



**CRYSTAL LAKE PLANNING AND ZONING COMMISSION
WEDNESDAY, MARCH 17, 2010
HELD AT THE CRYSTAL LAKE CITY COUNCIL CHAMBERS**

The meeting was called to order by Vice Chair Greenman at 7:30 p.m. On roll call, members Batastini, Esposito, Goss, Skluzacek, and Greenman were present. Members Jouron, McDonough, and Hayden were absent.

Michelle Rentzsch, Director of Planning and Economic Development, Latika Bhide and Elizabeth Maxwell, both Planners, Erik Morimoto, Assistant City Engineer, and Victor Ramirez, Director of Engineering and Building, were present from Staff.

Mr. Greenman stated that this meeting is being televised now as well as being recorded for future playback on the City's cable station.

APPROVE MINUTES OF THE MARCH 3, 2010 PLANNING AND ZONING COMMISSION MEETING

Mr. Skluzacek moved to approve the minutes from the March 3, 2010 Planning and Zoning Commission meeting as presented. Mr. Batastini seconded the motion. On roll call, all members present voted aye. Motion passed.

2010-16 BLACK INK TATTOO – 540 E. Terra Cotta Ave. Suite F – PUBLIC HEARING

This petition is being continued to the April 7, 2010 PZC Meeting.

Mr. Greenman asked if there was anyone present who was attending the meeting for this petition. There was no one present.

Mr. Esposito moved to continue 2010-16 Black Ink Tattoo to the April 7, 2010 PZC meeting. Mr. Goss seconded the motion. On roll call, all members voted aye. Motion passed.

2010-17 BRYN MAWR – 2475 Ajax – PUBLIC HEARING

Final Planned Unit Development Amendment to allow a reduced front setback of 50-feet instead of the required 60-feet.

Mr. Greenman stated that the fees have been paid, and the sign has been posted. He said the surrounding property owners have been notified and the Certificate of Publication is in the file. Mr. Greenman waived the reading of the legal notice without objection.

Matt Pagoria with Ryland Homes was present to represent the petition. Mr. Pagoria said they are requesting to revise the elevation matrix that was approved at Final PUD. He said this request is only for Lot 27.

Mr. Greenman asked if the petitioner reviewed the conditions listed in the staff report. Mr. Pagoria said he had and has no problems with them.

There was no one in the public who wished to speak on this petition. The public hearing was closed at this time.

Mr. Goss said he recalled when this subdivision was originally reviewed and they had questioned what could be put on this lot. He supports the variations because there is a hardship.

Mr. Batastini asked if there is a buyer for the lot. Mr. Pagoria said not at this time.

Mr. Skluzacek said he supports the request. Mr. Esposito asked how long will the driveway be with the side-loaded garage and how many cars will be able to fit on it. Mr. Pagoria said there are no sidewalks in that area so the driveway will be able to handle several cars.

Mr. Greenman said he has no problem with the request after reviewing the findings of fact.

Mr. Batastini moved to approve Final Planned Unit Development Amendment to change the approved elevation restriction matrix and allow a front setback of 50-feet instead of the required 60-feet for Lot 27 (2475 Ajax) with the following conditions:

1. Approved plans, reflecting staff and advisory board recommendations, as approved by the City Council:
 - A. Application, received 3-2-10
 - B. Fit List Worksheet, TFW Surveying, dated 2-11- 2010, received 3-2-2010
 - C. Augusta Model details, received 3-2-2010
 - D. Restriction Matrix, received 3-2-2010
2. All applicable conditions of all previous approvals for the Bryn Mawr Subdivision shall apply.
3. A variation from the elevation restriction matrix is hereby granted to allow a front setback of 50-feet for Lot 27 (2475 Ajax). This variation does not release the plat restriction for this lot from restricting future variations for decks, sheds, patios, etc. A buyer acknowledgement will be required prior to issuing a building permit for this lot acknowledging these restrictions.
4. This approval does not include approval of the “Augusta” model as presented. A model packet must be provided for review and approval.
5. The petitioner shall address all of the review comments and requirements of the Engineering & Building, Fire Rescue, Police, Public Works, and Planning & Economic Development Departments.

Mr. Goss seconded the motion. On roll call, all members voted aye. Motion passed.

2010-13 RANDALL ROAD ANIMAL HOSPITAL – W. Carlemont; S. Angela – PUBLIC HEARING

Preliminary PUD for a veterinary animal hospital.

Mr. Greenman stated that the fees have been paid, and the sign has been posted. He said the surrounding property owners have been notified and the Certificate of Publication is in the file. Mr. Greenman waived the reading of the legal notice without objection.

Brian Korte, architect, and Dr. Sandhu were present to represent the petition. Dr. Sandhu said he has been a vet since 1998 and opened his own animal hospital in 2007. The business has expanded and the current space they have is too small. They have not received any complaints about dogs barking, etc.

Mr. Korte said this animal hospital will be seeing dogs and cats mainly. He showed an aerial photo of the property and stated they will be subdividing off approximately 40,000 square feet of land. They are subdividing what they need for this building and the required parking as well as allowing for a small addition and the parking that is required for it. Mr. Korte showed the site plan. They will have an enclosed brick trash enclosure and the driveway was moved per staff's request.

Mr. Korte said they are requesting a variation from the rear yard setback to 30 feet. There is a park and detention area to the rear that is zoned residential which would require a larger setback for this building. There is plenty of green space and buffer area between this building and the residential development. Mr. Korte said they are also requesting a variation from the required landscape buffer for the same reason.

Mr. Korte showed the floor plan of the proposed building. The first floor is approximately 4,200 square feet and the small second floor is for storage. He said the dogs and cats will each have a separate waiting area. There will not be any outside kennel but there will be an area for dogs to be outside for a short period of time under staff supervision. Mr. Korte continued stating that waste was a concern so they are planning a gravel area next to the building with plastic bags for pickup and a garbage can.

Mr. Korte said they wanted the building to be smaller in stature. He described the materials to be used in the building and showed samples of the colors. They are also proposing a ground sign in front.

Mr. Greenman asked if the petitioner had any issues with the conditions recommended in the staff report. Mr. Korte said no.

David Yaeger, 1672 Carlemont Drive, is concerned that this development will encroach on the parking and the pedestrian path. He also asked about the future expansion that was mentioned during the discussion. Mr. Korte said the building will not encroach into the park property. It will still be 30 feet back from the property line. He showed the location of the possible expansion and additional parking.

There was no one else in the public who wished to speak on this petition. The public hearing was closed at this time.

Mr. Batastini said he likes this use in that area. He asked if the park property was part of this development or another since the shape lends itself nicely for development. Ms. Rentzsch said it was part of the Villages development. Mr. Goss said it was used as part of the density calculation for the

Villages.

Mr. Batastini asked about the amount of impervious surface and the future addition and parking area. Ms. Maxwell said there was a memo in the packet that revised the conditions.

Mr. Goss asked if there will be signed posted so the parking can be used by only this business. He was concerned because of the hours of operation. Dr. Sandhu said there would be. Mr. Greenman asked what the hours of the animal hospital will be. Dr. Sandhu said most of their business is with appointments unless there is a very sick animal so they can control the number of cars coming to a point. They will also have hours on the weekend - Saturday 9 am to 2 pm and Sunday 9 am to 1 p.m.

Mr. Skluzacek said he supports this project and likes the design.

Mr. Esposito said the groomers that are currently next to the animal hospital's location will probably be losing business.

Mr. Greenman agreed with the comments that were made. He also agrees with the variations requested for the reasons given.

Mr. Esposito moved to approve the Preliminary Planned Unit Development to allow a veterinary animal hospital located west of Carlemont and south of Angela with the following conditions:

1. Approved plans, reflecting staff and advisory board recommendations, as approved by the City Council:
 - A. Application (Mandeep Sandhu, received 02/01/10).
 - B. Site Plan (Korte Architects, dated 02/24/10, received 02/24/10).
 - C. Floor Plan (Korte Architects, dated 02/24/10, received 02/24/10).
 - D. Elevations (Korte Architects, dated 02/24/10, received 02/24/10).
 - E. Landscape Plan (Korte Architects, dated 02/24/10, received 02/24/10).
2. A complete landscape plan shall be submitted with the final PUD submittal which illustrates the following:
 - A. The species, size and quantity of all selected plant types and a planting detail.
 - B. The plan shall provide for foundation base landscape around the west side of the building. Since this side of the building is within the MUE, the landscape shall be grasses, flowers and groundcover.
 - C. The existing street tree on Carlemont Drive shall be relocated just north of the proposed driveway.
 - D. The evergreen trees shown to the west of the building in the MUE shall be relocated to the far west property line outside of the MUE.
3. Site Plan
 - A. Cross access should be provided to the parcel to the north, when the lot is subdivided.
 - B. Any future use or subdivision on the portion of the lot to the north will require a PUD Amendment and Plat of Subdivision.

4. The amount of parking constructed shall be sufficient for the total number of veterinarians and on-site employees. If the practice is expanded the parking lot will also need to be expanded.
5. The following variations are granted as conditions of the PUD:
 - A. Rear yard abutting residential setback of 50 feet to allow a reduced setback of 30 feet, a variation of 20 feet.
 - B. Landscape buffer between commercial and residential zoning of 40 feet to allow 0 feet, a variation of 40 feet.
6. The petitioner shall address all of the review comments and requirements of the Engineering and Building, Fire Rescue, Police, Public Works, and Planning and Economic Development Departments.

Mr. Goss seconded the motion. On roll call, all members voted aye. Motion passed.

2010-15 METRA RIDGEFIELD STATION – Ridgefield Road – PUBLIC HEARING
Comp Plan Amendment, Rezoning and Preliminary PUD for a commuter train station.

Mr. Greenman stated that the fees have been paid, and the sign has been posted. He said the surrounding property owners have been notified and the Certificate of Publication is in the file. Mr. Greenman waived the reading of the legal notice without objection.

Joe Gottemoller, attorney, Rick Mack with Metra, Kevin Harder with Smith Engineering, and Ryan Westrom and Chris DeRosia with Patrick Engineering, were present to represent the petition. Mr. Gottemoller said the Commission has seen much of the plan previously. He said they are requesting to rezone the property and a Preliminary PUD. This property is within the Crystal Lake Watershed so the zoning would be “W” Watershed.

Mr. Gottemoller said Metra will be upgrading their Northwest Line. The plan also includes moving the yard from Crystal Lake to north of Woodstock as well as a new station in Woodstock. He said the demand for public transportation is growing and currently the downtown Crystal Lake parking lot is about 85 to 90% filled daily. Mr. Gottemoller said there will be an increase in the number of trains which requires more parking. There are currently 17 trains and it will increase to 24. There has also been a 35% increase in ridership. Mr. Gottemoller added that there will also be changes made to the McHenry line with the addition of a station in Prairie Grove.

Mr. Gottemoller showed an aerial photo of the property and described the surrounding properties. The lot is approximately 17 ½ acres. He also showed the site plan. Soil borings were taken last summer so they could determine the best placement of the parking lots. The turn radii for the project will accommodate shuttle buses as well as a “Kiss and Ride” area. He showed photos of a typical shelter and depot that Metra is proposing to use for this site.

Mr. Gottemoller said the storm water management plan has been submitted and they will comply with the City’s standards. The overall impervious surface for this project is 50% of the parcel which is approximately 8.75 acres. There will also be zero water release from this site. He added that the traffic

report was also submitted and Metra is in general concurrence with the study. They have met with the McHenry County Department of Transportation to review the possible roadway improvements. Mr. Gottemoller showed a map of where the ridership will come from for this station and 77% of the traffic is expected to come from north of the tracks. Because of this and the direction the train runs, they feel the side they show with the parking lot is the best side for the commuters.

Mr. Gottemoller said the traffic study also shows that today, without Metra there, there are many improvements that should be done including signalizing the intersections of Country Club Road and Hillside; Country Club Road and Market Street; and Country Club Road and Ridgefield Road. Extra turn lanes are currently needed even if Metra wasn't going to put in the station. They have received a letter from the County stating they are working on the traffic study and have no recommendations at this time. There were things in the report that they were concerned with that needs to be done right away that were not on their 5 year plan.

Mr. Gottemoller showed photos of the existing conditions of Market Street and said they won't be sure if all of what they want to do to improve that street can be done but there is a 60 foot right of way there. It was too early in the process to complete the engineering.

Mr. Gottemoller said this additional station will alleviate the congestion in downtown Crystal Lake and will provide for the public welfare. It will increase property values and it will act as a magnet for future development whether commercial or residential. This station should have a negative impact on the traffic in the area. It will help reduce the traffic to downtown Crystal Lake.

Mr. Gottemoller said both the County and City's Comprehensive Land Use Plan recognize there will be a train station in this area. This property was at one time a commercial nursery and the property is suitable for this use. Currently Crystal Lake has two train stations and the train is what made Crystal Lake, with harvesting the ice from the lake. Mr. Gottemoller added that they have no objections to the recommended conditions listed in the staff report.

Kimberly from Ridgefield said the traffic study was excellent and asked if the traffic signal at the College was going to be moved.

Kris Holloway, 7803 Hillside, said she represents several of the neighbors who were not able to attend this meeting. Ms. Holloway said since the college has expanded they are constantly picking up garbage and noted that it sometimes takes her 10 minutes to get out of her driveway. She said Ridgefield is a very quaint town and feels there was some "insider trading" regarding the property. Ms. Holloway said she is concerned with what this will cost them in property taxes. She said Metra is involved with tax payers' dollars. Ms. Holloway asked that the Commission not make any hasty decisions and she would prefer that this discussion be put off until the next meeting when more people could attend and it not be on St. Patrick's Day.

Craig Steagall, 6606 Ridgefield Rd., asked what the minimum lot size in Bull Valley is. He believes it is 3 acres and there won't be as many cars generated from those lots as there will be from standard City lot sizes. He asked if the traffic study was a static study or looking into the future. Mr. Steagall said most

of the traffic in that area is going to the college and the traffic has been a problem since the lumber yard opened up without having to do any road improvements. He added that there were some questions about the zoning correction to the lumber yard property that was an error for many decades. Mr. Steagall said he lives in Covered Bridge and he would not be using this station but the original station in downtown Crystal Lake because it is closer. He added that it was stated earlier that the new Pingree Station is filling up – even the new parking area. He said he saw only one car parked in the new lot. Mr. Steagall asked how many stations do we need. He said it has been alleged that he is on his “high horse” about this project because his land deal fell through. Mr. Seegle said that is not true. He said this project is similar to the health care bill proposed in Congress and that is “start over.”

Eberhard Veit, 3502 Kilkenny Drive, asked if he could have a copy of the presentation made at the meeting. Mr. Gottemoller said he will be sure Mr. Veit gets a copy. Mr. Veit said if the station does go through he asks that there be biking facilities included. There are many bikers who use this area and it is difficult to get through on the narrow two lane roads. He said this station would be very good for the college and asked if the service would be the same to Crystal Lake and would all trains go to Woodstock.

Al Vaitkevicius, 8317 W. Hillside Road, said on Sundays the bike traffic on the back roads in that area is very heavy and they take up most of the roadway. Also the roads heave every winter. He asked why Metra isn't placing the station on the other side of the tracks.

There was no one else in the public who wished to speak on this petition. The public hearing was closed at this time.

In response to the questions raised by the public, Mr. Gottemoller said he understands that the signal at the college will be moved to the Tartan Road/Lucas Road entrance in the future but he did not know when. He also understands that there will be a signal installed on the north leg of Ridgefield Road also in the future. Mr. Morimoto said the signal at the college will be moved when the IDOT improvements to Route 14 occur. Also he was told that the signal on the north leg of Ridgefield Road will not be installed until it is warranted.

Mr. Gottemoller said Metra does not receive any property tax dollars. He stated there will be many more hearings at Council for this request as well as Final PUD meetings. The land values of property around a train station usually goes up and not down. It brings development with it. A station is very desirable. Mr. Gottemoller said the trains go through this area now and will continue to go through. No trains will be parked on the north side of Crystal Lake but will be moved to the north side of Woodstock. Mr. Greenman said the increase in trains will be due to the moving of the yard not because of this station.

Mr. Gottemoller said that when they checked the parking lot for the downtown train station, 263 cars were licensed in Bull Valley and Woodstock. That is about 1/3 of the parking spaces on this site. He said he was not aware of the zoning correction done by the County. Metra didn't have anything to do with it.

Mr. Gottemoller said the traffic study looks at both the current traffic as well as future traffic. Prior to

the construction of the new lot at the Pingree Station, that lot was full before 9 a.m. He said 60+% of the traffic for the Pingree Station comes from Lake in the Hills.

Mr. Gottemoller said the bike path expansion is on both the City's and their agenda. He said long term the MCCD path will go from the college north to Woodstock and from the college south to connect to the path that goes to VA.

Mr. Gottemoller said in the long term this station will make it possible to stagger some of the trains which means they will bypass stations alternately so not every train will stop at every station. He said the location of the station on the north side of the track was determined by the way the trains run and the grade change of the property. Mr. Greenman said the recommendations of the traffic study are under the purview of IDOT, the County, the Township, and Metra. Mr. Morimoto said the roads tagged for improvements are not under the City's jurisdiction. He said the Route 14 improvements are under design by IDOT but no construction date has been given.

Mr. Westrom gave an overview of the project. He said there are problems on the roadways currently. They worked with McHenry County Planning Department to tabulate the population. Mr. Batastini asked if the 2030 County Comprehensive Plan includes the Northwest Area Sub-Plan that the City adopted. He said across from the college is a proposed development which contains single family and townhouses. Ms. Rentzsch said the numbers used by the County to project the population are the same the City uses. Also the County has incorporated the Northwest Area Sub-Plan in their Comprehensive Plan. Mr. Batastini asked who come up with where the traffic will come from to this station. Was it Metra or the traffic consultant? Mr. Westrom said they had. He said another factor in which station a rider uses is also determined by the "zone" it is in since each zone has a different fee for the train.

Mr. Goss said he is concerned with Market Street in Ridgefield. The trains will be more frequent and that will impact the traffic backup. He doesn't feel that having three lanes through Ridgefield will be enough. He believes there will need to be 4 lanes and that would mean some buildings will be lost. Mr. Esposito said when a train is parked at a station the gates go up to allow the traffic through until the train is about to leave. Mr. Goss said the gates will be down longer because the trains will need to slow down when approaching the station. He believes this is the first development that wants to annex into the City that the City doesn't have any control over the roadways leading to it. Mr. Goss feels that this station may be detrimental to the property values in the area and buildings will be lost.

Mr. Goss said he liked the traffic report. He appreciated the knowledge of the improvements that are warranted now.

Mr. Esposito is concerned with having only one way out of this station's parking lot. The lots that are in Crystal Lake have several ways out. Fewer outlets mean more backup.

Mr. Batastini said he wants a station in Ridgefield and feels they need to take care of Ridgefield. He believes that public transportation is a good thing and it is something we suffer from a lack of in this area.

Mr. Greenman said the study was very comprehensive. He supports the station but questions whether to put the station on the north or south side of the tracks. He also wondered if the station will hurt or help the traffic in the area. Mr. Westrom said the station will generate more cars but without the station the cars will still be there. Mr. Greenman said we can require Metra to do their improvements to the roads but we don't have control over the County, Township, or State. He asked how the traffic will compare if the needed improvements are completed. Mr. Westrom said the traffic will be better than it is today. Mr. Greenman asked if the traffic consultant has a suggestion if the station would be better on the north or south side of the tracks. Mr. Westrom said the station would be better on the north side of the tracks because of the amount of traffic coming to it. Mr. Morimoto said the report doesn't assign the improvements only that certain improvements are currently needed.

Mr. Batastini asked if the Woodstock station does not move forward as planned is it absolute that both will go forward. Mr. Mack said the land in Woodstock was donated but no matter if the venue is built or not in Woodstock, there will be a station there. Mr. Batastini asked if they would be built at the same time. Mr. Mack said that is the plan. All road improvements construction will take about 2 years and currently the Woodstock site is being mined.

Mr. Esposito said he has a red flag regarding downtown Ridgefield. This will be a smaller station and still have an 800 space parking lot. He is concerned with the roads there. That is the biggest part of the project. Traffic is a concern but the station is needed. Mr. Gottemoller said the station will be needed by 2030 and the need to nail this down now. Mr. Esposito said the Crystal Lake lots for the train stations do fill up but our station is on the wrong side of the tracks. Those lots on the other side of the tracks don't fill up. Mr. Mack said this is to address the future and will be needed when development starts again. Mr. Esposito asked if Metra has a study that jobs will be created in the suburbs. Mr. Mack said there is a movement for the jobs to move back to Chicago. Mr. Gottemoller said there is a projection that over 100,000 jobs to be created along this Metra line.

Mr. Skluzacek said he is concerned with the traffic on Market Street.

Mr. Goss thanked the petitioner for wanting to use the City's best practices for the Watershed and it will be a model for others to follow.

Mr. Batastini said development will happen in Ridgefield and it will be a big plus for the area. This station will eliminate cars on the road.

Mr. Greenman said he appreciates the petitioner taking the Watershed seriously. This will be a model for other developments. There will be a need in the future for this station and we need to trust that things will be done with the road improvements, etc. He said the problem is not having control over the roads that lead to this project. Mr. Gottemoller said this request is for a Preliminary PUD which can be conditioned. Mr. Mack said he understands the skepticism but Metra is very successful at funding and following through. They have always been a good neighbor to all municipalities.

Mr. Batastini said what if they say no to the project, would the County just approve the project. Ms. Rentsch said yes.

Mr. Goss moved to approve the Comprehensive Plan Amendment from Estate Residential to Public and Semi Public for the Metra Ridgefield Station on Ridgefield Road. Mr. Batastini seconded the motion. On roll call, all members voted aye. Motion passed.

Mr. Goss moved to approve the Rezoning to the W-Watershed district upon annexation for the Metra Ridgefield Station on Ridgefield Road. Mr. Esposito seconded the motion. On roll call, all members voted aye. Motion passed.

Mr. Goss moved to approve the Preliminary PUD for a Metra station on Ridgefield Road with the following conditions:

1. Approved plans, reflecting staff and advisory board recommendations, as approved by the City Council:
 - A. Application (Metra, received 02/24/10).
 - B. Site Plan (SEC, dated 10/07/09, received 02/23/10).
 - C. Elevations pictures (received 02/23/10).
 - D. Traffic Impact Study (Patrick, dated 2/12/10)
2. A complete landscape plan shall be provided with the final PUD submittal which illustrates the species, size and quantity of all selected plant types and a planting detail.
3. A permit is required from the McHenry County Department of Transportation for the roadway connection to Country Club Road. MCDOT will determine required roadway improvements to Country Club Road and other County roadways in the area.
4. A traffic study was required; the study must meet MCDOT's minimum criteria per new access ordinance. Off-site intersection analysis was required. The Engineering Division concurs with the final traffic study.
5. The property is in the Crystal Lake Watershed. The Crystal Lake Watershed Design Manual should govern development. For final, submit revised storm water report addressing storm water consultant review comments of July 1, 2009.
6. Storm water release is into trapped pocket areas in Ridgefield. There appears to be no defined drainage patterns or release points downstream. Release should be emergency release only. If there is a defined storm water system downstream, provide details and capacities.
7. Bike racks are provided. Add separate bike facility access to Country Club Road frontage and to the northeast corner of the property.
8. Address how emergency access will be handled for this property.

9. The following variations are granted as conditions of the PUD:

- A. The allow parking spaces to be 8.5 feet x 18 feet instead of the required 9 feet by 19 feet.
- B. To allow the interior parking lot landscape areas as shown on the plans.

10. The petitioner shall address all of the review comments and requirements of the Engineering and Building, Fire Rescue, Police, Public Works, and Planning and Economic Development Departments; Christopher Burke's Stormwater/Watershed review; and Patrick Engineering's Traffic Impact Study.

11. Metra will be responsible for the road improvements to Market Street and Ridgefield Road; Country Club Road/Hillside Road and Country Club Road-Market Street/Ridgefield Road; Country Club Road/McConnell; as well as at the site.

Mr. Batastini seconded the motion. On roll call, members Batastini, Esposito, and Skluzacek voted aye. Members Goss and Greenman voted no. Motion passed.

Mr. Goss said he voted no because he believes the project will be a detriment to property values. Mr. Greenman said he voted no because this will negatively impact the traffic in the area. They need to hold Metra accountable for the improvements. Mr. Goss thanked the Council for voting no to the traffic study variation request because he thinks a better traffic analysis was conducted.

REPORT FROM PLANNING

- Zoning Map Annual approval
- 2010-04 Smolen – 605 Lochwood Dr – Variation
- 2010-03 Creekside Office Condos – 850 McHenry Ave. – Final PUD Amendment
- 2010-11 Crystal Lake Auto Body – Foxx Motor Sports – 6096 Commercial Rd. – Variation
- 2010-14 UDO 6-month review

Ms. Rentzsch reviewed the items to be discussed at the next PZC meeting.

COMMENTS FROM THE COMMISSION

There were no comments from the Commissioners

The meeting was adjourned at 10:35 p.m.