

**MINUTES OF THE  
OAK CREEK PLAN COMMISSION MEETING  
TUESDAY, April 28, 2020**

Mayor Bukiewicz called the meeting to order at 6:00 p.m. The following Commissioners were present at roll call: Commissioner Hanna, Commissioner Sullivan, Commissioner Carrillo, Alderman Loreck, Mayor Bukiewicz, Commissioner Oldani, Commissioner Siepert (by phone), and Commissioner Chandler. Alderman Guzikowski joined the meeting at 6:07 p.m. Also present: Kari Papelbon, Planner; Doug Seymour, Director of Community Development; Assistant Fire Chief Mike Havey. IT Manager, Kevin Koenig, facilitated the video conference.

**Minutes of the April 14 2020 meeting**

Alderman Loreck moved to approve the minutes of the April 14, 2020 meeting. Commissioner Oldani seconded. On roll call: \*all present voted aye. Motion carried.

\*During the approval of minutes, the connection for Commissioner Siepert dropped. He rejoined by phone at 6:07 p.m., after the vote. Ald. Guzikowski was initially excused, but joined the call at 6:07 p.m., after the vote to approve the minutes. Mayor Bukiewicz announced that the minutes were approved without votes by Ald. Guzikowski and Commissioner Siepert.

**CONDITIONS AND RESTRICTIONS  
CENTRAL LAND CO. III, LLC  
10650 S. OAKVIEW PARKWAY  
TAX KEY NO. 955-1043-000**

Planner Papelbon provided an overview of the draft Conditions and Restrictions for a Conditional Use Permit for freight yard/freight terminal/trans-shipment depot facilities for the property at 10650 S. Oakview Parkway (see staff report for details).

Sam Dickman Jr., Applicant, 2224 East Kensington Boulevard, Shorewood, WI 53201, stated that he and his colleagues were there to answer any questions that may come up.

Mayor Bukiewicz believes this would be a good fit, and asked staff if they had anything to add. Director Seymour stated the building and site plan have been reviewed and approved by the Plan Commission. The plan all along was that a certain type of business be located in here. The focus is not on logistics or trucking, but a necessary component of the business that will be located there. This gives the owner a little of flexibility to attract tenants for the remaining spaces.

Assistant Fire Chief Havey stated the Fire Department does not have any concerns.

Alderman Guzikowski moved that the Plan Commission recommends that the Common Council adopts the Conditions and Restrictions as part of the Conditional Use Permit for freight yard/freight terminal/trans-shipment depot facilities within the multitenant building on the property at 10650 S. Oakview Parkway, after a public hearing.

Commissioner Siepert seconded. On roll call: all voted aye. Motion carried.

**PLAN REVIEW  
OAK CREEK-FRANKLIN JOINT SCHOOL DISTRICT  
2225 W. SYCAMORE AVE.  
TAX KEY NO. 715-0111-000**

Planner Papelbon provided an overview of the site, building, landscaping, and related plan review for proposed site and building modifications, and an addition to the existing building for a gymnasium, offices, and storage (see staff report for details).

Ben Lewandowski, 6636 S. 21<sup>st</sup> St.:

*“Just a few questions. You know, I have been here for 40-some years in the neighborhood. The new access road, I guess, is going from in front of the old school now - it is going to exit through the back of the school, is that what is going to happen?”*

Mayor Bukiewicz asked Planner Papelbon if there was somebody from the School District or the architect that could confirm that.

Planner Papelbon stated that there was a representative from the School District present.

Ben Lewandowski, 6636 S. 21<sup>st</sup> St.:

*“Be a little bit more specific on how the parents are going to pick up the students, and what roads they are going to be entering in and exiting on.”*

Paul Dietenberger, 2027 W. Wood Ave.:

*“Of course, I also had concerns about the road traveling around the south side of the property. I want to make sure I understand - is this road intended to replace a green space that is currently between the walking path in Johnstone Park and the current playground? And I still had questions about how traffic flow would be managed immediately past my house, which is the first one on the south side of Wood Avenue next to the school.”*

Mayor Bukiewicz agreed, and stated the questions will be answered when the School District representative gets on.

Paul Dietenberger, 2027 W. Wood Ave.:

*“Okay, that is all I had. Although, now that I think about it, I should ask what the exact schedule for construction is because I assume there is going to be noise.”*

Robert Krivanek, 2015 W. Wood Ave.:

*“I had called when I first got the paperwork, and I had just kind of given some ideas or suggestions as to what they are doing. I can see a lot of the logic of what they are doing because I did work for a non-profit school system, so I can understand some of this stuff. What you are trying to accomplish, especially with traffic flow and how kids are released and how they enter buildings and stuff like that, so I was you know concerned about the traffic and if they were going to put signage up that would restrict parking just at certain hours of the day - not the whole day - but just at times for pick-up and drop-off. And also down on 20<sup>th</sup> Street there was some concern about putting some stop signs up there and*

*20<sup>th</sup> and Wood - that would be a very good idea and if they do that to put up, you know, lights that are flashing LED signs that we see on the roads.”*

Linda Krivanek, 2015 W. Wood Ave.:

*“We have a lot of pedestrian traffic going up to the park. There’s a lot of pedestrian traffic that goes past our house to and from the park, especially that come up from Milwaukee, so they cross 20<sup>th</sup> Street, and if there is going to be an increase...”*

Robert Krivanek, 2015 W. Wood Ave.:

*(continuing from Linda Krivanek’s sentence) “...of traffic and people that are going to come out of the parking lot possibly, and if they are going to make a north turn to go up 21<sup>st</sup> Street and go back up to Carrington and go through, that’s, you know, going to create some problems down that end of the block, too. So just, you know, wanting to know what their ideas are because, I mean, they’re the pros at this. So, basically, I think that is it.”*

IT Manager Koenig listed the following individuals as being present and representing the School District: Andrew Chromy, Devin Kack, Jason Christensen, and Sharon Gould.

Andrew Chromy, Chief Business Officer for the School District, 7630 S. 10<sup>th</sup> St., Oak Creek, WI, 53154, explained that the School District sent a letter to 47 homes that would abut this property and potential pathway. Mr. Chromy discussed that the bus pick-up and bus drop-off will not be changing, but rather stay in the front loop that currently exists, and is shown on the drawing from the Proposed Site Modifications slide. The School District is looking to eliminate car flow off of Sycamore, and have cars enter off of 24<sup>th</sup> Street and run along the lower part of the property. The size of the current asphalt will not be changing; instead, the School District will be redoing the asphalt and not creating any additional asphalt or removing any green space - it would just be resurfacing it and then striping it accordingly. Students would be dropped off coming off of 24<sup>th</sup> Street going east towards the back end of the building. Where cars will be exiting a “no right turn” sign would be placed, and traffic would be pushed up 21<sup>st</sup> Street. Mr. Chromy then explained that he previously spoke to City Engineer Mike Simmons regarding the stop sign on 20<sup>th</sup> and Wood, as well as parking along Wood and potentially along 21<sup>st</sup> Street. He believes that there is a potential meeting scheduled to hear [about] some “no parking” signs for those areas. Mr. Chromy proceeded to discuss the schedule for construction, and explained that the School District is looking to begin in September, and will be typical of what they have done with their other projects.

Mayor Bukiewicz asked for further explanation regarding whether the road will be a one-way only going west, because the drawing appears to show a two-lane road.

Jason Christensen, Nielsen, Madsen, and Barber, 1458 Horizon Boulevard, Racine, WI, civil consultant for the School District, explained the two lanes that are shown on the drawing reflect a bypass lane for when the parents are dropping the students off. The bypass lane is another lane for cars to get around and bypass stopped cars in order to keep the traffic flowing and keep everyone moving in a safe manner. It is not necessarily meant for two-way traffic- it will all be one-way from the west going to the east.

Mr. Chromy reiterated that the lanes will allow for passing during drop-offs.

Mayor Bukiewicz brought back the question regarding the “no parking” signs during drop-off and pick-ups raised by Robert and Linda Krivanek.

Mr. Chromy stated that he agreed after speaking to City Engineer Simmons. The goal of putting up a “no right turn” sign on to 21<sup>st</sup> Street is to avoid as many cars as possible going onto Wood in order to not clog up 20<sup>th</sup> Street and Wood due to the fact that it is a busier street. Mr. Chromy stated that the School District has no concerns over that, and agreed that the “no parking” signs would be a good idea, especially if cars were parking on both sides - it would become one-way potentially. Mr. Chromy believes there is discussion at the City level about putting “no parking” signs along 21<sup>st</sup> Street on the west side of that road.

Commissioner Chandler asked the applicant for more information regarding the underground detention system that will be installed, as well as what is being removed.

Mr. Christensen explained that the underground detention is going to satisfy Oak Creek’s green infrastructure requirement, as well as Milwaukee Metropolitan Sewerage District (MMSD), and the Department of Natural Resources (DNR) stormwater quality requirement. It will be located underground, and it is a seven-foot corrugated metal pipe that is partially filled with water so that when the storm water runs through the system, it allows the particles to settle out before it exits the system.

Commissioner Chandler asked if the underground detention has been installed in other schools, or if it will be installed in other schools.

Mr. Christensen confirmed that it has been installed at Meadowview and Shepard Hills, and will be installed at Carrollton, but that project is just getting underway.

Commissioner Chandler asked if the goal is to add a “no right turn” sign on 21<sup>st</sup> Street as well as potentially add “no parking” signs, or if that is being discussed.

Mr. Christensen replied that as part of the project on the school property, they would be installing “no right turn” signs at the exit onto 21<sup>st</sup> Street. As far as the “no parking signs” for 21<sup>st</sup> Street or Wood Avenue, the School District is all in favor for that, but that would have to be a City decision.

Commissioner Chandler asked if the strip of asphalt where cars are exiting on 21<sup>st</sup> Street is new or is it being used today with the parents that are dropping off.

Mr. Chromy clarified that the strip of asphalt does exist, and goes into the parking lot. So, the entrance and exit onto 21<sup>st</sup> Street already exists, but it is not used for parent drop-off because onto 24<sup>th</sup> Street - the school does not have any right-of-way there. Parents drop off along Sycamore Avenue, along the sidewalk.

Commissioner Chandler asked what would be used to redirect traffic since this a new flow.

Mr. Chromy responded that the School District will be sending communication to all of the families of Cedar Hills that they are to make a turn onto 24<sup>th</sup> Street and come through the back side of the property at entrance, drop off along the back side of the property, and exit out onto 21<sup>st</sup> Street.

Commissioner Chandler asked to clarify that there would be no signs.

Mr. Chromy added that the school can put signs on their property, but they cannot put City signs out there. Therefore, their plan will be typical to what they have done in the past when changing a traffic flow pattern, including having staff out there to help direct traffic in the first few days.

Commissioner Chandler asked for further detail regarding what is on the existing sign that will be removed from the existing building, and where the additional verbiage that is not on the new sign will go.

Devin Kack, Plunkett Raysich Architects, 209 S. Water Street, Milwaukee, WI, explained that the existing sign says Cedar Hills Elementary, and includes the four-digit address for the property. The new signage will replace the Cedar Hills Elementary, but added that the building address will need to be provided somewhere. Mr. Kack believes the other schools' addresses have typically been adhered via vinyl decal on the window.

Commissioner Chandler asked Planner Papelbon if vinyl signage is added to the window, will staff need to provide additional information to the applicant in order for them to meet the requirements or standards.

Planner Papelbon responded that addressing is a standard for the Fire Department and emergency services, but the Code does include a minimum height as well as the need to include the address on the building. However, that is deferred to the Fire Department to ensure that emergency services can accurately locate it. She added that since this is an existing building, she would defer to Assistant Fire Chief Havey if there are any concerns for having vinyl on the entryway as opposed to mounted on the building.

Assistant Fire Chief Havey replied that usually the Fire Department does not have any concerns going in, and as they go through the review process with the Inspection Department, that will help locate those signs to serve the emergency services as best as they can with those numbers and where they are located.

Commissioner Siefert asked how long and how high the fence is that the applicant will be installing.

Mr. Christensen responded that the fencing that they will be installing is going to be eight feet tall. He added that there will be some fencing that goes around the chiller pad and the new electrical transformer, but they also have fencing around the intersection of 24<sup>th</sup> Street and West Sycamore Avenue. The purpose of the fencing there is to keep the balls within that lawn play area rather than going out onto the street, so they will have an eight-foot tall fence there as well. He believes the fence on the north property line will call out a six-foot-tall fence. There is a wood fence that exists there now, but the applicants are looking to replace that with something nicer, cleaner, and in better shape.

Alderman Loreck stated that as a former parent of a Cedar Hills student, he believes it looks like a vast improvement for drop-offs in the morning and afternoon. He thanked the School District for communicating and working with all the area residents there.

Commissioner Sullivan noted that the Engineering Department has been aware of the requests for "no parking" signs. He stated that in other locations throughout the City they have considered installing "no parking" during the pick-up and drop-off times, and have basically gone to a "no parking, stopping, or standing" style to eliminate a car sitting there with a person in it. That is a more legal stance. Engineering is considering that, and the Design Engineer, along with the Traffic and Safety Commission, is looking to have those items on an agenda in the near future. All of the residents that are along 21<sup>st</sup> Street or Wood would be invited to that meeting, and asked to participate with questions or comments. In regard to the traffic flow, Commissioner Sullivan stated that it is supported with their Safe Routes to School Action Plan that was adopted as a City and

that the School District participated in. Therefore, the Engineering Department is very pleased. Commissioner Sullivan asked if the School District has considered reversing the traffic flow, in thoughts of the driver on the left-hand side of a vehicle and passengers exiting to the right. That way they do not have to cross in front of other cars.

Mr. Christensen responded that such had been considered and discussed; however, they chose to not go that route for several reasons. It is an Elementary School, so most of the students that are getting dropped off are in car seats in the rear of the vehicle. There will be times where there will be a student in that front seat, but the vast majority are in the rear of the vehicle and can exit from either side. The other aspect of that is the location of the building on the site is further to the east. If they did switch that traffic flow around, they would only be able to queue a quarter of the vehicles onsite as compared to coming in from the west side. They have that whole west paved playground area, as well as the driveway, in order to stack up vehicles on-site, and getting them off with a public roadway, which is why they decided to direct traffic in a west-to-east fashion.

Commissioner Sullivan replied that was understandable. With thoughts on pavement markings, generally they are all correct. Commissioner Sullivan encouraged the consultants to look at the Manual on Uniform Traffic Control Devices (MUTCD). As far as color, they should only be using yellow to separate opposite traffic flow or anything to the left of the driver, and to consider that as it could get confusing.

Commissioner Hanna asked the consultant if there is a way to redesign the exit on to 21<sup>st</sup> Street to be angled to enforce the right turn only.

Mr. Christensen responded that they are looking to make the exit onto 21<sup>st</sup> Street a left turn only, so exiting traffic will go north on 21<sup>st</sup> Street in order to avoid Wood.

Commissioner Hanna stated that she misspoke: her question, again, is will they be redesigning from what she sees on the exhibit to be angled to be left turn only to enforce that.

Mr. Christensen replied no, because that is still an entrance for the staff parking lot behind the building addition. So that does still need to accommodate two-way traffic in and out. It is just during traffic circulation during the drop-off and pick-up - parents will only be exiting there, not entering. That access still needs to be available for staff parking.

Commissioner Hanna stated that it is confusing that it is being used both ways, but during other times the access point is only one way.

Mr. Christensen explained that the driveway is a two-way driveway, but the traffic flow during drop-off and pick-up times will only be in one direction.

Commissioner Hanna stated that she understood what he was saying, and reiterated that it is a two-way driveway, however, during different times it is used as one-way.

Mr. Christensen explained that even during the drop-off or pick-up times it will still remain two-way traffic. The school will not be opening up both lanes to exit from - traffic will only be exiting from the typical right-hand lane to get out. The school does not anticipate a lot of traffic coming in as the teachers are usually at the school prior to students being dropped off and parents exiting. The staff is also always at the school while the students are being discharged in the afternoon, so they do not anticipate a lot of two-way traffic at the same time, but as parents are exiting they will only be using that right lane.

Commissioner Hanna added that it is confusing that it is a two-way driveway, yet they are saying that it should be used as one-way for exiting and not to the right, but to the left. Commissioner Hanna asked what preventions there are to prevent someone from using it both directions.

Mr. Christensen answered that the prevention is signing onsite, as well as parents being made aware from the School District of the traffic circulation and how they are supposed to utilize this traffic circulation option. The driveway in the rear is really for staff and maintenance purposes only.

Commissioner Chandler asked the applicant if there will be a sign at the entrance saying it is not for parents.

Mr. Christensen responded that it is reasonable to add a sign at that entrance indicating staff only. There should not be any other vehicles entering from that side. They will discuss that with the School District.

Commissioner Chandler asked the applicant to provide some feedback on Planner Papelbon's suggestion of potentially removing one parking space and adding some landscaping to increase the setback.

Mr. Chromy stated that the School District will take it into consideration, but it is important to note that the addition is already removing three spots from the staff parking lot on a location with minimal parking as it is. But it is something that will be taken into consideration.

Mayor Bukiewicz stated that he agreed that it is a good addition to the school, as the district has had a lot of problems on Sycamore pertaining to traffic. Therefore, this seems to be a safer alternative. He added that getting correct signage is important on the two-way street. Mayor Bukiewicz then addressed the parking on the north lot, stating that he concurred with staff that now would be the time to get it correct as they have the opportunity to do it. The two spaces that are removed could be added to the eastern end of the parking lot. Mayor Bukiewicz would like the School District to work at the goal of getting the setback proper. He also noted that signage will go through Traffic and Safety, and encouraged the applicants to work with City staff. Mayor Bukiewicz asked if a fence or a barrier would be needed along the basketball courts in that play area to protect the kids from the vehicles in the roadway.

Mr. Chromy responded that the traffic pattern is only designed for drop-off and pick-up times. At times during the school day where parents would be picking a student up they would still use the front loop as they do now. The School District is only expecting traffic in that area around drop-off and pick-up times, and everything else would continue to operate as it does now.

Mayor Bukiewicz asked if there would ever be a time where a School District vehicle would arrive through that path midday.

Mr. Chromy added that the expectation is that is not going to happen, and the school would communicate that with their maintenance staff as well. The driveway is not to be used as a driveway to circle around the building.

Mayor Bukiewicz asked if the staff had any concerns since it is a play area.

Mr. Chromy responded that the School District did talk about that, but since it is only being used for drop-off and pick-up, they did not see the need for it. If students are playing on the playground or the basketball hoops before school, the staff would have to make sure that is not happening.

Mayor Bukiewicz then asked City staff if they had any concerns.

Commissioner Sullivan responded that this type of looping has been done at other Oak Creek elementary schools, and that has not been an issue at those locations.

Mayor Bukiewicz added that he would trust their judgment on that one.

Commissioner Hanna echoed Mayor Bukiewicz's concerns, and added that during the snow season the roads can be slippery - cars or vehicles that are going through can easily slip off of the driveway or pathway, so the play area should be protected unless there is proper elevation.

Commissioner Sullivan stated that the area there is flat, but he assumed that with the removal of snow, the school would push that to the south or other areas where they could make sure they had good vision to the playground - for not only the teachers and children, but for drivers as well as they have done at Cedar Hills Elementary.

A representative for the project added that Commissioner Sullivan was correct, the snow would be pushed off of the playground to the south and southeast to create a clear vision path upon entering into the driveway off of 24<sup>th</sup> Street, and throughout the asphalt areas.

Commissioner Hanna added that the other schools that were mentioned have grade separation, and so it is not identical to this school. Commissioner Hanna asked why there is an issue adding a chain link fence to be proactive rather than waiting for something to happen.

Mr. Chromy explained that putting a chain link fence along the basketball hoops does have some hindrances to snow removal, as far as trying to entirely remove snow and leave it wide open from a sightline standpoint. The School District has considered it, but ultimately the decision was made based on several factors to not put a fence there.

Commissioner Chandler asked the applicant if there is after care or extended after-school hours.

Mr. Chromy replied that there is before- and after-school care.

Commissioner Chandler asked if the children play outside during after care.

Mr. Chromy responded that they will, but will not be allowed out there during the pickup time, and after-school care pick-up will be taken care of in the front loop as well.

Commissioner Carrillo asked if it would be a good idea to place a barricade or cones there so that no one turns into that [driveway] during after-school hours or during the school day, so parents know not to go that way for any other reason than pick-up and drop-off.

Mr. Chromy responded that the School District can consider that and figure out how to make that suggestion work.

Mayor Bukiewicz replied that he trusts the applicants will work closely with staff on that. Mayor Bukiewicz added that he would like them to sort out the setback that is on the north lot.



Director Seymour added that he believes it is an improvement for the neighborhood, and appreciates the work the School District has put on with the neighborhood. Director Seymour agreed with Mayor Bukiewicz in regard to the parking lot losing one space - it would be something that is not seen in any parking lot anywhere else in the City. He added that it is a great time to modify that for a reasonable cost, and thanked the School District for considering that as they progress with the plans.

Mayor Bukiewicz asked if adding something like a brick wall or divider to separate the parking spaces from the sidewalk be sufficient.

Director Seymour responded that changing a nine-foot stall into grass with a shrub or two accomplishes the same thing at a smaller cost.

Mayor Bukiewicz asked Assistant Fire Chief Havey if he had anything to add.

Assistant Fire Chief Havey replied he had nothing to add. Assistant Fire Chief Havey stated he met with them earlier to review some of the access while they are doing the construction.

Mayor Bukiewicz asked if any residents would like to speak.

Mayor Bukiewicz asked Ben Lewandowski if the Plan Commission had gotten to his questions.

Ben Lewandowski, 6636 S. 21<sup>st</sup> St.:

*"Yeah, you did, and a few more concerns came up. When I am looking at these plans, you know, in the summer time you get a lot of kids play on these basketball courts. What is to keep people from using that drive as they come down at night, you know, they park along the basketball courts and they have a good time. What is going to keep kids from doing that? You know, I see that all the time, whether they are driving mini bikes around the bike paths or through the school. How are you going to control that new road now?"*

Mayor Bukiewicz referenced Commissioner Carrillo's comment about cones, and suggested maybe a gate.

Alderman Guzikowski pointed out that the additional road that is being put through is only new for that site, but has been tested on all of the other elementary schools. It is not exactly the same as the other schools, but it is not the first school that they are doing it at.

Mayor Bukiewicz agreed with Alderman Guzikowski, and added that it is not being widened.

Planner Papelbon asked the applicant if the basketball courts were going to be lit.

Mr. Chromy replied that there is no proposed lighting for that paved playground. He also pointed out that there already is access off of 21<sup>st</sup> Street to that paved playground during the summer months. Currently, there is nothing to stop someone from driving his or her vehicle on to that paved playground, and now the school is just adding another access point. But that is not anything new. Mr. Chromy stated that he is not sure if that has been a concern or not.

Mayor Bukiewicz asked if there would be an issue if parents parked on that path during the youth football practice at Cedar Hills Park, as well as during little league tournaments.

Mr. Chromy responded that as long as they stay on the driving path, and as long as the public has access to the other parts of the hard surface for playing, he does not see a reason why the School District would have concerns.

Mayor Bukiewicz stated that he agreed with Director Seymour that it will be much better than what is currently going on there, as it is a congested roadway right now.

Planner Papelbon stated, on behalf of Paul Dietenberger who entered a comment in the Q&A function, that he is not seeing driving on the playground right now, but if parents do get used to driving there they may start. Mr. Dietenberger has an experience with his daughter's old school, and is wondering if a chain across the drive would be a reasonable solution to the issue.

Mayor Bukiewicz answered that enforcement is the best policy, getting the Police Department involved would probably be the correct thing to do. If it turned into a problem the School Board could address it with a chain, gate, or barrier. Mayor Bukiewicz referred to Commissioner Sullivan to give more information.

Commissioner Sullivan responded that he saw a gate at Deerfield Elementary placed in the north and south access points, but he was not sure if that is a solution that is acceptable. Commissioner Sullivan added that he would prefer a gate over chain.

Mayor Bukiewicz added that they have to see how it goes.

Commissioner Carrillo asked if football practice takes place in the open area next to the playground.

Mayor Bukiewicz stated that it is actually south of the pathway that will become the drop-off road. Mayor Bukiewicz mentioned issues with parking in that area. He asked Alderman Loreck if he has received complaints regarding parking in that area.

Alderman Loreck responded that he has not heard any complaints.

Mayor Bukiewicz, seeing no questions, asked for a motion.

Alderman Loreck moved that the Plan Commission approves the site, building, and sign plans submitted by Andrew Chromy, Oak Creek-Franklin Joint School District, for the property at 2225 W. Sycamore Ave. with the following conditions:

1. That all relevant Code requirements remain in effect.
2. That the exterior brick veneer meets the minimum 4-inch requirement per Code.
3. That the plans are revised to include locations and screening for all mechanical equipment, transformers, and utilities (conference center, ground, building, etc.).
4. That permits are obtained for new wall signs.
5. That all detailed, revised plans are submitted in digital format to the Department of Community Development prior to submission of permit applications.

Commissioner Siefert seconded. On roll call: all voted aye. Motion carried.

Commissioner Carrillo moved to adjourn the meeting. Commissioner Hanna seconded. On roll call: all voted aye. Motion carried. The meeting was adjourned at 7:18 p.m.

ATTEST:

  
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Douglas Seymour, Plan Commission Secretary

5-12-20  
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Date