusing on East John Street widening conceptual layouts. I hope everyone has an opportunity to review the digital copies I sent out, and we will continue to take comments and forward them to NCDOT.

As always, please let one of us know if you find you will not be in attendance next Tuesday evening. Also, feel free to call or e-mail any of us with questions at any time.

**MINUTES
PLANNING BOARD
TUESDAY, JUNE 3, 2014
7:00 PM
HOOD ROOM, MATTHEWS TOWN HALL**

PRESENT: Members Chairman Tom Lawing, Steve Lee, Alternate members Barbara Dement and Michael Ham; Youth Voice Brian Lee; Town Attorneys Charles Buckley, and Craig Buie; Planning Director Kathi Ingrish; Senior Planner, Jay Camp; Planner II, Jim King; and Zoning Technician/Deputy Town Clerk Mary Jo Gollnitz.

ABSENT: Members Rob Markiewitz, Gary Turner, Eric Johnson, Eric Welsh, and David Pratt

CALL TO ORDER

Tom Lawing called the meeting to order at 7:03 pm. Mr. Lawing recognized Dr. Moore's planning class from UNCC.

APPROVAL OF THE MINUTES

Tom Lawing made a motion to appoint alternates Michael Ham and Barbara Dement as voting members for the meeting. Steve Lee seconded and the motion carried unanimously.

Steve Lee made a motion to approve the minutes of the April 22, 2014 meeting. Michael Ham seconded and the motion was unanimously approved.

MOTION 2014-3 Monroe Road Corridor Small Area Plan

Planner II Jim King addressed the Board. He stated that there were some changes made to the Monroe Road Corridor Small Area Plan in response to the public meeting comments. He informed the Board that there were six items that have been addressed. They include: correcting the speed limit notes, proposed extension of Industrial Drive, the need for traffic signal at Industrial Drive, building orientation along Monroe Road, location of mechanical equipment, and preservation of the historic cemetery.

Mr. King clarified that the text stated it was a 45 mph speed limit along the Monroe Road. Police Chief Hunter informed staff that the speed limit is 45 mph from the Charlotte City limits to Industrial Drive and then transitions to 35 mph. Mr. King noted that there was concern about the proposed location of Industrial Drive extension. He showed the Board the original location and the new proposed location. He stated that staff has included in the recommendations for the SAP a feasibility study for a traffic signal at the Monroe Road and Industrial Drive intersection. NCDOT will be contacted to start the study.

He continued stating that concerns were mentioned regarding mechanical equipment and building orientation along Monroe Road. A recommendation was added to the SAP addressing both of these issues. Staff also included a recommendation that no disturbance of the Historic Roseland Cemetery be allowed.

Steve Lee was concerned about the note regarding the location of the mechanical equipment on buildings. He said that there may be some side elevation of the equipment. Mr. King stated that coming from each direction you may see a side elevation of the building. He explained that the equipment must be out of view. This could be done with screening. Mr. Lawing asked for clarification of the terminology of facing. Mr. King stated that it means the rear or side elevation of the building will not front Monroe Road. Mr. Lee asked if this would eliminate alternative orientations. Mr. King said that you could have double frontage; frontage on a side street and on Monroe Rd.

Mr. Lee said that they wanted a more urban feeling, street friendly design along the road. The QuikTrip is being constructed with the building in back with a large front canopy. He is concerned that the new language will eliminate any possible side elevation. If all you see is a canopy and carwash it would not be unique. He believes they could have completed the side elevation to look like the front as they have in their Harrisburg location. Mr.

King said that this is a policy guide and does not come into play with a use by right. This is for a rezoning to see a specific product the town wants along the road.

Chairman Lawing asked if staff would consider changing the verbiage to read "conduct a feasibility study". Mr. King said that this is asking the Town Board to consider the option of requesting the study. This would have to be a joint process between the Town and NCDOT. Mr. Lawing asked if there is a cost associated with the study. Mr. King responded yes, however he did not have any cost estimates at this time. Traffic count, crash data and other information would have to be collected to complete the study. Mr. Lee asked if this would negate the median or would this be in concert with other improvements. Mr. King said it would be with the other suggested improvements.

Steve Lee recommended approval of motion 2014-3 Monroe Rd Small Area Plan as presented; that it is consistent with the policies for development as outlined by the Matthews Land Use Plan, and Town's long-range Vision Statements, and other adopted policies. Michael Ham seconded the motion which carried unanimously.

MOTION 2014-4 UDO Text Amendments

Planning Director Kathi Ingrish explained that the requested UDO Text Amendment is an assortment of changes that were noticed after the document had been approved. Specifically text for the HUC Historic Urban Core district was missed when text was transferred to the UDO. There is some new text also being added. The Minimum Housing Code will include new provisions allowed by State Statute. She continued explaining the language regarding dilapidated homes and a new option for the Town to initiate an order after one year's time.

Ms. Ingrish also discussed the addition of changes in the Post Construction Ordinance provision to clarifying a case regarding the interpretation of the code as to what will be considered redevelopment.

Ms. Dement asked if the addition of the setback of the zero lot lines was used for the veterinary building on John Street. Ms. Ingrish said that the building is being constructed according to the design standards for the downtown overlay district not the HUC district.

Mr. Lawing recommend approval of UDO Text Amendment Motion 2014-4 as presented and that it is consistent with the policies for development as outlined by the Matthews Land Use Plan, and Town's long-range Vision Statements, and other adopted policies. Barbara Dement seconded the motion. The recommendation was unanimously approved.

ZONING APPLICATION 2014-612 Eden Hall, Marion Drive and Fullwood Lane, From R-12 and R-20 to R-VS Innovative

Senior Planner Jay Camp explained that the applicant has submitted a new site plan for Eden Hall since the last Town Board meeting. He explained that the clubhouse and pool features have been removed from the plans to lessen the wetland impact. He continued stating that the driveways have been increased to address the concerns of larger vehicles overhanging sidewalks. The driveways have been increased to 20 feet minimum. He continued stating that the maximum density of the units has been reduced from 99 units to 90 units. The original text stated up to 99 units and that has been changed.

Mr. Camp reviewed items that planning staff has concerns with. He stated that there have been concerns about the impact to Marion Drive residents. One item was the pool and clubhouse at the end of the drive. That issue has gone away and the area will remain natural. He continued stating that staff has suggested the temporary closure of the access point on Marion Drive during construction. He explained how the developer could build the street and restrict the construction traffic. This would negate some dust and noise during construction. The road could open after 50 to 75 homes have been completed in the neighborhood.

He continued noting that staff believes that the southernmost bank of homes would function better if they were flipped. Therefore, the garages would be along the alley and front facing the public street. He stated that staff does not have a good feel of what the final product will look like. The developer has provided three dimensional

drawings and staff has asked for photos of the development in order to see the roof lines, setbacks, etc. He finished stating that the proposed right in right out at Marion Drive is being discussed by staff to resolve internally before the July 14th meeting. Chairman Lawing asked about the July 14th date. Mr. Camp stated that the applicant has requested a deferral until July 14 because of the time constraints with the Memorial Day holiday.

Mr. Lawing asked for clarification on construction traffic access. Mr. Camp said that staff has suggested Fullwood access for construction traffic to mitigate dust. It would be a temporary closure of the access off of Marion Dr. Ms. Dement wanted to clarify that the clubhouse is completely gone from the plans. Mr. Camp said yes. Ms. Dement said that she would like to see the density reduced a little more and add the clubhouse amenity back into the plans.

Mr. Lawing wanted to know what the alley widths would be. Mr. Camp said they would be 20 feet wide and staff is working with the developer on this portion of the innovative request. The Town's new standard is 30 feet width. Mr. Lawing asked about parking along the alleys with the narrower widths. Mr. Camp said the conditional notes do not allow parking on the alleys.

Mr. Lee wanted clarification on the last row common open space and frontage of the homes. He is concerned about the aesthetically pleasing side facing fences where they are not visible to the general public. Mr. Camp stated that staff aims to have the last row of homes front facing Marion Drive in order to look the same as internal residents. Discussion continued on the design of the homes.

Mr. Lawing asked about the number of houses in the plan. Mr. Camp clarified that the plan has always shown 90 but an allowance was in the plan to add up to nine more homes. That allowance has been eliminated and the maximum homes allowed will be 90 homes.

Steve Lee asked about how the site plan fits into the current tree ordinance. Mr. Camp stated that the tree canopy development percentage has changed in the UDO. Mr. Lee said that he is concerned about leveling the lot and having some mature trees saved. Mr. Camp said that the minimum tree save is 8% and the plan currently has 18% canopy.

Dale Stewart with Land Design representing the applicant Landtec addressed the Board. He emphasized that they had received comments and they continue to work with staff on development concerns. They are working to bring architecture plans to the town. He pointed out that they have addressed many of the concerns brought forth at the public hearing. He reviewed a presentation of the proposed development. He stated that they have reached out to the Marion Drive property owners as well as the Avington neighborhood.

Mr. Stewart continued explaining that they are trying to incorporate the natural elements of the land. They include designing the site by saving the wetlands and pond along the property. The clubhouse proposed turnaround has brought several concerns from the neighbors. This didn't leave the residents of Eden Hall internal access to the amenity. They have thought about the proposed amenity and potential changes. After discussion about construction costs it was decided that leaving that area of the property a natural amenity would be best.

He further noted that they have addressed the concerns of the internal movement and width of the driveways. They have added six foot no build zones on either side of the 20 foot alleys. There will be no parking on alleys. They have supplied staff analysis of turning radius for access of emergency services in the community. Staff has requested that the opposing center left lane on Fullwood Lane be striped and this has been added to the plan. He continued stating that there was interest in placing a Knox box and gate at the end of Marion Drive. They have agreed to installation of these. There will not be door to door US mail delivery in the development. Instead there will be gang post office boxes in the development.

Mr. Stewart then showed the proposed alley construction designs and explained the details of the road with the additional six foot utility easements.

Randy Goddard with Design Resource Group addressed the Board. He stated that they have prepared the traffic study for the proposed development. He continued stating that the traffic study has been approved by

Town staff. They analyzed the intersections of Marion Drive, Trade and Fullwood, and Hwy 51 and Fullwood. He stated that the site generates slightly more than a 34 single family home development would generate on the site. That is 13 peak hour morning trips and 15 peak hour trips in the afternoon. The overall impact at Fullwood and NC 51 would add 31 additional trips in the morning rush hour. Mr. Lawing asked for clarification on the statistics. Mr. Goddard said that these are standard trip generation calculations used for townhomes. The intersection will have an additional 32 trips which is about a 7% increase. This intersection will have right turn lane improvements and will operate better in the future.

Mr. Goddard stated that for the Fullwood and Trade intersection, there will be 20 additional trips in the morning and 23 trips in the afternoon. That intersection is also scheduled for improvements. They conducted traffic counts at the Fullwood and Avington intersection last Wednesday. That day there were five vehicles turning left and 21 turning right out of the neighborhood during the peak rush hour. There were four turning into Avington in the morning and 15 coming back in the afternoon.

Ms. Dement asked what time the traffic counts were taken. Mr. Goddard stated that all traffic counts were taken from 7 to 9 am and 4 to 6:30 pm. They then found the highest four consecutive fifteen minute periods and called those the peak hours. It is when there are actually the most cars on the road. He continued stating that Avington has 93 units in development. If you compare that with the development they are proposing, there will be a lot less trips than estimated in the traffic study.

Mr. Goddard further discussed the possible restriction of Marion Drive to a right in right out. He noted that Marion Drive should only have seven trips in morning and nine in the evening. Most of the trips would be using Fullwood. If you are using the Avington equivalent, this site will generate fewer trips. The pork chop design does not work because people go around it. Marion Drive is only blocked when cars are waiting to go onto NC 51 in the morning. He stated that it doesn't make sense to add the pork chop for one hour a day. It would be a significant impact and hardship for residents on Marion Drive.

Mr. Lee wanted to know what a 34 home neighborhood would generate in traffic. Mr. Goddard stated that it would generate 34 trips in morning and 40 trips in the afternoon. Mr. Lawing asked what 90 townhomes would generate. Mr. Goddard answered 47 trips in morning and 57 trips in the afternoon. That is for townhomes with no reduction and this is straight ITE. Youth Voice Brian Lee said that those numbers seemed low. Mr. Goddard said that Avington is way lower than this and they have 93 units. Discussion was held on when the road improvements were scheduled to be completed.

Brian Lee asked about the turning lane into the development from Fullwood. He spoke about the backup in the morning along the road. He asked if the turn lane will restrict traffic on Fullwood more. Mr. Goddard stated that they did not have it striped for a turn lane and this will provide storage as recommended by staff. It will only be painted and not restricted; there will be people using it in the morning peak hour.

Mr. Lawing asked how many homes are currently on the land. Mr. Goddard said that there are four and it will increase to 90 units. Ms. Dement asked about painting Fullwood to say "do not block drive". She feels drivers do not pay attention to the signs however they do adhere when it is on the pavement. Mr. Goddard said that you need the combination of pavement marking and signage, you have to put both in and enforcement can be difficult. Ms. Dement said that any assistance with traffic before road improvements are completed would help.

Mr. Lee asked what day of the week the traffic study was completed at Avington. Mr. Goddard stated that it was a Wednesday. He said that Mondays and Fridays are usually skewed and school was in session when the count was completed.

Mr. Lawing asked for clarification on the alley way widths. Mr. Stewart stated that 20 feet will be paved with six foot easements on each side for a total of 32' clear zone. The curb radiuses at the intersections have been flattened so a large vehicle turning could maneuver. This allows vehicles to get by without hitting mailboxes, power poles and other items.

Mr. Ham stated that he looked at property and there is a difference in elevation across the front of the property of approximately 23', 37' front to back and 33' along the other property line. This means that there will be a lot of scraping and fill. He is concerned that it will change the function of the wetlands and the pond. What we see on

drawings will not be what we see in the long term for the wetlands. Mr. Ham continued stating that a lot of trees could be saved and should be saved in what will become the flatter portion of the development. He would be happier if more trees were saved in the area. He would like a study of the wetland function and what changes are going to occur. He noted that the wetland functions for surrounding properties too. He suggested that the developer work with the Sierra Club to ensure the wetlands continue to function properly in the future. Mr. Stewart said that they would be happy to review the suggestions.

Mr. Stewart said yes they would be changing the hydrology. He showed the drainage areas and pond describing the area. There is over two acres in that area of pervious surface. He said that there is more off site drainage that flows onto the project site. He continued noting that they have been working with LUESA on how they will manage the storm water. He further explained how they will handle the impervious cover onsite. They do not want the wetland to dry up and not be the amenity they intend it to be.

Michael Ham asked how they would capture the water that is in the developed site. He is concerned about the fertilizer and pesticides that will be used by the property owners in the yards. Mr. Stewart said that the facility will be designed with the Post Construction Ordinance addressing water quality and quantity. Mr. Ham asked if there is long term monitoring of the existing wetlands to insure there is no degradation. Mr. Stewart said he did not believe there is. There is monitoring to make sure the facility is functioning. He said no there is no long term checking of the wetlands. All of the grounds would be maintained through the home owner's association management company. Individual property owners will not maintain their lawn areas. There are best management practices in place. Mr. Ham said that he would like to see monitoring of the existing wetlands over time. Mr. Stewart said that they would be glad to help facilitate having other agencies monitor the wetland. Mr. Stewart continued that the county has robust water monitoring stations but you have to go out and check the wetlands.

Steve Lee asked to see visual design of the homes and what do the covenants state regarding back yards and fences. Mr. Stewart said that they continue to work with a local architect to add specifics to the design of the buildings.

Melvin Graham of Landtec owner and developer of the proposed project addressed the Board. He stated that he is also the owner and developer of Long View. The vision for Eden Hall is to have high quality units for empty nesters with all the masters down. They intend to have all masonry construction. The units will face internally to the two park areas. They will flip the lower units as suggested by staff. The alley ways will have the service areas. All trash can areas will be screened or stored in garages. He continued stating that HVAC units will be screened appropriately. He noted that there is a write up in their submitted package describing these items. They will be having an informal meeting at 5 pm on Thursday. The Board was invited to attend the meeting which will provide more specific photos of the proposed architect. He continued describing the design of the sitting walls, entrance visions, and parks.

He stated that the garage doors will be upscale wood carriage house doors. They intend to have the front load garages to be an architectural feature. They require this in other communities they have developed. They have met with Ralph Messera from Public Works and a representative from the fire department and they are both comfortable with the alley ways as proposed.

He further noted that there will be a masonry screening wall along Fullwood for privacy and landscaping. They plan to save specimen trees and the existing trail will be left intact. Fullwood will be heavily screened. Ms. Dement asked how wide the landscape area will be. Mark Kime with Land Design said that there will be between 10 to 15 feet width left. Mr. Graham said that they have surveyed the area and you can see the stakes on the property for the wall.

Mr. Lawing asked what the change in elevation is from the corner of Marion Drive down to the south side of Fullwood. Mr. Kime said approximately 37 feet. Mr. Lawing asked if the wall will follow that topography. Mr. Graham said that the retaining walls will be stair stepped along with each pad of the homes. There will not be any giant retaining wall. The demographic calls for the building design to be as step free as possible.

Chairman Lawing reminded the Board that the developer has asked for a decision deferral to the July Council meeting. There may be some additional changes to the plans in the future.

Ms. Ingrish disclosed that Ms. Dement does work at Plantation Estates, one of the adjacent properties. Mr. Graham said that he has worked with Plantation Estates and Bob Romano has given a letter supporting the proposed development.

Ms. Dement said that she would like to have the Board's recommendation include traffic lines on Fullwood. This would help with the traffic buildup and allow residents in neighborhoods such as Avington, Carrington Place, Christ Covenant Church and Eden Hall along Fullwood access. She would also like to have less density in the development. Mr. Lawing said that the biggest concern he has is the traffic on Fullwood. Discussion continued about traffic congestion along Fullwood Lane, Trade Street, future road improvements, and access to Marion Drive.

Ms. Dement suggested that the Board possibly have a half day session to go over development plans that are proposed in Matthews. She does not want to make decisions in a silo, but collaborate with other committees. Mr. Lawing said that this could be considered. Mr. Buckley asked if she wanted to see specific items not the global. All projects that are funded and or approved, not just transportation issues. There was additional discussion about Fullwood Lane traffic and the consequences of the development.

Steve Lee said that this is great proposed development. He continued that by right there could be 34 single family homes. He wanted to state that 40 years from now is this the mix we want for Matthews. Mr. Ham noted that Matthews has been moving to an older community for the last ten years. Is this what we want to encourage or not. Steve Lee said that the traffic is there and adding this additional traffic will not make much difference. This is a desirable location and we have a known commodity with this proposal. Brian Lee said that he was familiar with Long View and it is a high quality development. This is a good opportunity for Matthews.

Mr. Ham said that he is concerned about Marion Drive. He is not sure if only seven cars will be going out that way because it will be available to all the development. The proximity to the traffic light, cars may be forced to make their way across two lanes during rush hours. Mr. Lawing was concerned about the current residents of Marion Drive being restricted to right turn only. Discussion continued about internal traffic flow of the project.

Ms. Dement asked Randy Goddard if the Fullwood center lane could be a multi directional turning lane. Mr. Goddard said if it is a two way left turn it will not fix the traffic problem. There is a town project that should start in January. This project will take care of most of the southern node traffic issue.

Mike Ham recommended approval of the application 2014-612, that it is not consistent with Matthews Land Use Plan but would be if the following conditions were applied:

- long term periodic monitoring of the wetlands to ensure that they are not being degraded,
- reduction in the density in order to save some additional trees,
- reverse the southern row of townhomes so that the garage entrances face internal,
- the construction traffic be restricted access to Marion Drive until a certain agreed percentage of the homes are built

Attorney Charlie Buckley said that the Board has to ask the applicant to agree or disagree with the conditions. Mr. Graham said that they are in agreement with construction traffic restriction and will work out the details with staff. He continued stating that they have already reduced the density 10%. Mr. Lawing said that the original drawings had 99 homes and you have reduced to 90 homes total. Mr. Graham said that they could easily construct 99 homes. The pads for these homes are 36 feet wide with a lot of common open space and this is low density for this type of development.

Mr. Ham revised one recommendation that the developer consider reducing number of units. Mr. Graham said that is better.

Mr. Lawing asked Mr. Ham about the statement that the proposal is not consistent with the Land Use Plan. Mr. Ham said that he agrees to change the motion to state that it is consistent with the conditions. Mr. Ham asked if the developer was agreeable to the long term periodic monitoring of the wetlands. Mr. Graham said that they would be in agreement to do this as long as it is not over taxing to the HOA going forward. Mr. Ham said that

this affects all properties around the development. Mr. Graham is fully supportive and would facilitate the wetlands be monitored by the proper agency.

Steve Lee asked what the average square footage of the homes will be. Mr. Graham said that the master unit down, two bedrooms up with loft, for an approximate total of 2200 to 2600 sq ft.

Chair Lawing reviewed the motion and conditions for the Board before voting. Mr. Lawing asked staff if the painted lines in the main entrance would have to be approved. Ms. Ingrish said that it would be up to Public Works department, Planning staff could not say for them. Mr. Graham said that they will work with the Public Works department to paint whatever they recommend.

Steve Lee seconded the revised motion which carried unanimously.

UPDATE ON LEGISLATIVE DISCUSSIONS THAT IMPACT LOCAL PLANNING

Planning Director Kathi Ingrish provided information regarding the short session in Raleigh. She provided a handout about proposed legislation currently in session. She explained how some of the legislation will impact ordinances that the Town has in place and the possible implications to the community. She continued noting how other regulations regarding billboards have affected the town. She mentioned sign regulations and environmental concerns that have been addressed by the General Assembly. She informed the Board that Town Commissioners and staff will be at Town Hall day tomorrow in Raleigh. They will be meeting with the Mecklenburg delegation to discuss how these proposed regulations will impact Matthews.

Ms. Ingrish stated that an environmental assessment is currently being completed for E. John and Old Monroe Road. It is from downtown Matthews to Sun Valley High School in Union County. The middle portion of the road improvement is funded to be widened in 2016 or 2018. NCDOT is providing design concepts to the affected towns along the road. This covers Matthews, Stallings and Indian Trail. She informed the Board about the different designs for downtown Matthews. Staff is concerned about several of the proposed intersections along the road. On Monday, June 9 there will be a 5:30 pm special meeting for Planning Board, Council and the Transportation Advisory Committee. There was discussion regarding the time frame of the scheduled Trade Street improvements and the work included in that project. Discussion continued on road connectivity, capacity limits, alternate modes of transportation, and the Sardis Road connection.

Ms. Ingrish stated that Youth Voice Brian Lee will be graduating on June 12. Brian said that he has been promoted to special event team leader for the Parks and Recreation Department. He is going to St. Louis for training with Panera Bread and opening their new South Park Mall location. He will be going to Central Piedmont to continue his education and then to UNC Charlotte to major in accounting.

Discussion continued on the legislative actions. There was discussion about tree saves and other issues regarding development standards. Mr. Buckley explained about how the legislation operates along with the relationship of municipalities and the General Assembly.

ADJOURNMENT

Steve Lee made a motion to adjourn the meeting. Mike Ham seconded and the motion passed unanimously. The meeting adjourned at 9:16 pm.

Respectfully submitted,

Mary Jo Gollnitz
Zoning Technician/ Deputy Town Clerk