

**ORANGE COUNTY PLANNING DEPARTMENT  
131 W. MARGARET LANE, SUITE 201  
HILLSBOROUGH, NORTH CAROLINA 27278**



**AGENDA  
ORANGE COUNTY PLANNING BOARD  
Wednesday, September 2, 2020**

**Regular Meeting – 7:00 pm**

Due to current public health concerns, the meeting will be virtual. Members of the Planning Board and staff will be participating in the meeting remotely. Interested persons can view and participate in the meeting by pre-registering at:

[https://orangecountync.zoom.us/webinar/register/WN\\_uU53nV\\_rQ3uewJow-4Bsxx](https://orangecountync.zoom.us/webinar/register/WN_uU53nV_rQ3uewJow-4Bsxx)

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After registering, Zoom will email registrants additional information and a link which must be used to access the meeting.

No.	Page(s)	Agenda Item
1.		<b>CALL TO ORDER</b>
2.	3 – 4	<b>INFORMATIONAL ITEMS</b> a. Planning Calendar for September and October
3.	5-34 35-60	<b>APPROVAL OF MINUTES</b> August 5, 2020 Regular Meeting Minutes August 19, 2020 Special Meeting Minutes
4.		<b>CONSIDERATION OF ADDITIONS TO AGENDA</b>
5.		<b>PUBLIC CHARGE</b> Introduction to the Public Charge

The Board of County Commissioners, under the authority of North Carolina General Statute, appoints the Orange County Planning Board (OCPB) to uphold the written land development laws of the County. The general purpose of OCPB is to guide and accomplish coordinated and harmonious development. OCPB shall do so in a manner which considers the present and future needs of its residents and businesses through efficient and responsive process that contributes to and promotes the health, safety, and welfare of the overall County. The OCPB will make every effort to uphold a vision of responsive governance and quality public services during our deliberations, decisions, and recommendations.

**Public Charge**

The Planning Board pledges its respect to all present. The Board asks those attending this meeting to conduct themselves in a respectful, courteous manner toward each other, County staff, and Board members. At any time should a member of the Board or the public fail to

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observe this charge, the Chair will take steps to restore order and decorum. Should it become impossible to restore order and continue the meeting, the Chair will recess the meeting until such time that a genuine commitment to this public charge is observed.

The Planning Board asks that all electronic devices such as cell phones, pagers, and computers should please be turned off or set to silent/vibrate.

Please be kind to everyone.

**6. CHAIR COMMENTS**

**7. ADJOURNMENT**

**IF AN EMERGENCY OCCURS, OR IF YOU ARE RUNNING LATE FOR THE MEETING, PLEASE LEAVE A VOICE MAIL FOR PERDITA HOLTZ (919-245-2578).**















































































































## DRAFT

945 be incorporated into the historic Town of Hillsborough and is across the street from a church, daycare center and a  
 946 cemetery? Why are we considering a project that consist of four six-story buildings? What are the advantages?  
 947 Why is this location better than the Buckhorn Economic Development District? Lastly, I would remind everyone that  
 948 when go fishing for bass you don't settle for carp, you should wisely choose a development project that matches our  
 949 needs and our values. I would also remind everyone not to put the cart before the horse, until the issue of  
 950 improvements on Churton Street and Old NC 86 are addressed, further development around this outdated artery  
 951 should not be approved. I want to thank you for your time and the consideration of all the points we are making here  
 952 tonight.

953  
 954 Matthew Kostura: I just want to sum up a little bit what has been said so far. I also want to start at the top with jobs.  
 955 We had a really nice pitch at the beginning of there, it was a pitch, it was designed to be a pitch, its marketing. The  
 956 number thrown out for you guys to consider is 4500 jobs. Seriously, you guys just approved, recently a development  
 957 on West Ten Road that is very similar to this one. That's for the medical device distribution center. 150 jobs for 1.5  
 958 million sq. ft. that's about what you're going to be getting here x 2 ½ maybe so figure 450 so what this is all about  
 959 really is tax revenue, you know that, I think everybody else does. So, as the last speaker said there's other ways to  
 960 skin this cat and you can get your tax revenue with better development. Something that is more compatible with this  
 961 area. As far as the kind of development going in, again, as has been mentioned, they are using the code, they're  
 962 telling you what's going to go in here and it's LUC150. That's a warehouse; it's not going to be an office. It's  
 963 warehouse so your impact is traffic, it's trucks and you have to worry about trucks. How many trucks in and out?  
 964 Bob Bundschuh has basically said about 1000 minimum per day. That's a lot of trucks and they all come out on  
 965 Davis Road by the way every last one. Thirdly is I want to bring up something about Christa Greene, she made a  
 966 comment about the traffic impact on Davis is going to be minimal. Certainly, at the head that's going to be true.  
 967 When they did their traffic modeling what they did not do was include the biggest driver of traffic gain on that road in  
 968 the last 10 years or so and that's the school complex over on Grady Brown. All that traffic is being built up there is  
 969 going to school. It was not modeled, at all, into their models so that's not included, it's a lot of traffic. Finally, I want  
 970 to point out that Davis Road has been mentioned, Craig Benedict called it a collector road. That's what it's viewed as  
 971 by NCDOT. But basically, past Ode Turner where they have another counting station, it's about an annual average  
 972 1000 daily trips. You count the number of houses on Davis Road, the ones that access it from Tree Farm, that's  
 973 roughly 200 homes by 2 cars by 2 trips a day. Virtually every trip on Davis Road comes out of these development  
 974 and these homes. There is no through traffic here, it's very minimal. So, what you're asking now is to put a lot of  
 975 through traffic on it. Adam Beeman is going to sit there and say no, no, no; no truck driver is going to make a right  
 976 hand turn, fine. We had Michael Birch say they'd be willing to put a sign up that say no right turn for trucks out of the  
 977 development. Take him up on the offer, put that sign up and while you're at it put a sign up that says no right turn on  
 978 Old 86 either. You guys are pitching this all about 3000 linear feet of road, well keep the trucks there. Thank you  
 979 very much.

980  
 981 Gerald Scarlett: This is Gerald Scarlett, I'll make this as brief as possible. I live on West Scarlett Mountain, which is  
 982 30 feet south of the Davis Road intersection. I have been here for 65 years, which is my entire life. I'd like to make 2  
 983 points as quickly as possible, although I have 100s. Number one is the Rural Buffer, it makes no sense to be able to  
 984 stand in a Rural Buffer and move 6 inches north and now I'm in an industrial park. In most places there's a physical  
 985 soft approach to these types of divides and not just a line on a map. There is none of that here. If you approve this  
 986 then you should change the name of the Rural Buffer to just Buffer because that's what it is. It is nothing more than a  
 987 compression point between Chapel Hill, Carrboro, Hillsborough and 2 interstate systems. We have been involuntarily  
 988 drafted into perpetual service to provide guard duty to for the rest of the County and yet we still pay the same tax  
 989 rates as other outside the buffer who actually get to enjoy some of the rural setting that we no longer have. Point  
 990 number 2, we're talking about potentially 100s of trucks that have to drive through part of the Rural Buffer and each  
 991 one of those has got to stop and start somewhere between 6 and 24 times to enter and leave the Hillsborough area  
 992 leaving a trail of exhaust each time. I believe in a recent past budget cycle Orange County set aside half a million  
 993 dollars of taxpayer money to "fight climate change and global warming" this proposal seems counterproductive to the  
 994 stated goals bordering on being hypocritical. I've always found the easiest and cheapest solution to a problem is just  
 995 don't create it to start with. Also understand, as previously stated there is a daycare within 100 yards of 4 to 6 of  
 996 those stop and starts in addition to all the kids living in the immediate vicinity. On a personal note, I'll tell you that my  
 997 38-year-old son who lives here is right in intensive care in Chapel Hill. He had surgery yesterday to remove infection  
 998 from in and around his lungs, likely caused by aspergillus and other unknown environmental factors. You should  
 999 google aspergillus or look it up on the CDC website. In the next couple of days they'll likely operate again to remove  
 1000 2/3<sup>rd</sup> of one of his lungs because it's been damaged by the infection. There are a lot of factors in his current

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1001 condition but I will for the rest of my life wonder what part interstate 40 has played in this. Interstate 40 is on my  
 1002 property or what used to be my property, I hear the roar of traffic spewing exhaust 24/7 so the question is, are you  
 1003 willing to gamble with the futures of these kids to attain an increased tax base and jobs neither of which do I ever  
 1004 believe will every come to fruition in the levels that you're being led to believe. In closing, I'll say this, in the course of  
 1005 my 40-year career at UNC and Duke, I've reviewed 100s of presentations and proposals, many worth 100s of  
 1006 millions of dollars per year and I can tell you this proposal contains a lot of smoke and mirrors. There's a lot of  
 1007 meaningless rhetoric in the narrative, if you remove the rhetoric and look at the details, that are available you'll see  
 1008 the County will spend more money than will be recouped in taxes and you'll also find that the jobs that we all seek  
 1009 don't actually exist and likely never will. No matter your perspective or goal, whether you're a community member or  
 1010 a county official, if you look at it closely, it's easy to see no one's goals are met. Nobody win with this proposal, no  
 1011 matter how you slice it, dice it, look closely, this proposal is nothing more that lipstick on a pig. If you take the lipstick  
 1012 off and look at it, it's still a pig. Thank you.

1013  
 1014 Franklin Garland: The reason (bad connection/unintelligible) it doesn't fit, it's not (bad connection/unintelligible). I've  
 1015 been here since 1973 from Pittsburg and previously (bad connection/unintelligible), settled here bought some land,  
 1016 bought a car. In 1981, I understand now was the first go round of establishing the EDD, I never knew about it. In fact  
 1017 (bad connection/unintelligible) I didn't know about it until maybe 2 weeks ago, I can't be sure I was ever notified. If  
 1018 that's a valid point about knowing, everything that has happened, (bad connection/unintelligible) I've never received  
 1019 any notice. At the time, I'd probably said sure let's put a waste, let's put a dump out there that was 40 years ago.  
 1020 Things have changed and I know I am repeating myself a little bit but me just thank the residents of the area that has  
 1021 spoken so far and given you guys on the Board, we don't want this. Most of those numbers came off your literature  
 1022 or the state's literature not ours, okay. Observation or different things, we know how many cars are on Davis, I live  
 1023 on Ode Turner. I know how many cars are on Ode Turner. I really think that the guys that have presented for  
 1024 residents out here, the numbers and have said so (bad connection/unintelligible). Also, I want to thank the people  
 1025 from (bad connection/unintelligible) that gave us the projected numbers and models and let me put it even more  
 1026 simple, simulations that's what they are simulations, they not real. We know what's real over here, we sent out a  
 1027 petition it's called save Hillsborough.com out there. Everybody's welcome to go on there, we have people from  
 1028 Hillsborough signing we have close to 4000 or so by now these are our neighbors. This is actually getting effective  
 1029 by putting this (bad connection/unintelligible) not Chapel Hill. Chapel Hill is going collect money from that. We could  
 1030 have some other alternatives, let me suggest something, we could put a visitor's center out there. Not a rest area,  
 1031 not a place to go to the restroom and gas up but a visitor's center that has that presents for example, the artisans and  
 1032 farmers that have goat cheese that sell here. Jewelers, we have marvelous that could sell the wares at a visitor's  
 1033 center of an on/off ramp (bad connection/ unintelligible) and they could sell local wines in there, have a wine tasting  
 1034 and that would bring revenue not only for the people that live here in this community (bad connection/unintelligible)  
 1035 you could have people providing ...

1036  
 1037 Ellen Mayer: I live off David Road and I don't have anything original after what everybody's talking about. I'd like to  
 1038 thank the Mitchells for their talking about air quality air pollution and also noise pollution, which is very important. I'm  
 1039 one of the elderly, in my 70s, I'm also a bit upset that I believe his name was Frank, not knowing the difference  
 1040 between Raleigh and Hillsborough where they built things in Raleigh, I didn't buy a house in Raleigh, I don't want to  
 1041 live there. I want to live in rural community, I worry about my grandkids visiting and living here and breathing in this  
 1042 air from all these trucks that are polluting and also the safely. I'll never get out as those trucks on Davis to Old 86,  
 1043 they're 72 feet. There's not going to be a light where they're coming out and turning. They're going to come out and  
 1044 I'm going to try to get in between them and sometimes winter comes to North Carolina and the roads are icy. We're  
 1045 just asking for a disaster. Any where near the preschool with cars turning with little kids and trucks coming out, good  
 1046 luck. I appreciate you staying up this late, listening to us; I really hope you're listening. This does not belong in this  
 1047 area or I don't know where in Orange County for something this big belongs but certainly not a that intersection and  
 1048 on Davis Road which is a country road, I don't care what officially it's called. It's a winding country beautiful road.  
 1049 Okay, thank you and have a good night.

1050  
 1051 Joseph Shore: So my name is Joseph Shore and I live on Old 86 between Davis Road and interstate 40. The 3500  
 1052 linear feet that the gentleman quoted earlier, the developer said it wouldn't affect anyone but this is literally in front of  
 1053 my house so I'll be directly impacted by this. I believe something like 16 or 17 homes on this little stretch of road that  
 1054 will be directly impacted by that so 16 families, once again he acted like it won't affect anyone but obviously that just  
 1055 wildly incorrect. My biggest concern is with our home value. Someone mentioned this earlier but I have a proposal.  
 1056 Like many people in the middle class, my home is my {inaudible} and I greatly fear that this development will make

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1057 my home significantly worth less than it is today. You would want to buy a home where there's 18-wheelers on both  
 1058 sides of my house. They'll be behind my house and in front of my house, the noise traffic, the light pollution; it can  
 1059 literally make my home worthless. So, my proposal is this, I think, and this is directly to you Michael Birch, if you're  
 1060 still on. The developers should create a 1 million dollar fund, it should be held in escrow for at least the next 5 years  
 1061 and it should be there to compensate we homeowners for a likely decrease in our home values. For example, I think  
 1062 my home's probably worth around 275,000 dollars now, let's say 3 years from now I try to sell my home and I'm only  
 1063 able to sell it 150,000 dollars, I think that the developer should pay 125,000 dollars, they should pay the difference in  
 1064 the decreased value of my home. I think that's a very reasonable request, 1 million dollars held in escrow as a 150  
 1065 million dollar project, they should be required to compensate those of us that will be negatively impacted by this.  
 1066 Thank you.

1067  
 1068 Leslie Roberts: Thank you for taking my comments. I have two points that have not yet been brought up. These go  
 1069 back to the August 5<sup>th</sup> meeting. I was not able to speak at the end there, on the agenda notes from August 5<sup>th</sup> on  
 1070 page 258 there was an assessment from Christian Hirni and Peter Sandbeck from the DEAPR and they did a land  
 1071 conservation and cultural resource assessment but I noticed that was only done on parcel 1 and 2 and the Davis  
 1072 Road parcel is considered parcel 3. I have concerns about that not being done and if that can be done before this is  
 1073 moved forward with. There was identified to be part of a hard wood forest there that will be impacted and I think it's  
 1074 important to know what else will be impacted in that third parcel. The 2<sup>nd</sup> point is where I live on Old 86 I can't  
 1075 actually see light pollution on building that I cannot see at night and I think it would be nice to have that the lights that  
 1076 are put in both internally and externally at the site, if this goes through, be motion sensor lights. This is already in  
 1077 practice in perimeter parking Morrisville and I think it would be something that could really help reduce the light  
 1078 pollution for those of us that would have to see this at night. Thank you for your time.

1079  
 1080 Payton Rose: I appreciate your time, my husband and I own the historic Davis Farm just a mile down Davis Road.  
 1081 The heritage that Davis Road was named after. I'm sure you are all aware that this area is surrounded by historic  
 1082 farms well over 200 and 300 years old as others have brought up. Our main concern has not been brought up yet is  
 1083 the allowable use of light manufacturing; I've spent the last 10 years in global apparel development from private  
 1084 companies to a multibillion-dollar corporation. I know what apparel manufacturing looks like and its potential hazards  
 1085 to our environment. I appreciate that the applicant has provided a list for light manufacturing that will not be allowed  
 1086 however, the space for allowable businesses is wide. There are no protections in place, I urge you to consider that  
 1087 many of us in the Rural Buffer have private wells that we water our crops with, that we feed our families with, that we  
 1088 drink. I do not see any protections in place that protect us against any non-recycling of water, wastewater treatment  
 1089 or closed loop pollution systems. It's nothing that any of us could protect without knowing the specific tenants going  
 1090 into these spaces and exactly what they will be manufacturing. If the County votes to go ahead with this then we  
 1091 propose that light manufacturing is prohibited all together or that strict rules are put into place to make sure that our  
 1092 land, that our water aquifers will not be polluted. Thanks for your time.

1093  
 1094 Margo Lakin: Hello, thank you to the Board, I'm Margo Lakin and I am 100% for intelligent sustainable economic  
 1095 development that truly helps the people of Hillsborough. RTLP is a boondoggle with a dangling carrot of job creation  
 1096 to grease the wheels. With 250 parking spaces in the proposal, I'm going to be generous and assume that all 250  
 1097 represent jobs. If the facility runs 24/7 that's 250 times three shifts for a grand total of 750. 750 jobs for a 2.5 million  
 1098 sq. ft. facility that doesn't add up. Logistics in the title, I'm also assuming the purpose will also be a warehousing  
 1099 supply chain fulfillment center on a massive scale. Jobs in this sector are moving toward automation which would  
 1100 explain the low number of humans in relation to the square footage. These position tend to be low paying, lackluster  
 1101 benefits, little career advancement and high turnover. With at least ten empty warehouses totaling over 1.1 million sq.  
 1102 ft. laying empty just 13 miles west, why is this being built on speculation. I question if it is speculation, in the minutes  
 1103 from August 5<sup>th</sup>, Michael Birch, when responding to a question of electrical fleet management on the site said "our  
 1104 sense is that something like that or having that available will be driven by the end user, a particular end user that we  
 1105 don't have in mind right now or don't have at the table" so who do you have at the table? I find it hard to believe that  
 1106 Barrister is investing over 150 million dollars to build a 2.5 million sq. ft. industrial park with no client interest. Is there  
 1107 a client and Barrister isn't being transparent? Or is this site being prepped to be sold as a shovel ready package to a  
 1108 bigger entity like Amazon? High profile logistic centers like Amazon and UPS typically come with the demand on the  
 1109 local government for massive incentive packages that equate to years of tax breaks on the backs of the taxpayers  
 1110 like us with minimum job growth. I see no evidence of RTLP improving Hillsborough's job market or tax base in direct  
 1111 relation to the square footage it will occupy and the negative impact it will bring to Hillsborough once those 180 acres  
 1112 are destroyed to build this, we're stuck with it, we can't easily repurpose or reconfigure that footprint for businesses

## DRAFT

1113 that are sustainable, that are better suited for the area, that are more in line with Hillsborough's values. There are  
 1114 better ways to develop that land for economic growth. Please let's investigate them together. Do not recommend  
 1115 that this project move forward. Thank you for your time.

1116  
 1117 Geoff Sebesta: My name is Geoff Sebesta, I'll be very brief. The first is the NTSBNHTSB released a study long ago  
 1118 that showed that the damage to a road increases by the fourth power of the size of the vehicles. That's the square of  
 1119 the square. These vehicles which will be on historical road will destroy your road. You'll pay a lot of money fixing  
 1120 and upgrading your road. This is completely unavoidable, there is absolutely nothing you can do about it, if you put  
 1121 this traffic on this road, you will be paying a lot to fix this road. Now the second thing I have to say is that in 2008, I  
 1122 had the pleasure and privilege of being involved with the city councils of both San Diego California and Lexington  
 1123 Kentucky as they both considered proposals from businesses that did not want to reveal the sources of their funding  
 1124 or their eventual tenants. San Diego took one look at the proposals, said if you're not revealing your tenants this is a  
 1125 joke. Lexington was not so wise, they got involved in something called the Center Point fiasco, you can look it up.  
 1126 It's destroyed the downtown of Lexington Kentucky to this day. If they're not willing to reveal who the tenants are, it  
 1127 is not a serious proposal, it should not be seriously considered. Finally, I will say that although I thank everyone for  
 1128 staying up so late, it's 10:40 at night and there's not been one single resident yet who has spoken in favor of this  
 1129 proposal. The Planning Commission is there as the representative of the people of Hillsborough, many people have  
 1130 mentioned that they don't have enough time to speak, I think it's odd that the Planning Commission is limiting the  
 1131 time of people to respond when they are not limiting their time after all you there, are you not, to represent these  
 1132 people? You should take this seriously, you should look at the fact that absolutely no resident appear to be in favor  
 1133 of this at all. You should consider that, thank you very much for your time.

1134  
 1135 Jean-Francois Provost: My name is Jean-Francois Provost and we just moved in last July on Old 86, we are south of  
 1136 Davis Road. I have several things to say, first we have (inaudible) of trucks coming into our driveway and a truck  
 1137 coming right angle you have to go in other lane so we had to stop the traffic on Old 86 to have some trucks on our  
 1138 property, that's the first thing. When we bought the land a few months after we got invited to a public hearing  
 1139 because there was already a project, that actual project is bigger than the previous one but it was just one project out  
 1140 of three projects so there was commercial zone on Old 86 near the exit of I-40 and there was a third one very close  
 1141 (inaudible), so the traffic, the lady who explains that the traffic is going to be ok, she doesn't take account the next  
 1142 project which is coming maybe. If there is three projects, the traffic impact created by this project, why we came  
 1143 tonight, is also two other projects so increase the traffic significantly. So we have to take account not only this project  
 1144 but the whole amount around the perimeter. Thank you for listening to me.

1145  
 1146 Jon Boxter: Good evening, thank you for your time, we really do appreciate you giving each of us an opportunity to  
 1147 share our feelings. I'm a middle school teacher and my wife, Shannon, is an ICU nurse, we live on Old 86 3 houses  
 1148 from Davis Road with our 3 year old son, we're one of the handful of houses in 1000 feet of the development that  
 1149 received the original notification letter. We live along the 3500 feet of linear road that has been quoted, the back of  
 1150 Building C as currently planned, would be highly visible from the Duke Utility road that runs beside our property  
 1151 where we watch our son and our neighbors children play every single night. The staggering amount of 200 vehicles  
 1152 that would be routed onto Davis Road during peak hours as has been quoted, would then pass directly in front of our  
 1153 home. So that's effecting, at least surrounding us on three sides. My family and I unequivocally disapprove of the  
 1154 actions being proposed, our opinion has been shaped not out of a hard line "NIMBY" attitude towards development of  
 1155 the area as many other people have pointed out, we bought our home with the understanding and tacit expectation  
 1156 that the area north of us would inevitably be developed as zoned. However, this sheer lack of adequate  
 1157 infrastructure surrounding this particular project make is impossible to support. The addition of Davis Road as a  
 1158 second access point has been admitted to be done after the fact in order to satisfy NCDOT. Anyone who lives near  
 1159 Old 86 has noticed the increase in traffic over the past few years. That road along with those that feed into it despite  
 1160 what cherry picked traffic study suggest about specific intersections we'll have trouble handling the number of cars  
 1161 and trucks that are being estimated. From a safety standpoint, it will be disastrous for those of us living along the  
 1162 route. After crossing under I-40 you pass that service road that's been repeatedly mentioned by a number of houses  
 1163 on both sides, you come a slight hill and there is essentially a blind curve that the utility line overpass, my home as  
 1164 well as two are located right after the Duke utility road. I find myself looking multiple times in each direction and  
 1165 saying literally a prayer before pulling in and out of my driveway. I signal a ¼ mile before I even turn so that cars  
 1166 don't rear-end me or side swipe my vehicle as I exit. Almost daily, horns honk, cars lock up their brakes as they  
 1167 speed south on Old 86 before coming upon a car turning past the blind curve in a driveway or onto Davis Road. It's  
 1168 incredible that more accidents don't already occur here and adding further traffic and stopped cars is a literal disaster











1392 MOTION by Randy Marshall to recommend approval of the Statement of Consistency indicating the Zoning Atlas  
1393 Amendments are reasonable and in the public interest as contained in Attachment 5. Seconded by Adam Beeman.

1394  
1395 ROLLCALL VOTE:

- 1396 Randy Marshall: Yes
- 1397 Hunter Spitzer: No
- 1398 Melissa Poole: No
- 1399 Kim Piracci: No
- 1400 Susan Hunter: Yes
- 1401 Carrie Fletcher: No
- 1402 Adam Beeman: Yes
- 1403 Alexandra Allman: Yes
- 1404 Patricia Roberts: Yes
- 1405 David Blankfard: Yes

1406 MOTION PASSED 6-4

1407  
1408 Craig Benedict: You also would need to vote on the proposed ordinance Attachment 6.

1409  
1410 MOTION by Randy Marshall for approval of the Ordinance amending the Zoning Atlas as well as imposing  
1411 development conditions as well as the ones we approved today for the identified parcels as contained in Attachment  
1412 6. Seconded by Adam Beeman.

1413  
1414 ROLLCALL VOTE:

- 1415 Randy Marshall: Yes
- 1416 Patricia Roberts: Yes
- 1417 Hunter Spitzer: No
- 1418 Melissa Poole: No
- 1419 Kim Piracci: No
- 1420 Susan Hunter: Yes
- 1421 Carrie Fletcher: No
- 1422 Adam Beeman: Yes
- 1423 Alexandra Allman: Yes
- 1424 David Blankfard: Yes

1425 MOTION PASSED 6-4

1426  
1427 Randy Marshall: I was particularly persuaded by a couple of the things the Mitchell spoke to tonight and I  
1428 would encourage the developer to get more information environmental assessment such as air quality,  
1429 noise pollution and stormwater control. The three of those presentations that were presented to us tonight  
1430 seem particularly important and well thought out. I don't know if they were included in the 100s of pages,  
1431 we received but this has not been completely and fully addressed. I would hope that the developer would  
1432 consider getting that information before the public hearing and the presentation to the Board of County  
1433 Commissioners.

1434  
1435 Craig Benedict: For the purpose of the Board, we've taken notes and minutes for the first meeting as we  
1436 have with this meeting and we will be putting together a frequently asked questions document that will try to  
1437 answer objectively the comments that have come up from both the Board and the public. September 15,  
1438 2020 is the scheduled virtual meeting for the formal public hearing for the Board of County Commissioners.

1439  
1440  
1441 AGENDA ITEM 11: ADJOURNMENT

1442 Meeting was adjourned by consensus

1443  
1444  
1445