

**Planning & Zoning
Meeting Minutes
February 22, 2011**

ATTENDANCE: Michael Fortner, Pete Reich, George Jack, Matt Oberholtzer, Michelle Linkey, Matt Roath, Town Planner Mary Ann Skilling, and Planning & Zoning Coordinator Dianna Battaglia.

Meeting called to order at 6:34 p.m.

APPROVAL OF MINUTES:

MOTION was made by Mr. Reich and seconded by Mr. Oberholtzer to approve the December 20, 2010 Planning and Zoning Meeting minutes as written. **All in Favor. Motion Passed.**

MOTION was made by Mr. Jack and seconded by Mr. Reich to approve the January 24, 2011 Planning and Zoning Meeting minutes as written. **All in Favor. Motion Passed.**

NEW BUSINESS:

Chesapeake Overlook Master Signage Plan revisions; Hollywood Casino Perryville requests reconsideration of on-site pylon sign.

Mr. Dwight Thomey stated I am here on behalf of the casino operator, and with me also is Mr. Sinopoli, the local manager of the casino. Basically we're coming back to you, I'm trying to remember if all of you were on the Planning Commission when we first went through this or not, but I don't think so. We had come forward with a master plan for the, along with Mr. Brandon Freil, the Stewart Companies, with regard to the development up there, the CEMUD, which is Commercial Entertainment Mixed Use District. And the first use approved for that CEMUD was the Hollywood Casino. Eventually as we were going through the approval process and after we had gotten approval for the buildings, we got into signage. The CEMUD requires that the signage throughout the district also be approved by the Town. And many of the signage issues we had worked out but one of the sign issues that was controversial at the time and was not approved was a pylon sign that would be tall enough so that it could direct people in from I-95 on to the site. One reason why this site obviously was attractive to Penn National was the fact that there are hundreds of thousands of vehicles that pass by that site every day on I-95 and the hope would be that they could pull in some of that traffic. And also the hope was they could easily find the facility from there even though, I'm hoping all of you are familiar with the Hollywood Casino but it does kind of sit low, and if you didn't know it was there you have to have something to kind of tell you how to get there. And one of their concerns was that if people were having trouble finding it they're not going to come or they're not going to come back. A pylon sign was proposed and it had to be of sufficient height because the property sits down in sort of a hole that it could be up above the trees so that people could actually see it from 95 and give themselves

time once they see it to get in the proper lanes and get to where they need to be. That sign was not approved and we were asked to go back to see if there was some way to accomplish the same result in some other fashion. I know we sent a booklet to all of you and one of the things that we did as a result of the denial the first time we asked for the approval for this sign is we were asked to explore other options. And we did, we explored other options on other properties, we explored other options with the State of Maryland and we explored other options on this particular site to try to get to the point that we would only have a potential one sign because I know one of the concerns that was raised, was well if we allow you to do this sign, what's to prevent somebody else from doing a sign. And the simple answer is the Town could prevent anybody from doing a sign just like you prevented us. And I understand the situation where you want to try to be fair to everybody. So we did. We went back to Stewart Companies and we tried to explore other properties that they owned, other properties in the area and unfortunately there were two things that really prevented us from being able to come up with another location. Probably one of the largest things that prevented us from coming up with another location is the State of Maryland entered into a contract with the Federal Government involving the interstate highway system many years ago that basically severely restricts signs along the interstate system in the State of Maryland other than those signs that already existed. There are a few billboards you might see in the Baltimore area because they already existed but for the most part if you drive through the interstate system in Maryland, unlike some other states, you don't see billboard signs. You don't see signs along the highway, and one of the few exceptions to that rule is you can put a sign to advertise the existence of your business on a site that can be seen from I-95 if it's on your property, advertising just that business on that property, and if it's approved by the local district. So we've got everything in place except for we have to get your approval obviously and of course we have to get your approval for anything in the CEMUD anyway. When we looked at other potential locations we ran into those regulations which limited what we could do and we also ran into basically just problems with the various property owners that they just didn't want things here or there. We did look at a couple of sites with the Stewarts but unfortunately those sites were where they're concerned they may have other plans and so it just didn't pan out. So we explored as much as we can and it just didn't work. So we're back here with our original proposal because it's the one that we think can work, because it's on our property and because it is something that will fit within the regulations as required by the contract between the Federal and the State Government, assuming again that the Town approves it. The other thing we looked at is we were asked could we do a sign that would meet all the needs of the future businesses in there potentially and we again discussed with Mr. Freel and his company the possibilities. The problem if you start getting to the point where you're trying to do that and have numerous names on it so that it can actually be seen from I-95 is suddenly the sign keeps getting bigger and more gainly and I think it would be something that is exactly what you are trying to avoid so I think in the booklet we had sent you, we gave you sort of a representation of what that might look like, but we didn't feel comfortable with the way it was going to look. We were trying to avoid the sort of Las Vegas look, not create it. As a result of that we've come back to just asking for our sign. We truly do not believe that anyone else will go to the trouble and expense of trying to do a sign like we're doing and frankly there aren't that many other

properties where you could put a sign located on that business, advertising that business, so it could be seen from I-95, for it to work anyway. We're kind of unique. We may be down in a hole but we're as close to I-95 as you can get in that CEMUD district for the most part so there was a reason why we located where we did. We can tell you that obviously, hopefully, you've seen the casino, you've learned something about the way that this company operates, they're a first class operation. They will make sure this is a first class sign that will be properly maintained. We truly believe when you look at it from the highway basically you're going to see a sign, it's not going to look to you like its a hundred fifty feet high or whatever because of the fact that it sits down in a hole and you've got the trees. So it's just going to look like a sign sticking up and frankly when you get down in the CEMUD district, and once the hotel and everything gets eventually constructed, the company is willing to talk about whatever we need to do around the ground area. When you walk around you don't walk around looking up, you look at the ground and to the extent that anything that needs to be done to tie it in with what else is developed down there, they're certainly willing to do that. The other reason we asked to come back, the representatives of Penn National and the Hollywood Casino said all along that they felt this was going to be a problem not being able to have this sign to pull people in, to direct people in, and I think there was some people who intuitively had a hard time with that notion and they have had some actual experience now. They've been open for awhile and they've dealt with that and Mr. Sinopoli can give you some first hand experiences where they had complaints from people that were complaining they couldn't find the place when they were trying to come in and we've also had complaints from other people in the area who said these people are coming to their place of business saying where's the casino, how do we get there. Because you don't have much time coming off 95 for example to come up and decide whether to turn left or right, depending on which direction you're going you could get easily confused, particularly if you're coming up from the south. And in addition, I think hopefully what is now been shown is that the casino is a potential major contributor to the Town and the County in terms of financial contribution as to the revenue stream that's going to be coming out of the casino and we feel this is an important component of making sure that the casino over the long haul is successful and that success benefits not only the casino operator obviously but also benefits the Town and the County to a significant degree. Now that we have it here as an economic development project the request is let's make sure that we do the best we can to make sure this project works. And I would kind of remind all of you because I'm not so sure how much each one of you have been involved with this, this is a unique economic development project in that because of the way it was approved under the State legislature by the State voters at a referendum, there is a significant stream of income that is directed back to the local government as well as back to the State Government. It is a business that is taxed unlike any other business and there is a significantly higher portion of their revenues that go into government coffers at both the local and State level unlike any other business. It is a highly regulated and highly taxed industry. Mr. Sinopoli, maybe you could give a couple experiences that you've had as to what you have been dealing with since you've gotten open with regard to trying to find the facility itself.

Mr. Sinopoli stated I think you'll find in your package that was sent, some specific examples but just generally speaking what we've experienced since we've opened are

two issues from the customer perspective. One is that we're not drawing in a significant portion of our business off I-95 or at least to the level we had hoped to and we knew this would be an issue without the sign. Traditional marketing, which we spend a lot of, about seven million dollars a year, can't reach the I-95 passerby, someone who is driving from one state to the next, and I know a lot of folks will go why would anyone just stop by seeing a sign and suddenly stop at a casino. Well there's a lot of people that are driving that are either already a frequent casino goer and if they see a new casino they're going to stop and try it out. There's also others who may be on an eight hour drive, ten hour drive, driving to New York or Florida, fifteen hours, and as they're driving, they're tired, they want to stop somewhere. And a perfect example was the other night a few weeks back when we had the real bad snow on a Thursday night. We actually had some people that did stop and just spent an hour or two because they said they'd been stressed from the drive and the snow and they just wanted a place to relax. They weren't big casino customers, they probably spent twenty dollars at our casino but they stopped and they ate and they relaxed. There's a lot of folks like that and when you consider there is eighty two thousand cars a day, every day, that pass our site it only takes a fraction of those customers, or those cars, to stop, because each car's probably going to average one and half people, at least age twenty-one people, to significantly increase our revenue and in return the revenue for the city, the County, and the State. So again, just those new customers that will be able to drive off the interstate, and to take that a little bit further, right now we're projected for this first twelve months of operation to give two million dollars to the City of Perryville from our operation. Well, as you're probably aware, Anne Arundel County will be getting a casino at the end of the year. Currently fifty percent of our customers are closer to that site than they are to our site here in Perryville. Now I'm hopeful we won't lose fifty percent of our business but there's that chance. I think it'll probably be like twenty five percent of our business we'll probably lose the day that place opens up. Now Perryville has done a great job and they submitted to the Local Development Council a detailed plan of how they're going to spend that two million dollars every year. Well that revenue is going to decline starting next year once the casino in Anne Arundel opens unless we can continue to attract more customers off I-95. And I'm convinced and I know it for a fact because I've seen it in other markets, a large sign will help us do that. The other customer aspect is those people who already knew about us, they've seen one of our TV ads that we've run in Southern Maryland and they want to come see us. So they hear it's in Perryville. They may or may not know a lot about Perryville, it's in Cecil County, so they drive up 95. Well, we in this room all know where the casino is at because we live here or near here, but if you're driving from Washington DC like we get a lot of our customers, we get them from Northern Virginia, we get them from Anne Arundel County, and they're coming up here trying to find the casino, if they miss that exit, if they miss exit 93 coming up 95, unfortunately it's a long way to go before there's a place to turn around and at that point they may decide to keep on driving to Delaware Park or they may get frustrated and give up, or even worse, and we've heard this from other business owners, and I think there's one quote in your package that we gave, other business owners in the area are getting aggravated that you have people coming off I-95 driving around aimlessly trying to find our casino. Now there are highway signs and the State was good enough to give us thirteen total signs across all highways, a couple on I-95, some on 222, some on 40 and I think a couple on

highway 1. If we had a big sign to mix with that, because they won't see every little sign and even on 95 where you have highway signage, one going north and one going south, all it takes is one eighteen wheeler which if you've driven on 95 you know there's plenty of, to miss our sign. So by having that sign on our property you're going to be able to drive new business who's never heard of us, they're going to stop, and secondly you're going to be able to ensure the customers that we've already attracted are going to stop at our facility and not drive around Town and cause more negative impact than it should have. I've have in there some examples of customer complaints. We've not tracked every customer complaint but I can tell you the day we opened our biggest customer complaint was we didn't have complimentary food and beverage, and we've since readdressed that so that issue is off the table. We had a couple other minor issues and we've addressed those. As of today, and as of actually January 15th, our number one customer complaint is about signage or lack of being able to find us. And it's embarrassing honestly as a General Manager of a property and I can't tell you how many times I walk the casino floor where I've had people who want to talk to the General Manager so they can tell me how stupid I am for not having a sign. They say don't you know a business needs a sign. I say I understand that, I appreciate it. They're like we can't find it, we drove around for thirty minutes trying to find you. And the conversations are just endless. We have plenty of calls from people on their cell phones trying to find us, they can't find us without a large sign. Now it helps in the winter a little bit because a lot of the trees are dead so you can see things a little bit better but when spring comes we'll be back with that issue. I know we had stated it before but it's really important to us for the business to continue to be profitable, ongoing, and continue to contribute to Perryville. I know we've had an impact, I like to think a very positive impact, but if we're going to continue to keep the revenue stream as meaningful to the city particularly after Anne Arundel opens we need to get that sign up now so we can start attracting more people off the interstate and really be a destination resort. I'm certainly open to any questions if you have any.

Mr. Fortner asked any point of fact questions.

Mr. Thomey stated the only other thing I would like to point out is I truly believe once this sign is up there and everybody sees it, as the rest of the CEMUD development develops that will sort of be the beacon that pulls everybody in. They'll say go toward the Hollywood Casino sign and that's how they'll know how to go. I think that's exactly what's going to happen. I think this will actually serve as a positive element for the entire CEMUD development down the road.

Mr. Jack commented you went to great expense to put this email in here about the dumb people in Cecil County, it's a direct quote, but I wondered if that reflects what Penn National thinks about Cecil County because they made it the number one issue on their page. So I was just curious their stance on that because you put it in there, is that a reflection of what Penn National thinks.

Mr. Sinopoli responded not at all.

Mr. Reich commented I'm glad I'm not an elected official.

Mr. Fortner interrupted only point of fact questions. We'll have time for discussion.

Mr. Sinopoli indicated may I address the comment please. I think we've been a really good business partner for the community at least to this point. I think we've been very responsible, we've already been giving to a lot of the charities in the area, we've gone further than even the State law requires from a responsible gaming standpoint or from the County's perspective for a responsible alcohol service standpoint. We don't think that. We've hired, eighty percent of our cast members is what we call them, from the local area. We're part of the community now and we hope that we will be accepted as being part of the community because we do care about the community.

Mr. Oberholtzer asked why don't you believe signs off the exits would be appropriate to direct people into your facility.

Mr. Sinopoli replied we do have those signs off the exit but unfortunately the State has already gone above and beyond. So we have more signs now than we hoped to have but it's still not enough. Again, when you're on 95 you're not going to be able to see us. And when you come off the exit they're not going to give us any more signs. They've already given us the maximum amount they're going to give us. Trust me, if they were going to give us ten more I'd take them but they're not going to do that.

Mr. Oberholtzer stated I really like the signage plan that you submitted originally but given all the future development that's going to be going on, how many pylon signs are we going to be having down here.

Mr. Fortner stated that's a good question and we'll come back to that in discussion. Just point of fact questions right now. We'll have more discussion later.

Ms. Linkey commented in the packet you provided I didn't see why the other sites weren't any good but we'll save that for discussion. Is it still one hundred seventy five (175) feet. I had heard a rumor that it would be requested to be taller.

Mr. Freel responded as the master developer, in discussion we collaborated on different signage and other locations. We're currently marketing our project to retailers, as a matter of fact tomorrow I will be in DC for a convention, talking about the project and a lot of the national retailers who we hope to attract to the site from some of the bigger box perspectives, the first question out of their mouth is what about signage on 95. It's important; it's a value to the retailer. Maybe not necessarily to the surrounding community but it is a value to them and it attracts them, and it allows us to charge a market rate which ultimately translates to a higher tax value for the Town. So when we were talking to Penn National looking at other locations, and one of the other sites was our property across the street of 222. We're a partner on that site, and our partner wasn't for it. His concern was if the pylon went on the site that potentially down the road that would prohibit us from putting a pylon for that if it was ever developed. In addition we

have minerals on that site that would have to be mined and it was just the timing of such it just didn't really work with the plan that Penn National put together. We also looked on our site currently and again retailers want their own visibility on the site, and we're not going to give every retailer that marquee. It's to afford the most to the bigger box, the individuals, the Targets of the world, the Kohl's of the world, if they come to the site, Dave and Busters. The big marquee guys, that's who want something on site and so when we looked at it we didn't obviously want Chesapeake Overlook on there as the total of the park for marketing purposes and then you have Penn National and possibly two to four other signs so what happens is the sign arose from just having Penn National above the tree line to another fifty feet so then there are costs, structural issues, and just the sheer enormity of it. So we looked at it and said this just doesn't work. We tried but it just didn't work and we thought bringing in that argument showing Planning & Zoning and the Commissioners that we in good faith truly did drill down and spent some engineering dollars to investigate the alternates around and the State, as Mr. Thomey mentioned, has their restrictions and they met with us, they talked with us, we got some good feedback from them, but still at the end of the day it's Federal Highway and they're not bowing to anybody. I just wanted to say that for our part and also in regards to having additional pylons, we are the master developer, we have the master signage submission to you so we've put in for two pylons and if that's what Planning and Zoning ultimately approves, that's all that can be put up. And we're going to own that land and so any tenant or future customer that comes in there, its going to be a lease hold interest and that lease hold interest has to really bow to the landlord and as we sign agreements we control that and if they really press to have a pylon sign we'd have to come back before you and you could shoot it down. And one other thought is when they put the pylon up, that's a nine hundred thousand dollar venture, that's real estate tax income for Perryville as well. That will be accessed and add to the revenue stream for Perryville.

Mr. Roath stated my concern of it, not so much the height of it but the brightness of it. Are there regulations in our laws or rules or is that a State thing.

Discussion continued regarding the brightness of the requested pylon sign. There are regulations regarding that and has to be considered because it is so close to the highway. It has to be backlit and there are regulations that do not allow flashing or any computer generated type lighting.

Ms. Skilling indicated you have been provided with all comments from the last time. The process for how it is reviewed here is the Planning Commission makes a recommendation to the Mayor and Commissioners. The Mayor and Commissioners will review that at a work session and then will vote on it at their next regular meeting. This is the process under the CEMUD zoning which is different from other types of zoning.

February 22, 2011
Mary Ann Skilling, Town Planner
Project Review
CHESAPEAKE OVERLOOK (CEMUD)
REQUEST FOR RECONSIDERATION OF PYLON SIGN FOR

HOLLYWOOD CASINO

Master Signage Plan for the Commercial Entertainment Mixed Use District

Background Information: Article XV, Section 272 is specific to the requirements of signage in the CEMUD Floating Zone. Section 256, Master Signage Plan (MSP) states that a MSP is required for any proposed shopping center, industrial park or other commercial, business, industrial development that involves more than one use on a single property or is part of a unified development plan. During the review of the General Development Plan for the CEMUD and review of plans for Hollywood Casino Perryville, numerous discussions occurred with developers and consultants regarding the requirements of this plan. In March, Penn National Gaming (PNG) submitted a request for a single pylon sign on the proposed hotel site owned by PNG. Since a MSP had not been approved for the sight, this sign nor any other permanent sign could be approved.

April 23, a Master Signage Plan was submitted by the developer of the site and an Exterior Facilities Signage Plan submitted for the Hollywood Casino at Perryville site.

May 17, 2010, the Master Signage Plan was approved minus the two pylon signs for Chesapeake Overlook and Hollywood Casino.

June 1, 2010, the Master Signage Plan as recommended by the Planning Commission was approved by the Mayor & Commissioners.

Review Comments:

1. Penn Cecil Maryland, Inc. (client) is requesting reconsideration of the proposal for a pylon sign for Hollywood Casino Perryville to be located on property owned by Penn Cecil Maryland, Inc (hotel site) as shown in the Master Signage Plan (MSP). See letter from Robert T. McAnally from TWT and attached documents regarding their request and documentation in support for reconsideration of the pylon sign.
2. During previous consideration of a pylon sign, information was provided in my May 17, 2010 review comments regarding CEMUD intent, signage, and applicable reference (see attached information).
3. The request being considered would be an amendment to the approved Master Signage Plan. The Commissioners are requesting the Planning Commission's review and recommendation for consideration. The final approval of an amendment to the MSP as part of the approval of the Final Site Plan for the Hollywood Casino shall be approved by the Mayor and Commissioners per Section 116-8 Procedures for Amendments to Approved Preliminary and Final Site Plans and General Development Plan.
4. An application for an amendment to Final Site Plan and Master Signage Plan shall be required and submitted to the Planning & Zoning Coordinator.

5. *If the pylon sign is approved on the hotel site as depicted in the MSP, an easement would be required for the structure and a revised subdivision plat submitted denoting the location of the sign.*

Recommendation: In consideration of the pylon sign the following should be considered in your decision:

- *The goals and intent of the CEMUD*
- *Relevance of the information provided in meeting these goals*
- *Outreach for other appropriate signage*
- *Significance of the sign in potentially attracting patrons on I-95*

Ms. Skilling continued most of this we rehashed over and over again and you have all the information from the proceeding and the documentation for previous decisions we made. The only other thing, if a pylon sign is approved on the hotel site, the master signage plan has to be revised, and actually it is in the master signage plan but we have to go back and make sure our minutes state that pylon sign is being approved because you know there are two pylon signs: one for the Hollywood Casino and one for the Chesapeake Overlook. So at this point that signage plan would have to be amended to show, if the Planning Commission desires, that is the pylon sign that is being approved at this time. And that is part of the Master Signage Plan that was submitted by Stewart Associates.

Mr. Freel commented we obviously support this pylon sign but we as well will most likely come back, whether it's two years or four years, depending on when the traffic issues are resolved and we get beyond the traffic issues on 222 and we begin developing this site. That's when we'll most likely approach you for approval of a pylon sign. I don't want to have a sign that precludes us from having that sign and understand I'm not looking for approval but I also don't want the door shut.

Ms. Skilling responded I just want to let them know there are two pylon signs. At this point it would be just an amendment to the Master Signage Plan for the one and then you would have to come back for the other. Included in the Master Signage Plan, there is one sign that was called a pylon sign but is actually an entrance sign that is just a two pillared sign where it has all the various venues. It's not as tall and is a different type of sign even though it was called a pylon sign in the plan. It's at the entrance as you come into the casino site, and that sign was approved.

Mr. Fortner stated we'll be giving a recommendation to the Town Commissioners so after a discussion we will come up with a recommendation. It will reflect our views so we'll have an official recommendation but will also have separate views or alternative views as part of the record so the Commissioners will be able to read it and they will make the final decision. I'll open the floor up for questions or discussion related questions and argumentative questions are allowed at this point.

Mr. Reich provided some photos to Penn National. One of the things you will recall from the last time we reviewed the pylon sign was we asked you to go back and see what you could do with the State. And you came back and said that you got thirteen signs and so I

went out and looked at them and took these pictures. First of all there is a sign just before the bridge on I-95. There are signs off of exit 89 and there is a sign that says Attractions for Aberdeen and it lists all kinds of things including Ripken Stadium and of course at the exit 89 above the sign that says Aberdeen, it says Ripken Stadium. On exit 85 which is Havre de Grace there is also an Attraction sign which has the museum and other locations. That's north bound. Coming southbound there is an Attraction sign at Elkton, there's one at North East, but there is not one at Perryville. There is a sign before the bridge, and I'll show you what that looks like on the southbound side. But the first sign you have coming off of northbound when you make the exit is what you see on the first picture (1), it has an arrow that says make a right. The next picture (2) I have in here, you can see the arrow on the left hand side which is the arrow from the previous picture and what you see but a curve, so it's saying you are going around a curve, at least that's how I read it. When I get to the next sign, there is another sign to the Ramada, and it happens to be a food sign (3) and if you look at the very bottom of that sign it reads Perryville Outlet Deli. So people may think the casino serves food, the casino buffet. I'm not sure why that's not on that sign but if you look further down you see the sign right at the intersection that tells you Perryville and VA Medical Center and if you look at the opposite side of the street, which is the next picture (4) it says Port Deposit, Rising Sun, State Police & JFK Admin Bldg, and right below that is a marker for Maryland History Nottingham Academy. So the only sign that tells you to go right at that intersection is the first sign off the exit which is right before a curve. So the State hasn't done you a service because right under that State Admin Bldg should be a sign stating Hollywood Casino with an arrow to the right. I'm telling you this is why people are getting lost. The next picture (5) with the big tall thing covered in black, I don't know what it is but the next sign going northbound on 222, so there's nothing telling you to go across the bridge to the casino until you see the little sign on 222 that says Hollywood Casino, JFK Admin, and then in real little letters beneath that says left at signal. But if you're coming up 222 that black thing that's at the corner blocks your line of vision to read that sign. So the State hasn't done you a real good service here. If you go on past the casino as you get towards the exit up on the billboard (6) it says Hollywood Casino Just Got Closer, but in real little letters down in the white part it says turn around and go back to the signal. I couldn't read that until I got right up to it. I took the picture from my car and you can see the sign is real big except it doesn't say turn around, you missed me. So there's places where you've got signs from the State but the State didn't put them where you need them. And the exit to 93 doesn't say anything about the Casino. It says a whole lot about the VA Medical Center and the barracks, State Police, JFK Admin., but it doesn't say anything about the casino. The State hasn't done you a good service; you want thirteen good signs, not just thirteen signs. The next picture (7) is southbound, coming down a hill and this is about mile marker 95.8 is this sign, just behind the speed limit sign. This is what the sign looks like northbound just before the bridge. I'm parked on the shoulder, I'm about 100 yards from that sign and guess what the State did to you, the casino sign is behind the speed limit sign, about seventy-five yards, so going by it at sixty-five miles per hour and I didn't see it, I'm looking for it, until I got past that speed limit sign. So guess what, the State gave you a sign but I'd like to know who told them to place it that way. So you've got regress to the State as far as I'm concerned. And by the way that's going down the hill and it's just past the Chesapeake House. If you do make

the turn and you get to the intersection (8) you see the temporary sign that says Hollywood Casino. I understand that is temporary and it's going across the intersection and it's going to look similar to the new entrance but you run right direct into it. And actually on that exit there is another little sign that says Hollywood Casino straight forward, if you look to the left of the 222 signs. So that's from the southbound side even having missed the sign because it is behind the speed limit sign. But right next to the Chesapeake Travel Plaza is this water tower (pictures 9, 10, 11) which looks to me like it needs to be painted. This water tower going northbound is visible about two and a half, three miles away and southbound probably about the same. And it's right across from the Travel Plaza. If you look at the next picture (10) I took this from the parking lot and it's about a hundred yards off of 95, and the next picture (11) is even closer to show you the distance. So I'm saying there are opportunities whether you've looked into this or not of getting a nice sign southbound besides the one they gave you. What I said last time was to get with the State and for the State to get involved with this project. We got mandated by the State saying there would be a casino in Perryville and I think the State is getting the vast majority of the money out of this, and we haven't seen any money yet. So my point is I don't think the State really has done the casino proper. I think there's a lot of ways to get signage to direct your customers. I showed you why it's misleading because I can't find it, at least northbound I can't find it and southbound they put your sign behind a speed limit sign. So to me, there's lots of reasons why people can't find it and I understand the comment about signage, but it's not clear to me that a sign that is one hundred seventy-five foot tall, twelve hundred square feet, is going to make that much difference. So that's my comment about it. You're right, there aren't any billboards on 95 but there are some, there are twenty-two between North East and Perryville on Route 40.

Mr. Sinopoli indicated I would like to respond to a couple of these because they are very valid points. Any good signage package is a combination of highway signage and on-site signage. It's no different than if you have a gas station sign. Gas stations still have a large pylon sign; if you have a Cracker Barrel they still have a large pylon sign; if you have a McDonalds they still have a large pylon sign so I think you have to look at this as you have to have both. Last time we were here you did ask us to go back to the State and ask. At that time the State was only willing to give us four signs total, everywhere. We asked for twenty-two of them and many of them would have addressed some of the concerns you've got here. We wanted them right at the intersection, right at the light when you're coming northbound but they wouldn't give it to us. We've asked the State to reconsider the one sign at the T there that would point towards the casino, it's a valid point. But again I think it's a combination of on-site signage and highway signage. The other big one is this one (9), and maybe Mr. McAnally can help me out with this, we've actually asked about this one but because of State and Federal laws we can't use this as a sign because of restrictions. Its Federal regulations against it. We wanted to put a sign up there and we said this will be our alternative but the Federal Government won't allow us to do it. We did try that, we explored it; that's our comments on those.

Ms. Skilling asked is it true that where the sign says Food that Hollywood Casino buffet could not be added there?

Mr. Sinopoli replied they shot us down on that originally but they've come back and said they are open to it. We've submitted something and I'm hoping they will allow us to do something. The deli at the Perryville Outlets has closed. So we've asked for it and there's still a possibility that will be allowed.

Mr. Reich stated the only other point I would like to make about this like I said I still think the State hasn't done you a service. We're restricted for lots of reasons the signage sizes we have and the height, and I personally think that's what it ought to be. I don't think I want to see a one hundred seventy five foot sign, twelve hundred square feet right there. I don't know what the people, the residents there are going to think about that sign and they may not even get any residents there because they're don't want to be right next to a casino, I don't know. But again I think there's still other ways to do that and you've got signs, I've showed you at the intersection, you've got the sign that says casino right off the exit, that's on site. Personally I did this because I'm really against that sign.

Ms. Linkey commented I would like to thank the casino because I know Mr. Sinopoli has tried to help get our money a little bit quicker so I do appreciate that. My concern with the sign, and originally I was for this but after talking with some people, you're talking about how important it is to have a pylon sign like a McDonalds or then I hear if you have a Kohl's and you're going to go to a meeting and you're going to be talking with people (retailers) who are coming in or wanting to come in and the first thing they ask is signage and all these things and it just seems that this is going to open a door. I mean you mentioned that they first thing they ask is what about signage like a Kohl's, like a McDonalds has a pylon sign and that is my issue, I don't want to open that door to that.

Mr. Freel responded I understand your concern but what will happen is we will have a pylon sign designed for four spots, three spots, and that's it. And a McDonalds wouldn't get that spot; it would be the large retailers.

Mr. Oberholtzer stated why wouldn't this sign work for that. Why do we have to get two different pylon signs and the height on that is ridiculous, what you submitted to us, but why wouldn't it be better for the other parcel. Why would it work out better to have different properties listed on a pylon sign for the other commercial area instead of just putting them all up on the casino sign? It seems to me we're going to run into the same problem. It's going to be really high, really tall, and it's going to look bad I think. I think this one (casino) looks fine if there was nothing else going on with this parcel of property, I don't think it would be an issue, but we're going to have subsequent development going on and we're talking about having other pylon signs and you're talking about stacking signs up and it seems to me like its going, we're going to find ourselves visiting the same issue three or four years down the road, how is it going to work, how are we going to make it work, and then we'll have to put another sign in. I mean, why do we have to give you any. Personally, I think it looks a lot better without having any, but it seems to me like what Ms. Linkey said, we're just opening the door to a lot of different problems and issues down the line. People are going to come in and say

well you approved that sign, why can't you approve this sign, why can't you make it look like the outlets.

Mr. Freel responded well two things; one, the reason we are here in front of you is the CEMUD zoning. That allows us to come in here and if someone else comes in outside of this project obviously you can respond however you want but my response would be you're not in the CEMUD zone and that's the reason we allowed these two pylon signs. You're zoned ML or whatever other zoning that doesn't allow that. Because we're CEMUD that's what we've asked, because it's a bigger project with large regional users who want 95 visibility and that's part of the reason why they wanted the casino that was stipulated by the State to be within a certain distance from 95, they wanted that visibility. To us we will own that land, and again the signage plan today has two signs and we're not asking for every retailer to be on it, we're going to pick which retailer it is. A smaller user who comes to us and says we want to get on the sign our response to them will be no because frankly you're not big enough, you're not that large of a user to get that kind of sign and that's what we're going to say. If years from now we come in all you have to do is say no, that's not what you said back in 2011. It is important to retailers and it is a legitimate response they come back with and tomorrow when we talk to large users the first thing they ask is what kind of visibility do you have from the highway.

Discussion continued regarding the second proposed pylon sign for Chesapeake Overlook that would potentially have other retailer names included. Again the height would be substantial because of visibility and it would be in a different location from the casino sign.

Mr. Freel continued we submitted a site plan based on what we think is the best use but again if a large retailer comes in that site plan most likely will change. So the location of that pylon will be dictated on how that site is developed.

Mr. Fortner stated Ms. Skilling wrote in her report the purpose of the Master Signage Plan is to reduce visible clutter and harmonize with the architectural landscape and other design elements of the development. My point of view on this is first of all the I-95 intersection is a gateway to our Town and it affects how it looks and this stuff was put in there to reduce clutter and to have a harmonizing effect. I just drove down to DC this weekend and when you drive down 95 you see a kind of a harmonizing, everything almost looks the same, it's mostly tree line or fields and farms and you have that in Maryland. Where as when you go to Delaware you have billboards all through 95, and in Maryland you don't have any billboards, with the exception of Baltimore. You also pass by major commercial districts like White Marsh and you don't see big, tall signs. These are businesses that have an intense interest of drawing people from I-95 as well. You don't see signs, you see tree lined streets, forests, and you see the way finder signs, the blue signs that have business names on it, and you have the White Marsh, the Avenue, and these businesses would conceivably want high signage too because they would state this case they would draw more business if they had a high sign but they don't allow that in Maryland because it's part of the plan for that highway. It's supposed to be, I wouldn't describe it as a beautiful scenic route, but it has a plan that wants to keep it in

kind of a condition where you see mostly rural trees, farms and it's nice like in the fall when you see the leaves change and that's part of the design of that highway. There are a few exceptions to this, one of which is Elkton and the Newark exit and when you go out there you will see these large pylon signs. I would argue we wouldn't want to replicate that for our Perryville gateway. The Perryville gateway looks the way it should, when you're coming off the exit you see trees, you see some signs to the Hollywood Casino and that's how it should be. We've already had a lot of discussion about this is going to open up the door for other types of signs when they come up and I believe that it will because there's something called the equal treatment and protection law, the Fourteenth Amendment, and basically you can't say well this is the casino so they give us a lot of the tax money and stuff, this is going to be a different business and if another business, a box store, an adult book store, any type of business that has the money to put one of these types of signs up they would be able to make that case that I think we would be in a precarious situation arguing no they can't though we let them do it. They've already said if a big box store comes and they want to put one up they'll come back and have this amended. This is the CEMUD zoning which we created and we created it for the casino to come and they actually helped write it. And what I mean by that is we created a draft and we gave it to them and they made comments and we responded to those comments and incorporated a lot of them through the Town and Town staff. So I think the ordinance, the CEMUD zoning was very clear and we gave it to them and they submitted a plan that we approved and this addition is unnecessary. I have my own pictures for the sign thing, (passed out pictures) on what does Delaware do, and it was said Delaware does a lot for them. So I drove around (Delaware Park) and they have a small sign on the highway (picture 1) about a mile or so before the exit. Then the next one (2), the exit off of 95, there is nothing about Delaware Park on it, but there are signs to get to the hospital. Then as you get off the exit (picture 3) and go down the road, this is the road that goes directly to Delaware Park, there's nothing about Delaware Park there. There's a sign leading you to the hospital which is right across the street from Delaware Park, if you knew it, if you were from Delaware, and that's if you knew Delaware Park was a casino. You would think a sign would be here to be able to attract the drivers to stop at a casino. Then finally you get to Delaware Park at the end of that road and this is their sign (4), it's probably about twenty-five feet and I think something like this would work in our CEMUD if they came in with a proposal for this, I think we've approved them higher than this and it also has one of these arches, where you drive under, and I think it would be very nice. And they are only there if you're coming from the north. And so I disagree with your argument that Delaware gives their casino so much support. It's confusing, if you didn't know how to find Delaware Park it would be hard to find with their directional signs. They don't have a big sign directing people off of 95 and it's been a successful place for years.

Ms. Linkey stated I agree with you because I grew up in Elkton and it took me forever to find Delaware Park.

Mr. Sinopoli responded one of the biggest differences and we referred to it earlier is Delaware does have billboards and they do have billboards on 95 in close proximity to the exit where the casino is at and so that's a big piece of that. The second piece is the

population density stand point; Delaware Park can easily survive off the Newark and the Wilmington business. So all those smaller signs that you see scattered throughout Delaware, and there are plenty of them, helped direct that population base right to Delaware Park and so they've got an advantage over us. If we were just looking to survive off of Perryville business we'd already have closed our doors so I think there's some distinct differences there. If I was at Delaware Park, that's all I'd want too. I wouldn't want to spend eight hundred thousand dollars for a sign because we wouldn't need it. They also have the advantage of being on the same road as the mall which has highway traffic already so I think it's a little bit of a different case for us and trust me, if our casino was perfectly right on the highway, I think you mentioned the Aberdeen Ironbirds where their stadium is right on the highway where I can see it, maybe I wouldn't be asking for it.

Discussion continued about the actual site selection. State Highway Administration or Maryland Transportation Authority, owns the property directly along I-95, and the State Police barracks. There is no area on the entire site where the casino is located that is visible from I-95.

Mr. Fortner stated you said people are getting off here and asking our businesses, and I'm sorry if local businesses don't have patience to deal with your customers, but you could have been right on 222 there if you would have planned on that, then anyone who came off I-95 would have seen you and we wouldn't have any of this problem. But you decided to put it way back down the hill and to the back.

Mr. Sinopoli replied I don't think being close to 222 helps much because again, you have all the traffic that has to get off 95 to get on 222. The greater concern is long term again in particularly when other casinos in the State open, in drawing the traffic off of 95, the ones that are out of state customers.

Mr. Thomey indicated the goal is to get the traffic off of 95 and not affect anything else as much as possible. The way it's designed theoretically if you're coming southbound you don't even get on 222.

Mr. Reich commented again I told you why people are lost, I showed you the signs and what you're doing there and I showed you what the State did. I still think the Town is going to talk to the State about some of this too.

Mr. Freel stated regarding the positioning on the site, from a master developer standpoint since they were the first ones in overall we wanted them back towards the back of the site because the proximity of 95 didn't matter because of the tree line. You get them in the back you're drawing people into your site and then you develop around it. If you had it out front you might not get those folks coming in there to see the rest of the development.

Mr. Oberholtzer indicated I'd like to disagree with what you said about Delaware Park having driven up and down 95 numerous times seeing the billboards and all, those are of no assistance in locating that place, we just happened to stumble upon it one time not

even driving near the mall and it's not anywhere around the Christiana Mall so I'll have to dispute you on that.

Mr. Roath stated I'm extremely disappointed by the fact that every single argument that we've had against this situation has nothing to do with the actual merits of what they're talking about. We are partners with this company. We have been partners since they came and they've been partners with us and most of the things that are going to be in front of us in the next three, four years is because of the money that is going to provide us. So we have a specific, I'm not going to say responsibility, but we have a specific goal in common with them to bring as many people in this Town as humanly possible so that we can do the things that we want to do. To continue to make arguments against this that has absolutely nothing to do with their argument, we're not in control of the State, we're not here to debate the State or what they are going to do, they are. They're here asking us to sit there and support them and provide them with the basic need which is marketing to their target market. The people who sit here are going to build the infrastructure for our Town. We've had this conversation numerous times. We sit here and we talk about Delaware; that has nothing to do with this conversation. It really shouldn't. It has nothing to do with this conversation other than the fact that they have to compete with them which means we're in competition with them. Second, we talk about our other businesses. Our other businesses need these people to come in to the Town as well. This isn't just them, we're not sitting here lining their pockets, we're lining ours as well as we're lining our other businesses in Town. Third, everything else around this development is all conceptual. The only thing, the catalyst for this growth is Hollywood Casino. Not to mention we have a vested interest in their success. We're specifically saying no we're not willing to....

Mr. Oberholtzer interrupted we're here to argue the fact of the existence of a sign are we not.

Mr. Roath responded we haven't said a thing about the sign.

Mr. Oberholtzer replied what have we not said about the sign.

Mr. Roath indicated what have we said about the sign itself. We can't see it from downtown and we sit here and talk about residents...

Mr. Oberholtzer interrupted there's more to Perryville than downtown. A lot of people in Perryville live up there.

Mr. Roath stated no one lives within Perryville Town limits up there.

Mr. Reich stated there are residents that are being planned for this CEMUD site but let me talk about what you said a minute ago. If you read what they put in here we made arguments against what they wrote in here and one of them was Delaware Park gets a whole bunch of stuff because of their signs. We argued against that. Number two, that the State gave them signs. Alright, we argued against that because the State gave them

signs but they weren't worth a darn, so they want to go back to the State and fix that. That was one argument. My other argument is I don't want a one hundred seventy five foot pylon sign up there with twelve hundred square feet on it. I'm sorry but I don't want one there. It's gaudy, it's Nevada/Las Vegas and I don't want to see it.

Mr. Roath responded we're arguing about what's coming in the future. That has nothing to do with this argument whatsoever.

Mr. Oberholtzer stated we're the Planning Commission. That's our job. It has everything to do with the future. That's why we're called a Planning Commission.

Mr. Jack indicated I just want to make a few points because I think he made a good point. I don't think, and I said this before the last time you were here and I want to reiterate again because I don't think anything has changed. The focus of Perryville is not the casino. It's a community, it's a Town, it's a small Town and that's not our focus at least for me. What I think is in the best interest of the Town, if I was going to put up a one hundred seventy five foot sign it wouldn't be casino, it would be Chesapeake Overlook, it would be anything other than the casino because the casino is not the only thing that is going to be there. Now you all knew that when you were coming in here. You made the comment that you would have to close the doors if the only business you got was from the people in Perryville. You knew that before you ever moved one foot of dirt up there that Perryville was not going to support it. To address the sign issue that Mr. Roath is talking about, I think there's more to Perryville than just a casino. So that wouldn't be the sign I would want to see as a resident of Perryville coming off of 95, that the only thing that I would see is casino. So I know where you're coming from on that but that's where I'm coming from it would be a small town. The other thing is about the sign issue. You act like its one sign for everybody to get to your place from every direction if they're looking for the casino. Because the people who are going ninety miles an hour past Perryville in any direction are not looking for your casino. But if they're looking for your casino guess what, they're going to look for one of those green signs and when they make a turn anywhere coming to Perryville the only place is the one Mr. Reich pointed out when you come off going north on 95 there's no way to tell where to go to the casino. Other than that and maybe I'm familiar with the area, but I can tell you I drove all over, I can get there with no trouble at all because I slow down, I understand I'm looking for the casino and I'm going to find that casino with no trouble at all. I don't think we should have a one hundred seventy five foot pylon sign either not because of what you invested, I understand your position and if I was sitting out there I'd be saying the same thing but I'm looking at it from a, not a money issue, but a Town issue. And I think we as a Town would be better served not having casino up there as a big sign to represent our community.

Mr. Fortner indicated I understand what you are saying and I agree that Perryville should not be defined by the casino, but we do have a casino here. It shouldn't be about we don't want the casino sign, and it should be from the board, if we don't recommend the casino sign, but it's signs in general, we don't want any signage.

Mr. Oberholtzer stated it doesn't seem necessary, may I say that. Like Mr. Reich was saying the State should relocate their signs and possibly augment their sign plan. I don't see how someone coming off the highway and they obviously didn't see the arrow pointing them in the right direction how a huge sign they're not even going to see at the exit is going to help them find their location. It seems very unnecessary.

Discussion continued there is a certain look to I-95 that doesn't involve big pylon signs on it, except in Elkton where there are many and it looks congested. There are other major business centers where Maryland doesn't encourage signs and we shouldn't go against that.

Mr. Roath stated we're comparing apples to oranges. This is not your normal business, of which we have a vested financial and future interest in. We degrade our power by saying yes or no in the future. They all have to come back in front of us. Why can't we just sit here then and say no. You're talking about these fantastical situations where every single company is going to come in here and say we're going to put five hundred different signs up. We don't have any businesses. None. Zero. And we're sitting here making it difficult for the one that is here who's made a hundred million dollar investment, who we're sitting here making future plans not just next year, not this year, but ten, fifteen years from now. This is what we're banking on putting in our coffers to make sure that we can do all the things that we want to do. And we're not sitting here talking about the logistical aspects of the sign. We're sitting here saying no because I don't want it. So we just need to sit here and look at it and say this makes some sense, this is what it's going to do for us all, everybody, and then make a decision from there.

Ms. Linkey commented I understand what you are saying. Yes we do want the casino to make money as do we want all of our businesses to make money. However that shouldn't be at the cost of the residents of the Town. I think what Mr. Fortner said about it being the gateway, I understand that. Also he brought up the equal treatment protection so while yes, we're looking at one sign now, we will have to remember where those dominoes are going to go if you start something somewhere. So yes, this is the Planning Commission and we do need to be aware of what this may or may not lead to. We can't say ok, we're going to do this sign and it's not going to affect anything else. I think from what I heard most of the board saying is they have not shown reasonable facts to warrant a one hundred seventy five foot sign. Maybe they need to go back to the State, the sign may not do some of the things they expect and I'm sure they feel they made reasonable....

Mr. Roath interrupted let's not insult them, we know they're going to the State, we know they're putting pressure on the State to do what they need to do

Ms. Linkey continued I'm simply saying we've said why the signs aren't accurate and I know they're working with them, I'm not saying they are not, I was not insulting them at all but my point is that I don't feel they have brought enough information to us to warrant making such a big exception for our Town and they knew when they came in, I mean they helped write the CEMUD.

Mr. Thomey responded first of all we didn't know we weren't going to be allowed to have a sign that we normally would have advertising one of our casinos.

Mr. Fortner stated you helped write the ordinance.

Mr. Thomey replied it basically allowed for a sign plan that was to be approved by the Planning Commission and the Mayor and Commissioners.

Mr. Fortner indicated but you had the guidelines for what the Town wanted. You had the guidelines and you knew there would have to be an exception for that.

Mr. Thomey responded signage wasn't even discussed at that time. Basically we knew at some point in time we were going to have to come in with a sign plan but frankly there were a lot of other issues on the table, a very narrow time frame to try to do all of this, frankly the Town was very responsive trying to communicate back and forth with this but really we didn't even have the ability at that point in time to be able to tell you how high the sign would need to be.

Mr. Oberholtzer asked did you or did you not have the specs in front of you when you were putting all this together?

Mr. Thomey replied not when we first started, not in respect to signs. I know a number of you have mentioned that you're worried about this equal protection of the laws situation. I can tell you having practiced law in the land use area for thirty plus years now, zoning is so unique. Frankly every time you do anything in zoning you're saying to one person you can do this whereas somebody across the street maybe can't. That's the nature of zoning. I would not worry about that. Basically you have written your CEMUD ordinance and received good legal advice when writing it and I wouldn't worry about that. It's not going to be a problem. Just because you allow one sign up there does not mean you have to allow ten signs up there. Everybody is going to have to come in and justify their particular request and you're going to be able to evaluate them on a case by case basis. There is no precedence that indicates that just because you allowed one sign you have to allow ten more or five more.

Ms. Skilling stated I just want to go back to when we were going through the design and the CEMUD regulations. The whole regulation and the idea and concept of doing a general development plan and the things that were to go into that were clearly defined on what needed to go into this development, because we understood yes, there was going to be a casino there but as many of you mentioned, it was not to define Perryville as a casino community. It was to have a mixed use that would be more of a maybe residential or a family oriented section of this. We were very careful in designing it so there were walkways and trails so people could move through this community. It was to be again the gateway and to be a very well designed and I think it will be well defined. But unfortunately right now we're being held hostage as I'll say many times to you, from SHA and MDOT and all the others, that we can't move forward. This would be a very

successful project but the whole design and the whole concept from the beginning was to design something that would have the casino but also accommodate other things that the Stewarts wanted to put in here where they could have office and some other types of amenities that the Town wanted to see in this large development. Therefore, the signage was part of it in as much as it referred back in the beginning and all through the development of that ordinance it did refer back to our signage regulations, but that signage regulations again was to used as guidance because the Mayor and the Commissioners had decisions to be made based on those regulations.

Mr. Fortner stated there aren't that many positions here, and I'm going to give everyone one last time, maybe just a couple of minutes just to sum up and then we'll have a final vote for a motion to recommend or not to recommend.

Mr. Reich commented I want to say one thing, I'm not against the sign because it says casino, and if you remember I was against the Chesapeake Overlook sign too. It's the issue of what it says, it's the issue of the size and its gaudiness, that's what I see. I understand they need to get the traffic off of 95 and I tried to give you instances of where I thought that wasn't happening in order to counter the arguments they had in here about signage, so it was pertinent.

Mr. Roath stated I've listened to every argument against this from the board and again we sit there and we think that we can see the future, the fantastical view that we're going to have, ten different companies that have enough financial backing to sit there and spend a million dollars on a sign is just not realistic. It's not realistic, especially since we already have something there to take care of these things when they do come. And again, I emphasize WHEN they do come. I'm not going to say if because I think it's going to happen. But the point being is if we're not going to make an exception for them, who are we going to make an exception for. If the situation were that they're asking for exceptions, who are we going to make an exception for if we're not going to make an exception for our partner, our funding partner. This is bringing money every single day and again it is our goal along with theirs, and along with every single business in this Town to bring more people into this Town. We can not sustain ourselves with just having residents anymore. And we make argument about residents, there is not a single resident within Town limits as I'm seeing it right there that we need to consider. There are no Town residents in that area.

Mr. Oberholtzer indicated part of the plan includes residents.

Mr. Roath responded well they'll know that's there when they make that decision to come there. So we're not going to affect the people here already. Third, what are we going to say yes to? Again, not even just exceptions, are we just going to sit there and say yes to antique stuff. We have to have a profile for this Town. Take it from me, someone who works every single day voluntarily to sit there and tell people there is Perryville, there is stuff here that you want to come here to do. And they don't know. We know it, we live here, many of us have lived here a very long time but the fact is nobody else does. We have to fight with the State over tolls; we have to fight with the

County because we're basically being completely left out. We know that but we sit there and we fight with ourselves. We know what this is bringing to us, we know what it's going to do for our community but we sit there and we have a hard stance. No, we can't do this for you for no other reason only because it doesn't look nice. Outside of Town, and let's be completely honest here, this is not in Town. This is outside of Town in a commercial area that does not affect our residents down here or any of us. All it does is it allows us to work as a Town to build the things that we want to build.

Mr. Oberholtzer indicated first of all I would like to respectively disagree with you on that. I believe the esthetics of the Town coming in off of 95 is a very big part of what people experience when they're coming into our Town. There are people living up there and there's going to be more people living up there and quite frankly I supported this sign the first time it came up but when I looked at the mock up they had I don't see how you can have one pylon sign and then another one right after that how, first of all that's visible and second of all it just doesn't look good. I don't believe it's necessary and I agree with what Mr. Reich said; I think we could relocate a lot of the signs (State) to direct people into the casino area without having to be putting a huge sign up. I've been downtown before and I've actually been in the Farm Store or Wendy's where people have been lost and asking where is the casino, so I understand where you're coming from but it just doesn't seem necessary.

Mr. Jack commented we've talked about everything and the only other point I would make is whether you knew or not in the beginning that the Town said no sign one hundred seventy five feet, I don't think that would have been a show stopper up on 95. I think you would have gone ahead and built it and I think you would have gone ahead and done everything that you have done now and then you come back and say can we do this thing. So knowing it or not knowing I don't think it would've have been a show stopper for that and the point is that I don't want to see our Town with a whole bunch of signs going up. I don't think that is attractive to our community. We are a small Town. I live in Perryville. I'm affected by it and I take exception to that too.

Mr. Fortner stated I just want to answer that question, what would we take exception to, and I just want to remind you that we don't have to give exception to anything in terms of this height or scale. I think we want to limit this. We have a zoning code and the signage regulations are clear and I think one thing the developers like and respect is they like consistency. They don't like any kind of wishy-washy, they want to see our zoning code and they want to know, they want to see our Comprehensive Plan, this is what it is, we're not doing piece meal exceptions. They want to see consistency in the Planning Commission.

Mr. Reich commented the pylon sign they showed with all the businesses on it that was an exception that we gave them; the one at the entrance with all the different businesses on it was an exception that we gave them. That was over our regulations but we allowed it.

Ms. Linkey indicated as far as that area being out of Town, one of the things that the Mayor and Commissioners are looking at is trying to make everyone, regardless of where they are located, to think of themselves as being part of the Town of Perryville. Whether they are across 40 or up there so I think saying that is outside of Town is really counterproductive. They are requesting more than our regulations allow on size and height. The exception to height is a lot more, it's not like it's a little bit more or a couple of feet more, but significantly higher. And while we are getting revenue from that to say they are our funding partner I have a little bit of issue with that. Yes, are we getting benefit from them being here, absolutely. To say they are our funding partner is wrong. They are not coming in here and day in and day out deciding on our budget to do all those things we need to do. Are we getting funding from them, absolutely. We are not disagreeing with that. Are they a huge help considering that we've lost ninety five percent of State Highway revenue and everything else, sure they are. Are they going to be able to help with that influx of money, sure. But I think that's a little bit of a far reach. I don't want Perryville just to be, and again I've heard this already that we're where the casino is, or where the VA is. We can't distinguish ourselves as one of those because first we have to be Perryville, with these two things available here.

Mr. Roath indicated we sit there and we keep on talking about how our ability to say yes to a sign or no to a sign is going to allow us to have some kind of identity or to gain an identity. Again, that's fantastical, that's not happened. That has to do with our community and what we do and again this is something I do day in and day out trying to make this stuff happen for our community. And to sit there and say that the other side of 95 is residents that we want people to feel part, ok, I get it technically you are correct, we all know realistically we don't consider that part of Perryville, downtown Perryville. Back to reality here, we sit there and we made concessions for IKEA, their new facility is going to be how high, their new facility when they build it is going to be how high. What has more of an affect on our downtown area, a one hundred seventy five foot building right next to the fire hall or one sign out on 95, on the other side of 95 that's going to sit there and allow us and them to profit from it. So we sit there and for whatever reason I don't know what the actual personal or stance against the casino is, but they provided us with merits that say we need this to be able to be profitable. It might not be in this but I remember the studies that were done for the original proposal that specifically said this is what it's going to bring, this is how we're going to bring it in, this is how much money it's going to provide. But we sit there and say it's not pretty enough or it's too tall. It's tall for a reason, so people can see it. How blatant is that; how obvious is that.

Mr. Fortner stated Mr. Roath, you are in the record and Mayor and Commissioners can consider that.

Mr. Thomey responded I think Mr. Roath has pretty well laid it out very effectively and I think we told you how we think.

Ms. Skilling indicated you need to make a recommendation for or against, or you can make a recommendation with certain things you may want to add to ask Mayor and Commissioners to investigate or look at.

Motion made by Mr. Roath to recommend to Mayor and Commissioners to approve the proposal for the pylon sign. No second. Motion failed.

Motion made by Mr. Jack and seconded by Mr. Reich recommend to Mayor and Commissioners rejection of the proposal for the pylon sign. **Five in Favor. One opposed. Motion Passed.**

Ms. Linkey commented we have talked about the State and I realize how difficult it is to work with the State Highway Administration. But my suggestion is would it be helpful for the Mayor and Commissioners to be more vocal with them or the County Commissioners to also be more vocal to be more supportive to maybe moving the signs that you have or making them more appropriate, would that be helpful.

Mr. Sinopoli responded I would certainly welcome that. I would hope it would be helpful but you never can tell what the State is going to do but it certainly couldn't hurt to have the Town and the County do that. I would appreciate that, and yes I would like that, that would be very helpful. It's still going to be an issue because again it's a combination of on-site signage and State signage.

Mr. Reich indicated Ms. Skilling and I discussed this when I gave her the photos and she said she was already going to do that. One point you made Mr. Roath that I didn't see in here and nobody has told me but if you look through the documents, if I get one more percentage of the eight hundred thousand cars going down the highway that's a profit because we make seventy five dollars per person. I understand that's their business to win but what I haven't seen in here is any real thing that tells me what that sign would add to the pull off rate from 95.

(10 minute break)

Mr. Fortner indicated first, Ms. Linkey wants to share with us a couple of things on Garrett Point that was presented at the last Town meeting.

Ms. Linkey stated Garrett Point came in and talked at the last Mayor and Commissioners meeting. They were requesting a letter of support and they gave a whole power point presentation. One of the things that came out was they were going to have restricted rent, unrestricted units, and affordable units. Meaning their rents would be much lower which in my opinion would not necessarily be considered workforce, and while it was not subsidized it does make a big difference. Of the sixty two units, fifty-five of them would have restricted rents and I have the whole power point to share with all of you and I will do so. But the affordable units are Three Hundred Forty to Seven Hundred Eighty whereas the unrestricted, for the same unit, would be Eight Hundred to Nine Hundred and I thought they had presented to us that it would be higher rents. And I did ask them, again they didn't necessarily lie but just that it's subsidized but I think they didn't quite give us the whole picture. And I really wanted you to hear about that.

Ms. Skilling responded as follow up, it is not only the groups' idea of development, it is their whole strategy for what they do with those people when they get them in their homes. They do have a whole process of training these people or helping them in the financial obligations for owning a home and helping them move toward that. Nine Hundred Dollars rent is workforce housing rent, Nine Hundred to Twelve Hundred. The average person in a school system probably makes Thirty-Five Thousand to start, depending on where you are. The Eastern Shore is probably Thirty-Five. I'm just saying the workforce housing is what this is promoting.

Mr. Reich stated but what we really wanted was BRAC housing. And I'll guarantee you the workforce coming down with BRAC is making Forty to Fifty Thousand Dollars. That means they've been working for the government for two years. The average salary in the Government is a heck of a lot higher than that.

Ms. Skilling replied we do need BRAC residents. What we really need are nice residential communities for the average person to live. And that we don't have. We don't have really good rental units, apartments or townhouses that are rental. But what we looked at was their program, their background. They do have a process for moving them toward, and following them, to becoming homeowners. So it's just another part of their whole system. I don't know what the financial obligation is, unfortunately I missed that meeting but I know they were asking for some help because of the process by which they get money. And they'll be renovating the other apartments there.

Ms. Battaglia indicated send the power point to me and I'll make sure everyone gets it.

Ms. Skilling stated for your information the site is posted now, we made them post it so everyone in the community can, if they wanted to come they could. We post our meetings so people can come. But we have not seen anybody in our audience. They are supposedly going to have a meeting and I'll be talking with Ms. Breder as to what that meeting should be with the community. If we're going to have that we really need to get it into a forum and an agenda so that the people don't start ranting and raving because it's not about the community. It's about the development at Garrett Point. It's not about all the whims of everybody in the community, not that they have a lot of things to address but those things need to come to Mayor and Commissioners. It is not the responsibility of the Planning Commission to look at those. Mayor and Commissioners need to address some of the issues and problems in that community. And we are looking at egress and ingress type issues because it is a community that is bound in by railroad transit. They do have some issues, emergency issues, so people can get out of that community more easily because right now they only have one access in and out. So Ms. Breder and I are looking at some of those issues and how we need to address that with State Highways. We know there are lots of issues in there but again if this fails that acreage is an infill lot and could come back as something else. It could come back with what it had before which was more units. It goes to TAC next week and anyone is welcome to go to Cecil County for that meeting.

OLD BUSINESS:

A. Discussion of recommendations to Mayor and Commissioners for necessary capital improvements in Town.

Ms. Skilling stated this goes back to some of those things as we're looking at different projects, and this is one (Garrett Point). It is not our responsibility to fix something but we know we have shortcomings throughout Town and the shortcomings are really our traffic. Even some of the things Penn National brings us with State Highways as signage, we did work with them to do some signage, obviously some things were presented and they didn't do a good job. And it is a State program and I think that should be expressed to get this to Mayor and Commissioners to look at with some of your comments.

Mr. Reich commented the other thing is I don't see any support from this end of the County from our delegation down in Annapolis at all. I see County Commissioners have sent letters to the State saying we're the only County you have to pay to get into. We've got other delegates down there from the Elkton area that seem to not care about what goes on in this end of the County. And I don't know how we can get through to the Mayor and Commissioners to talk to our delegates and start getting some pressure from them on the State Highway Commission to fix some of these problems. We've always been P-ville to everybody else in the County and that wasn't meant to be nice, it was meant to be what Elkton thought about Perryville. I don't know how we can improve that. When I took those pictures of the casino signs I was trying to figure out why they were getting lost because I couldn't figure that one out, and it was obvious right off the bat when you start looking at it. But to get to this capital improvement thing, this traffic, if Bainbridge ever comes to fruition the State's going to have a mess because they're not going to be able to get anything up there.

Ms. Skilling responded the prime example they have is this development which is designed for the casino basically and could be a very lucrative commercial enterprise for the State as well as the Town and County. And we have roads that limit what we can do for access to this community and they knew that all along because Bainbridge was out there. Now if Bainbridge came on does that mean Bainbridge wouldn't happen. It starts to make me question a little bit more whether in fact the State would push Bainbridge because it was a big State project and the County really supported it all along. I wanted to bring up we are working on the I-95, 222, and Route 40 upgrades and there are some significant things that are in that study and the Mayor is on the Commission and I go to part of it and we give them data, they do have all of the numbers of the counts of traffic they assume in this area. We've given them the numbers for all developments in our Town, Port Deposit, Charlestown, Rising Sun, all those are added into what is going to be needed on the I-95, 222, and 40. And from my perspective Route 40 needs to get fixed immediately. There're immediate needs there and as far as the intersection at Franklin, I would like to suggest that we indicate to push SHA to get a light at Franklin and 222. They have a warrant out there that says the numbers don't address it right now but we know it's going to happen. In order for us to have any kind of development and to keep going and fix up things and make sure things work you're going to need something there. Right now our shopping center isn't functioning one hundred percent because all those

stores aren't even leased yet. And if it were leased there would be more people in the community. If these houses get developed or even if they fix up the ones that are there they might get more support from the community.

Mr. Reich indicated I don't see how a light at Franklin...

Ms. Skilling replied it would have to be timed in the mornings and evenings and the rest of the time it would just be blinking. It would just be to accommodate in and out of there at the heavier traffic times. Because what's going to happen, that roadway, 222 is not going to be fixed for some time because they're going to have to widen the bridge over the railroad and then widen further up to I-95 which would probably happen first.

Mr. Reich stated in the morning it's not so bad. You put a light in there in the morning and in the afternoon, especially in the afternoon, with the traffic turning off of 40 to go up 222 and you won't get six cars off of 40 before that light goes red.

Ms. Skilling responded if it's synchronized correctly. It may not happen. There has never been a major accident and I checked with the Chief again and he said fender benders but never a major accident there, severe where people were hurt. So I'm trying to work it out that we can look at how we can improve and be able to grow in this Town because nothing's going to happen. We're not going to get any businesses. I'm frustrated because every time I get a project in here nothing's going to happen. Nothing, because State Highways is telling me I can't get access, you're going to have to do major improvements. Yet I ask North East how are you getting a new Lowes, you have a major intersection at Route 40 and 279 that's failing and yet they get access for a Lowes and a new super Wal-Mart, how did you get that; we just tell SHA we're not going to do it. I'm not saying it's a good thing to do because obviously they do have controls but some people are getting it done and we're not. Why, I have no clue. I think some of the things you're saying are really true, that the political support isn't there. I think we're moving to do something at I-95, 222 slowly, but it may happen and the only way it's going to happen quicker is if we can push a little more to get it done.

Mr. Fortner indicated I understand the Commissioners put together a plan for the revenue from the casino, a capital plan. Is that available on-line?

Mr. Roath responded it still has to be accepted.

Ms. Skilling stated it's not been approved. They had a meeting here Thursday of last week, the 17th, and it was presented to the local development committee and it will go before...

Ms. Linkey indicated the local development committee broke up into two sub committees, one to look at the County plan and one to look at the Perryville plan. We're coming back together on March 3rd, and the public hearing for our plan, the Perryville plan, is March 1st.

Ms. Skilling stated it's just a proposal for things that actually have been in our master plan. All the things that are in there are in our Comprehensive Plan.

Mr. Reich asked does any of it address the issues we have with traffic.

Ms. Skilling replied it talks about supporting, I think they put some money toward trying to do some traffic, I can't remember all of the details, some goes into parks, some goes into obviously infrastructure here to build a Town Hall, to build a Police Station, over a long period of time, maybe not in the first year but over time.

Ms. Linkey commented ours is a three year plan, I think the County was looking at a five year plan, but again we would do another plan.

Mr. Fortner questioned is there a committee looking at 222, basically a comprehensive plan for 222, adding sidewalks.

Ms. Skilling replied the plan is, and if you looked at our TOD, all those sidewalks are on our TOD plan, we just have to add our Greenway plan. We have sidewalks and biking trails. On 222 we'll have sidewalks and a bike lane.

Mr. Reich asked is the Town going to have to take the property on 222 to make that happen.

Ms. Skilling replied the Town won't because it's a State Highway. The Town would have to negotiate with those right of ways. They don't have all those right of ways so they will have to negotiate.

Mr. Jack stated I realize all this stuff is important and to have a plan for it but Garrett Point is a classic example of what's happening to land within our Town that we're going to set new infrastructure on top of old infrastructure. There're no sidewalks on Franklin Street, there's no real drainage up there when you hear people coming in here saying the water is running down the road. And so I'm wondering and I mentioned this before and we haven't taken any action and I understand everybody's busy but we need to look at where we have land that's going to be developed and see how it impacts the community and the infrastructure of those communities and fix that first before we allow people to come in and pile on top of that very same problem that they're having.

Ms. Skilling replied but the new development is not going to have that problem because they have to do certain things.

Mr. Jacked responded but they won't put sidewalks on Franklin Street. They won't put in a new drainage system or anything that would take it away from what's coming down.

Ms. Skilling commented the biggest problem in older communities is there are no road right of ways. And there's no way to get them. We've done some things in Town here and we have addressed some on our maps to show where we need, the Town needs to

look at the areas where we need something. Wilmapco, the group I'm working with is going to go to Franklin Street and find out what they could do but it may mean that in order to do it people are going to have to give up some of their property to do it. And to do drainage is pretty pricey. Now that's the kinds of things that as people come in, and again I say you have to go to Mayor and Commissioners. We can say we need to address those things but it really is not a product of Garrett Point that's causing that, it's a product of that community as it was developed and it needs to be treated now by the Town. We need to look at the older communities and we need to address it. In the plan there is money to be used for infrastructure, mostly to our failing areas, on Maryland Avenue we have some old terracotta pipe, and we have a severe I&I situation that needs to be addressed for everybody. There's bad water pressure in the old part of downtown.

Mr. Jack stated I'm not trying to put these in motion but I'm saying somewhere along the line we have to look at these things and we have to make plans. Just like the units they want to put up at Gotham Bush, there's not one sidewalk up there and I watch water run all over. All I'm saying is somewhere we need a plan to think about these things, to plan ahead and how they're going to use it and how it impacts the old.

Ms. Skilling responded Gotham Bush is an old community, and Cedar Corner has sidewalks all the way through it so it isn't the community. That's the problem. In newer communities we address it because that is the place to do it. The older communities were done prior to and with other ordinances, now we just need to go back and we need to revisit what they need. And that is a planning process and the Town has to start looking at where you're going to start. Where do you want to start? Do we start in the old part of downtown, do we start up at Garrett Point, the Richmond Hills area, so how do you do that.

Mr. Reich stated the point is though when we put new stuff in we want to make sure we haven't aggravated the problem that already existed and the one at Garrett Point is a point of fact where the water is currently running down Charles Street, Franklin Street from up there and there is no drain there. On John Street they had a problem with the cable so they came through and they tore up a hole in my yard above where the drainage ditch is and when I asked what they were doing they said they were fixing the cable in my yard and they said that's the infrastructure right of way and it's on the house side of my drainage ditch. So there must be a right of way that belongs to somebody because that's a utility.

Ms. Skilling indicated that's something we would look at. But when you get a new development that new development cannot have impacts on the community. It has to be sustainable within its own development. It has to have storm water, it has infiltration areas, it cannot run off because all that factors in the drainage areas because it's computed on all those elements, soils, topography, and it cannot run off.

Mr. Reich commented wouldn't it be nice if they fixed the Richmond Hills problem that's causing that when they do the new stuff at Garrett Point, if that's what's causing it.

Ms. Skilling stated Garrett Point isn't the one causing it. It may continue to run down the street but it's not Garrett Point that's causing the problem. It will rectify the problem on that piece of property but it won't solve any problems in the existing community.

Mr. Roath asked doesn't that whole project include Richmond Hills.

Ms. Skilling replied the piece of property where that is going to be placed only where there is new development.

Mr. Fortner indicated you can't ask a developer to correct the entire problem with the whole site.

Mr. Roath stated I'm just saying it has to do with Richmond Hills in it. Are they also responsible since that is also in the project to fix if there is a problem in Richmond Hills.

Ms. Skilling responded no, you can only ask and we have asked for them to give money to support some of the needs of the community.

Ms. Linkey indicated they do agree to that.

Ms. Skilling continued the only way you can do that is what we need to do, we need to be doing that all along so we do have a pocket of money to help communities like that to do it so when a project comes in and the impacts they may have would not be the storm water itself but we asked them to give Twenty Thousand Dollars and they agreed. So that would go into a pocket of money that hopefully we can use toward helping some of these drainage situations.

Mr. Jack stated I wasn't suggesting that a builder come in and take care of all our problems, all I'm suggesting is that somewhere along the line, we as the Town start planning to redo the areas that are impacting with new communities, we have new back here and old out there and everybody pays the same taxes yet one is getting the benefit. We're not upgrading the infrastructure of the old communities to meet the needs of today. And I think we, as a Town, I know we don't have money, I'm just saying at least if we had a plan and we had some kind of organization about where we want to approach this if and when the money did come in then we're looking to the future.

Ms. Skilling commented I think that's where we're heading because we do have this money coming in and we have some ideas on what things need to be done and hopefully that can be directed in those areas. The Town has always had an I&I problem. The water that is getting into our system that doesn't need to be treated, our waste treatment plant is working double duty to do it and it also uses space for other people who could get into the system. So I&I is a severe problem with the Town and it's really in the old section of Town. So they will be working in the old section of Town. They have put some sidewalks here in Town. So I agree, we should probably start looking at that, and my frustration is that all these things are starting to build and we need to start getting some

things done or else it'll just keep mounting. And I'm frustrated now because I get projects wanting to come in Town and I don't know what to do.

Mr. Reich indicated and that's the problem. It started with the project at Gotham Bush and then it's come up to Richmond Hills where we have no good access to get out of both of those projects. I don't know how we can get projects to come through this board any more to areas that don't have the infrastructure, in the older part of Town, to support it.

Ms. Skilling responded you have the main infrastructure to support it. We spent a lot of money to build our water and sewer plant and we need to have people and projects to be able to make sure that your water bill, none of your water bills go up, because obviously we have a debt service and that was one of the problems now that we're also addressing.

Mr. Reich stated the point is we're building to support new infrastructure without the infrastructure to move the people around, the roads and the traffic patterns. So to me that's as much as a major piece of the infrastructure as the water and sewage is, or electric for that matter, so you've got to have all four of those.

Ms. Skilling commented if I had my way I don't think we should build any more roads. We should use mass transit, buses, trains instead of roads because the more roads we put it just means no one is going to give up their car. We need to support that train station and we need to grab businesses and residents in Town so people can get on that train because they are using it and they're using it more and more.

Mr. Reich replied yes it would be great if we had mass transit but there's no way to move mass transit in this Town. We were just talking about our problems moving a car in Gotham Bush or up in Richmond Hills, how can we move mass transit.

Ms. Skilling indicated we're going to have bus service coming to Town. They're actually wanting to put a bus stop potentially on 40 for people to go across to Aberdeen. That would be within walking distance for a lot of communities. They are looking at mass transit for the Town and I think that's a solution for a lot of places. We're not going to solve it by putting more roads out there. We'll just have to change our whole concept of how we want to live and move.

Discussion continued about transit throughout. Some areas may be too far away but most are within a short walking distance to be able to access mass transit. We need to look at all of that to try to move people through Town.

Mr. Reich stated that's great from a theoretical point of view but Elkton wants rail service. They are so jealous that we are at the end of the MARC line. But look at all the mass transit we have to go to Aberdeen Proving Grounds. Anybody who thinks that's true, that mass transit is going to be an idea for Aberdeen Proving Grounds has never worked a minute over there and don't know what's going on over there. I will guarantee you that (mass transit) stopping at Aberdeen Train Station to go into the Proving Ground to go to work isn't happening.

Ms. Skilling replied I know a lot of people living in New Jersey, Connecticut, New York area, that's all they use is mass transit. I drive an hour one way and I would love to get on some mass transit. But I'm saying it's the mental thing. You have to learn to change the way we live. You can't keep depending on cars.

Mr. Reich responded when I was working I didn't drive to Washington DC ever. I took mass transit because that was the only smart way to get in to DC. That is good for people who are going into the private sector or the public sector which is open and accessible to buses and trains and all that but Aberdeen isn't that way and it will never be that way. And it has nothing to do with the Government not wanting it to happen. It has to do with the function of what's going on at the Proving Ground.

Ms. Skilling stated I would like to use Richmond Hills as an example of what we might want to do and see what we can do there because we have two projects that have gone through there and we know we have issues there. Again it is not the development that is causing the problem, it's a problem of the existing community that was created. It's an old community.

Mr. Jack indicated Richmond Hills is a fine example to use, whether we do it or not, to demonstrate the need within the Town of Perryville. You can take that same project and put it right up there in Gotham Bush or any other vacant piece of land in Perryville. Wherever there is a piece of vacant land that may be developed we're going to run into the same problem as they do up at Richmond Hills. The lower part is old and no infrastructure, and how do you handle that. That's what I see as a problem in our Town and I think it's a priority we should be taking a look at.

Mr. Fortner commented that neighborhood is a good example of why, when we get new development, it is important to really review it and to make sure that it's done right. We see stuff that's been developed that is old and somehow we let that development happen without sidewalks, without good streets, without good drainage because a developer came in at that time and we didn't take it seriously. We didn't anticipate the growth there and now it's having its affects so when we get a new development I think it's important to review it and developers come in here and says this community doesn't need sidewalks, it's just going to be little houses, but we do need sidewalks. And you need good drainage and proper infrastructure there. So with new development, let's do it right.

Mr. Oberholtzer stated I'd agree with that and I'd go further and say there's been times that developers come in and promise us stuff that never seems to materialize and we have to hold them to what they say they're going to do.

Mr. Reich indicated Mr. Jack made the recommendation, we're supposed to be talking about making a recommendation to Mayor and Commissioners, that the Mayor and Commissioners need to really look at projects like the one at Gotham Bush and the one at Richmond Hills and understand that before that project comes in here it has the four pieces of infrastructure to support it so it's not a bottleneck; electric, sewer, water and

roads. And I understand your comment about public transit but if I can't get cars out of there, I can't get public transit out of there.

Mr. Jack commented and just let me clarify, what I was really saying was, we as a Town need to upgrade the old along with putting in the new. That was my focus. New takes care of itself; we can make new take care of itself but we have to have a plan to change the old to bring it as a community. The infrastructure would be such that it's matching what we're putting in. I'm not saying we can do it, I'm saying we need to have a plan, or think about it while we're reviewing this stuff.

Ms. Skilling stated maybe we need to have an urban renewal type of plan or some kind of Town renewal plan to say these things need to be addressed and this is what we need to do. That's what a lot of communities do.

Mr. Reich indicated I'd like for the Mayor and Commissioners to follow up with what Mr. Jack's saying. I would like Mayor and Commissioners to understand that if this board disapproves of an area like Richmond Hills because we don't have good access and a good entrance for it that's part of the problem. We're asking them to help correct it before these people show up to get stuff done. In other words move up this kind of stuff from making an urban plan to here's the two areas in Town that are subject to the most growth immediately and if we're going to take money and move it from the casino, let's move it and use it for those things first because they're immediate and have them put it in the ten year plan. I don't care about drainage on my street but I do care about what they're saying on Franklin Street and what's going on up in that area and I do care there's a lot of traffic coming out of there.

Ms. Skilling commented why don't we put together some of what you're saying, some kind of summary and we'll send it to all of you to look at, to capture what it is you're saying.

Mr. Jack stated when I sit here my mind says here we're building a new Town Hall, we're building all this nice new stuff and elsewhere we've got road issues and we have infrastructure that needs to be done. I don't know how all this money business works but do you see the problem: here we're going to build this big new Town Hall, and maybe they're different pots but here we have infrastructure problems in places where we want to put new communities and we need to be able to address those.

Ms. Linkey indicated for the local development council there were six areas that we have to address. And the plan is on line and there is one hundred twenty five thousand each year and probably will be for infrastructure and things like that, whereas to build the Town Hall would be a very finite thing and not saying that it's not a substantial amount of money but the Town Hall does need to be done. It's not an all or nothing thing but we're trying to do those things.

Mr. Reich commented but one hundred twenty five thousand dollars a year is about six feet of road and maybe five hundred yards of thirty six inch pipe.

Ms. Linkey responded I'm just saying one hundred twenty-five thousand is not the only piece. That is what is coming from the local development funds, from the casino funds. That's all that's talking about, it's not talking about any other funds that are coming.

Ms. Battaglia commented I just want to say that both of these communities have existing problems that need to be addressed. We didn't hear about them until we had a project. And that's when everyone say hey wait a minute, I have problems and you're bringing in something new in. You can't blame the new project.

Mr. Jack responded we should be ahead of that, we should be ahead of that curve. That's exactly right.

Discussion continued about problems and issues in the area. When neighborhoods have a slight problem the residents deal with it but when a new project comes in to add more units the slight problem could become a major problem. Residents may not be aware of the projects being presented. It is noted on our website.

Ms. Linkey stated the Mayor and Commissioners now have a Facebook page, we now have a Google Calendar available, so we are trying to get more information out there. But very few people show up for meetings.

Ms. Skilling commented we'll put something together based on some of your ideas in planning and send it to you to forward to Mayor and Commissioners at their next work session. Planning Commissioners can also attend the work sessions.

Motion was made by Mr. Jack and seconded by Mr. Oberholtzer to adjourn the meeting at 9:10 p.m. **All in Favor. Motion Passed.**

Respectfully Submitted,

Dianna M. Battaglia
Planning & Zoning Coordinator