

Town of Perryville
Mayor and Commissioner Public Hearing for Planned Infill Redevelopment District Minutes
October 16, 2018 6 pm Town Hall Meeting Room

Mayor: Robert Ashby, Commissioners: Michelle Linkey, Pete Reich, Robert Taylor, Town Administrator: Denise Breder, Finance Director: Debra Laubach, Planning & Zoning Director: Dianna Battaglia, Planning & Zoning Coordinator: Amanda Hickman, Town Clerk: Jackie Sample

Absent: Commissioner Raymond Ryan III

Mayor Ashby called the Public Hearing to order at 6:05 pm.

Ms. Battaglia explained that we are here tonight for a Public Hearing regarding a rezoning application for the former outlet property. The applicant is wanting to rezone it to one of our floating zones which is a Planned Infill Development District. She will allow the applicant to speak and present their application, once he is done then she will present the staff report from the Town regulations, then comments or questions from the board and the public.

Presentation by Applicant

Maureen Danos, from the Law firm of Brown, Brown and Young, was there to represent the owners of the property Sambenheather, LLC., a Delaware limited liability company, and a subsidiary of SK Realty Management based out of New York which specialize in the purchase of warehouse distribution centers within the Northeast and the Midwest. The property is approximately 31 acres situated at 68 Heather Lane, formerly the Perryville Outlet property. They are seeking approval of what is to be developed as a Planned Infill Redevelopment District which is a floating zone that the Perryville Zoning Ordinance allows to be requested for this property. With her tonight are the project engineers, Tory Pierce and Mr. Tony Weis and Jerry Powell, from Frederick, Ward and Associates. Mr. George Reeves is here on behalf of the project developer J.G. Petrucci, along with Mr. Mark Keeley, from Traffic Concepts. The owners of this property intend to build a distribution center on the site which requires more use and flexibility than the zoning currently does not allow.

Mayor Ashby announced that Commissioner Taylor arrived at this point of the meeting.

Tory Pierce, representing the Engineering Firm, Frederick Ward and Associates located in Bel Air, MD presented an aerial photo of the existing Perryville Outlet Mall. The property's outline shows the entrance road running off of Perryville Road as well as the existing Outlet center and the remaining forested areas to the east and to the south. The property drains from east to west and slopes heavily from the State Highway side of the property over to the stream valley which flows along the parcel line, which is the limit of the zoning district that we are asking for. The site is served with the Town's water and sewer system, with water lines coming off Heather Lane into the property, on the north side of the property. The sanitary sewer runs off the stream valley and services the property on the south side of the existing outlet mall. We intend to reuse those service connections in the redevelopment of the property.

In redevelopment of the site, we will be tearing down the existing structure and regrading the property. The new site is going to have a 357,000 square foot distribution building and is essentially going to be constructed over top of the existing outlet mall building situation. It will be enlarged a little to the south and a little to the west in order to finish the buildout. Loading docks will be located on the west side of the property, which is the upper side shown on this plan. The ground on the west side is four feet lower than the ground on the east side. There is an existing stormwater management facility

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on the southwest corner of the property that will continue to be used for stormwater management in the redevelopment of the site and will be supplemented with additional stormwater management features that are required under State law to filter and provide additional water quality benefits.

The access road is Heather Lane which ramps down onto the back of the existing outlet mall from the back of where there was a Taco Bell into the site. We will continue to use that driveway and ramp that road down to a lower elevation to serve the loading dock area. Buffers will be created along the eastern property line, the forested condition on the south side will remain and not be developed at this time. We are providing trailer spaces for trucks and car parking for the employees that service the center. The staff report had mentioned compliance with the Comprehensive Plan, which we believe it does, and we had submitted a report with the application. One of the comments from the staff report was a concern over the building height, the proposed building height is drawn at 48 ft. high from the ground on the northeast corner to the top of the parapet wall, not taking into account the loading docks in the back of the building. We are asking that the height that they requested on the plan that was submitted that was consistent with the L-2 zone which would be 75 ft. which we would not need but are asking that they be given the ability to be slightly higher than the 48 ft. that is shown here and allow for a 55 ft. high building. We also requested that the uses be all of the uses that are permitted in the industrial zone within the town and there was concern over all of those uses, some being to heavy industrial, so the Planning and Zoning committee went through the permitted uses listed in the industrial zone and limited the uses to a two page listing of uses that the town planners are going to share and the applicant is ok with those uses and are prepared to move forward with the staff recommendations.

Commissioner Linkey inquired if he wanted to address the traffic report that she is looking at.

Mr. Pierce commented that the trips proposed to be generated from this facility will be drastically less than the outlet center generated, and less than what the State Highway required to do a traffic study for because it is considered minimal impact for the number of trips compared to other developments.

Mark Keeley, from Traffic Concepts located in Hanover, MD, reported that they did not conduct a full traffic impact study. The first thing that they did was perform a trip generation analysis during the peak hours and submitted that analysis to the Town of Perryville and the State Highway Administration. SHA reviewed it and concurred with the work. The analysis says that the weekday peak hour trips would be 29 in the a.m. and 36 in the p.m. trips, the threshold to conduct an impact study is 50 trips, and we were much less than 50, exempting us from a full traffic impact study. Peak hours in the morning are considered between 7 a.m. and 9 a.m. and in the evening it is between 4 p.m. and 6 p.m. The rates for any use of a distribution center are generated by the Institute of Transportation Engineers Trip Generation Manual which covers a large number of uses including distribution warehouse centers. They compared their rates with a study that Harford County did several years ago for the distribution centers located on the Perryman Peninsula and those rates matched with the ITE rates of the distribution centers during peak hours.

Commissioner Reich stated that he has been out there at about 5:30 and there was still quite a bit of Aberdeen traffic at that light and he believes that the peak time is later than 6 p.m.

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Commissioner Linkey stated that we are in town and you have to realize that there are only two highways into this town and the traffic coming in and out of the distribution center would be taking up one of them during busy times which is very concerning.

Commissioner Taylor commented that our number one traffic problem is Route 222 in the afternoon going up toward I-95 and if you have 36 trucks an hour going out of 222 during that peak time that is a disaster.

Commissioner Reich inquired what they were doing with the parking lot.

Mr. Pierce responded that the parking lot is going to be reconstructed into a loading dock and trailer parking and some will be removed for stormwater management, so there will be less pavement on the northern side of the property because of the stormwater management and the layout. The project is expanding a little bit to the south at the edge of the parking lot, which is another 100 feet or so.

Commissioner Linkey stated that a truck is 3 car lengths and you need to take that into consideration of what traffic will be like during peak times.

Mr. Pierce also stated that the project will be subject to Forest Conservation regulations, the trees that will have to be cut down to expand the outlet center to the south will need to have reforestation addressed and forest preservation maintained on the site which will be managed through the site plan review process.

Staff Review- Dianna Battaglia – (The staff report was included for the record and available for review)

Ms. Battaglia explained that the floating zone was created so that we have some flexibility with development throughout town, to be able to apply to many different properties and to have some flexibility to be approved by the Mayor and Commissioners for different uses. We did go through reviews by the Planning Commission and the Planning Commission had two meetings that discussed this project. They did develop a list of uses that the Planning Commission felt were appropriate for this location and not all industrial type of uses would be appropriate because of the amount of residents in the area so they dwindled it down to two pages of uses versus 14 pages that that originally would have been allowed. The Planning Commission did recommend approval of this floating zone designation with the general development plan as presented along with the uses that were recommended and other conditions that may come up. Before approval can be obtained by the Mayor and Commissioners we have to have a Public Hearing, all of the residents and properties within 200 feet of this property were notified. Before approval can be obtained there are standards that have to be met to make sure that this is appropriate for that location.

Ms. Battaglia stated that it is consistent with the Perryville Comprehensive Plan in that it directs retail and service establishments up in this area. It will promote the general welfare of the public and we have a Zoning Code that looks at all of that when we are reviewing developments. We want to make sure that it provides for Economic Development and efficient land development and encourage the most appropriate use of land, and provide convenient and safe movement of people and goods, essentially putting developments in the right locations. The applicant has presented what their plan is and stated that there will be less traffic at this area than the outlet center had. The size and the location to the PIRD

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is appropriate and many of the industrial type of uses would not be appropriate to the residential area which is why the Planning Commission recommended the list of uses that you have attached. Some of the uses would require additional review by the Planning Commission and/or the Board of Appeals, so that way we would be able to review anything that was proposed here on a case by case basis. We also need to make sure that there are adequate development controls concerning, light, air, and noise pollution because of the surrounding residential neighborhoods. The next line item talks about the building design and addresses the uses and also to limit the height as designated on the general development plan. We are not only approving the zoning, but also, the General Development Plan as submitted, so any changes to that would have to go through another process to do a revision. Landscaping buffers are being proposed to further buffer this building from the surrounding residential properties. For development to be consistent there is some flexibility in this floating zone allowing the Mayor and Commissioners to make some modifications or some restrictions. Access to the property is from Heather Lane, which is a private road and suggest that the property owner will find out who the association is who handles maintenance of that road to make sure that everybody is participating with that. There is public water and sewer service available to the site and it will be adapted to what the regulations require. The storm drain facilities will be designed and reviewed and meet Cecil County regulations and we talked about traffic earlier. All of the requirements of this section have been met and there are adequate public facilities and no changes are planned for current transportation patterns as we know today. The Planning Commission recommended the list of specific uses, the proposed plan meets the Comprehensive Plan, recommended location for highway commercial activity and the property is suitable for redevelopment as depicted on the General Development Plan for this floating zone designation with recommended conditions of specific uses and building height. The location is appropriate for the specific list of uses that limits industrial use to ensure compatibility with nearby non-commercial activities. In conclusion, the Mayor and Commissioners are the approving authority for the rezoning, they modify, amend, or reconfigure the boundaries, or apply different conditions and requirements or limitations to include height and other uses. Once this will be approved then it would follow the process for a site plan review and recommendation if you are in favor of, plan approval would be conditioned upon specific uses pertinent to the site, density, dimensional and bulk regulations except height shall be limited to no more than 48 feet as shown on the General Development Plan. The applicant shall provide a timetable for development and construction. Construction of improvements or implementation of uses shall commence within 2 years of site plan approval. Amendments to the General Development Plan shall follow the requirements of Section 116-29 of the Zoning Ordinance. The applicant shall submit plans to Cecil County Technical Advisory Committee for review and shall submit all appropriate construction drawings and site plans for review and approval by the Town and Cecil County. The applicant executes all of the appropriate agreements and the development has to meet all applicable Town, County, and State requirements.

Commissioner Linkey asked what the property is currently zoned.

Ms. Battaglia responded that it currently zoned C-2, which is Highway Commercial and allows for a range of business retail type of uses.

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Mayor Ashby asked for Public comment and for them to stand up and state their names, address and their comments.

Todd Young, who resides at 12 Penny Lane, discussed some concerns that he has regarding this development. Mr. Young noted that everyone is already aware of the existing issues that we have regarding traffic on 222. He is concerned with the traffic issues that we will have with the other warehouses that are coming along Route 40, when that starts operations the truck traffic that will be coming out of there from Route 40 along with what is coming from 222 will be total gridlock around I-95. He is also concerned over how close it appears to be to Penny Lane. The noise is going to be continuous and will reduce our property values. He also questioned why we are opening it up to a floating zone and other potential uses as opposed to just a warehouse.

Ms. Battaglia responded that the reason that this floating zone was being requested for a warehouse facility was because we have not had anyone else come along who wanted to use the site for a commercial venture. The list of proposed uses was reduced substantially because we did not want all types of industrial type uses allowed and some of the proposed uses have to go through the Planning Commission and the Board of Appeals and that is a way to review them on a case by case basis.

Mr. Young is also concerned with the diesel pollution and recent studies performed showing that diesel fuel is a carcinogenic.

Craig McDowell, residing at 6 Penny Lane, shares a lot of Mr. Young's concerns. He is self-employed and is able to plan his day to a certain degree and does not do any errands south of the Hatem Bridge after 2 p.m. Traffic gets backed up on the Hatem bridge passed Weis groceries at times. He asked the traffic person what the total number of trucks per day was.

Mr. Keeley, the traffic person, did not have that number with him, but stated that he could get that number for him.

Mr. McDowell inquired what the off-peak hours would be, and what that number per day would be, to which Mr. Keeley responded would be anything outside of the 7-9 a.m. and 4-6 p.m. weekday commuting hours and he does not have that total traffic number with him.

Mr. Keeley explained that traffic studies look at the peak commuting time-period generated by whatever use you are looking at.

Mr. McDowell was also concerned with the potential for shift work and if the trucks will be going out at all hours of the morning.

Commissioner Linkey responded that his concerns are valid but because there is not an actual tenant yet cannot be answered.

Mr. McDowell responded that for Economic Development in Perryville and coming to Cecil County we all want to see good jobs and questioned if this is this the kind of development that we want to see in our community. Mr. McDowell referenced the red lined area shown on the aerial photo that was displayed of the proposed development and feels that the red line is not far enough down because

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there is a pond there and here the pond is inside the line he has walked that area many times. He also pointed out where the end of the current mall would be, so it does not just end at the current mall, it goes out quite a bit further and there is a steep hill all through here. He inquired if the developer was proposing a tall wall built there, and if so how tall is the wall.

The response was that it would be 20 to 30 feet high.

Mr. McDowell responded that the height of the wall is another concern of his. The noise that will come into their neighborhood from the trucks is another concern.

Ryan Hess, representing the property owners of 41 Heather Lane, which the business that is there now is Denny's. The owners have concern over the ingress and egress, which is already difficult now with trucks and other traffic. He understands that something needs to go there but is not sure that this is the ideal use for the site. He realizes that Heather Lane is a private lane and that we pay into that association, he stated that it was not developed for heavy equipment use that is being proposed. He inquired if the developer is prepared to pay for redevelopment of that private lane.

Mayor Ashby responded that the exit to the truck stop is at the bottom of the hill so if it was not designed for that traffic then that exit would not be at the bottom of the hill.

Robert Barr, who resides at 1749 Perryville Road, responded that it has not worked until they put the concrete apron at the bottom of that hill where trucks come in and out.

Mayor Ashby inquired if he was talking about Heather Lane and 222.

Mr. Barr responded that he was.

Mayor Ashby commented that he and the other gentleman were talking about the exit at the very bottom of the parking lot.

Mr. Barr inquired if they took into consideration the 200 trucks an hour that go into the Pilot.

Mayor Ashby inquired if that is an actual quoted amount.

Mr. Barr responded that this was the quote when they built that facility, 200 trucks an hour going in and out of the Pilot that would not impact the area, which we all know it does. Mr. Barr inquired if this proposal was concrete for the warehouse; or is it just a proposal to get the zoning changed and then put something in at a later date.

Ms. Battaglia responded that the approval of the rezoning goes with the General Development Plan, so if the rezoning is approved it goes with this plan for a warehouse distribution as presented on the General Development Plan. Any revision or change to that would have to come through a review process which is following the code in the Zoning Ordinance.

Bill Voss, who resides at 10 Penny Lane, expressed concern of the proposed change of elevation of a few feet from one side to the creek, with the creek flowing around their house. With this any industrial activity has a chance of coming in front of our houses, which he finds unacceptable, specifically food processing, which is included on the two-page list of uses.

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Shannon Hum, 8 Penny Lane, questioned what the zoning change does to the protected wetlands.

Commissioner Reich responded that it is protected.

Ms. Battaglia responded that they would still have to be in compliance with all of the regulations. Cecil County handles forest conservation and stormwater management, which will all be looked at if there is protected wetlands, and they will not be able to impact them. The stormwater management facilities would have to be able to absorb their runoff without affecting the wetlands.

Ms. Hum stated that behind Craig's property and on down is all protected wetlands. When we first came in we went through a lot to make sure that the grading that was done would not impact our wetlands and drown out our neighbors further down and changing that grade is going to cause major problems. One of the reasons that we moved there is because we were assured that nothing would be developed behind us.

Shelly Ollis, 19 Penny Lane, thinks that it is crazy for anyone to think that the traffic will be less than what is going in there now, since the outlet center has been out of business for so many years now. She is a statistician and does not agree with the traffic figures that were given. She cannot believe that they would approve this without doing a full traffic study. She also knows that there is another project that has not been announced yet because it is under a non-disclosure agreement, something going up by the casino. Without knowing what that is will create even more traffic. She also questioned some of the items on the list of permitted uses and their meanings, such as PC and SC and whether they would have to come back through for approval.

Ms. Battaglia responded that they would.

Ruth Young, 12 Penny Lane, responded that she is sorry that they cannot get anybody else to go into this property, but in looking at this list, it basically said anything goes.

Ms. Battaglia responded that it started out as 14 pages of uses.

Ms. Young, 12 Penny Lane, stated that it is still two pages too many, it is very broad and allows the developer to open it up for other uses. She stated that in looking at the overhead picture there is a lot of forest area, and if you overlay the size of this proposed warehouse it is much larger than what we are dealing with for the outlet property. Even with a reforestation plan, you will be planting little tiny trees that will take 20 years to develop before that would impact the noise and pollution.

Shannon Salyer, 1803 Perryville Road, commented that this wall will be in her back yard, which she is grateful for because it may shield some of the sound. She is also very concerned about the sound all night long. The traffic is already ridiculous and we cannot get out of our driveway at times. We are one away from the new Royal Farms which has impacted us tremendously with the noise and the traffic, and she is also concerned about the High School and all of the traffic by the High School. Since the Royal Farms has come in people coming out of it are realizing that they cannot make a left and are making the right and turning around in her driveway and making a u-turn in the middle of the highway including tractor trailers and going up on the curb trying to make a u-turn at Patterson Lane. She inquired if this was going to be a 24-7 operation, and if that is allowed, or if the hours are limited.

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Commissioner Reich responded that at this point we are assuming that it will be 24-7, which is all that we can do at this time.

Robert Salyer, also 1803 Perryville Road, commented that the traffic is ridiculous up there right now. He has witnessed bad driving in that area by both cars and tractor trailers and it is only going to get worse. He leaves at 4:30 in the morning for work and there is already traffic out there, if you are estimating approximately 25 trucks an hour, you figure in 10 hours that is 250 trucks, which is a lot of trucks.

Mr. Young, 12 Penny Lane, commented that you cannot just look at this project all by itself. He contacted Cecil County about nine months ago with concerns about the road traffic. About nine days ago he contacted the State because they are doing a review of Belvidere Road to do an interchange, but this could possibly not take place or would be years down the road. You need to take all of the other existing warehouses and new ones that are coming in and surrounding businesses that are traveling on Route 40 and 222 and 272. Trucks are leaving the Interstate and traveling across the Hatem Bridge and traveling right up the hill on 222.

Ms. Ollis commented that it is very dangerous traveling south on I-95 which is how she goes to work. The trucks get backed up at the Weigh Station making it difficult to merge into traffic because of them lined up to get to the Weigh Station and the trucks trying to get over to the Weigh Station line and she has witnessed near accidents many times.

One of the residents asked why the State has not gotten involved in safety issues such as she has just mentioned. It appears that they are not concerned at all with the traffic studies.

Faith Barr, who resides at 1749 Perryville Road which backs right up to the plaza, stated that she watched them build the plaza and saw the amount of fill that they had to put in to build it initially. You will be bringing it down at least another 250 feet that will need to be built up again, many people that lived in that area had difficulty with their wells since most of us are on wells and are not part of the town. It will change the water table and the water flow, and you are taking out and moving the holding pond that is behind our house and moving it down. She wants to know what affect this will have on the well water and drain off in this area.

There was no response to her question about the effect on the well water and drain off.

Mayor Ashby asked for questions or comments from the board members.

Motion was made by Commissioner Taylor to table PIRD 2018-01 to allow further discussion with the Commissioners and staff.

Mayor Ashby asked for a second.

Ms. Danos asked to address some of the comments that were made first.

Mayor Ashby apologized for not asking them to come back up.

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Commissioner Reich wanted to see us do some more comments and questions first before we proceed.

Mayor Ashby responded that we have a motion right now.

Commissioner Taylor put his motion on hold.

Ms. Danos, from Brown, Brown and Young, representing the owners of the property Sambenheather, LLC., wanted to make a couple of comments, then turn it over to the engineers and the developer. As far as the Environmental concerns involving soil conservation and wetlands, this comes under the County and the State for review and we have to follow those rules regardless, and they have a very rigorous erosion and sediment control review process that would have to be permitted. She also wanted to remind everyone that this is a zoning hearing and there are permitted uses, this is a C-2 commercial zone and there are uses for any developer to come in tomorrow and commence. Those uses could be more or less traffic intensive and more or less use intensive and plan intensive.

Tory Pierce, with Frederick Ward and Associates, wanted to comment on the discrepancy with the red line on the drawing that is displayed, that line is a little further down, which was not intentional. If you look at the General Development Plan you see the back of the McDowell property, so the back of your property is actually in the lower corner and behind your property is wetlands and a stream valley which is also considered flood plain, half of it falls on the outlet center side of the property and half of it falls onto your property. That whole area is protected flood plain and nothing can be done or is proposed to be done in that area. The black lines that he was pointing to on the plan are the flood plain limits on both sides of the streams which are coming up the center of that area and is all being protected. The drainage on the outlet center side slopes and drains down into that stream valley to wherever it discharges into the Bay which will not be changed. The existing stormwater management is essentially staying, it will be modified to address the revisions that are proposed on the site, but is staying there as a resource to protect from the additional runoff that occurred when the outlet center was built back in 1990. The distance from the McDowell property and the back of the proposed building is about 400 plus feet.

Mark Keeley, from Traffic Concepts, reiterated that this is just a redevelopment of an existing site with commercial C-2 zoning. He understands that the outlet center is vacant and also realizes the potential for traffic for a commercial use can be several hundred vehicles during peak hour generated by a shopping center or service station that are allowed in C-2. You cannot compare those uses to the traffic that is generated by a warehouse, even if you use a multiplier for a truck to get passenger car equivalent will be hundreds of cars fewer than when it could get developed to its full capacity for commercial use under the C-2 zoning. I think that as it goes forward he believes the property owner is willing to do further traffic studies to accommodate the town.

Commissioner Taylor takes his point regarding the outlet mall and if it were fully populated with retail stores, traffic would be worse than if it were a warehouse but right now it is vacant, so the concerns are valid.

Commissioner Taylor asked to renew his motion to table this.

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Commissioner Reich had some questions. We do not have the Fire Chief here tonight and he is not sure where all of the fire hydrants are up there, and this could be a disaster with fires. He believes that if they were to develop they would want at least one more fire hydrant up in that area and maybe a bigger line. He thinks the road building in there is terrible for two-way truck traffic, making it an awfully bad turn toward the bottom. He asked if they were going to improve the road going in there at the bottom.

Commissioner Linkey commented that she believes that they said that they were going to change the elevation to make it so that it goes all the way straight instead of making a u-turn, they would go straight through then they would come around.

Motion was made by Commissioner Taylor and seconded by Commissioner Reich to table PIRD 2018-01 to allow more discussion with town staff and the Mayor and Commissioners. Mayor Ashby asked if there was any more comments or discussion.

Commissioner Reich commented that one thing he would like to see as part of this tabling is to get the information on the total trucks per day and what that distribution looks like. He also thinks we need a noise study done to figure out what kind of noise levels we might get there, the truck stop may be a good place to get that. He again mentioned the fire hydrants and thinks that we really do need to have a traffic study. He thinks that those things need to be added in our discussions so that we know what kind of answers we are going to get back.

Mayor Ashby asked for a vote on the motion to table PIRD 2018-01 for further discussion. **All in Favor. Motion Carried.**

Mayor Ashby asked if they would get the traffic done for us and possibly the noise study so that we can get all of this discussion out of the way. Mr. Kelley responded that he would.

Motion was made by Commissioner Linkey and seconded by Commissioner Reich to adjourn the October 16, 2018 Public Hearing at 7:26 p.m. and after 5 minutes come back and begin the Work Session. **All in Favor. Motion Carried.**

Commissioner Taylor wanted to thank all of the public that came out and commented, it is great to see them participate and he also wanted to point out that the Planning and Zoning meetings are open to the public as well, when we initially discussed this we did not see many members from the public.

Respectfully Submitted by,



Jackie Sample
Perryville Town Clerk