

AT A REGULAR MEETING OF THE DEVELOPMENT REVIEW COMMITTEE OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD IN THE BUILDING C CONFERENCE ROOM AT 4:00 P.M. ON THE 6th DAY OF JULY, TWO THOUSAND FIVE.

ROLL CALL

Mr. Jack Fraley, Chair
Ms. Ingrid Blanton
Mr. Don Hunt
Mr. Wilford Kale

ALSO PRESENT

Mr. Matthew Arcieri, Senior Planner
Mr. Bill Caine, Civil Engineer
Mr. Darryl Cook, Environmental Director
Ms. Karen Drake, Senior Planner
Mr. John Horne, Development Manager
Mr. Allen Murphy, Principal Planner
Mr. Scott Thomas, Civil Engineer
Mr. Leo Rogers, County Attorney

MINUTES

Following a motion by Mr. Kale, the DRC approved, as amended, the minutes from the June 1, 2005 meeting by a unanimous voice vote.

PUBLIC COMMENT

Mr. Fraley gave an overview of the purpose of the DRC and its responsibilities. He described the public input process and noted the public comment periods for the respective cases on the agenda provided throughout the meeting as noted on the agenda. Mr. Fraley opened the meeting to public comment at 4:15PM.

Mr. Jack Kirkland made comments regarding the inconsistency between the reported timing of the eagle's departure and the actual documented timing, related to the Kingsmill-Spencer's Grant proposal.

There being no further speakers, Mr. Fraley then closed the meeting to public comment.

CASE NO. C-007-03. NEW TOWN PARKING

Ms. Karen Drake presented the staff report detailing the quarterly update and annual review of the shared parking arrangement for Section 2 & 4 of New Town

that to date had reduced the number of required parking spaces by approximately 300. Ms. Drake introduced Mr. Larry Salzman of New Town Associates who commented that the shared parking concept was working as businesses began to open in New Town, with the real test of the shared parking occurring with the movie theater grand opening. Mr. Salzman noted that New Town Associates was making changes to address minor parking conflicts arising in the field, especially between residents and retailers, and creating reserved time limit parking spaces for banks. Mr. Salzman noted that New Town Associates was considering parking decks as a possibility for Block 9 depending on the type of development as well as the location of bicycle racks. Mr. Salzman confirmed for Mr. Kale that if parking became a problem in a particular block there was adequate space for a parking deck to be constructed if needed. Ms. Blanton commended the reduction in the parking spaces that reduced environmental impacts and the planned bicycle racks. Mr. Fraley commended the overall parking methodology. Mr. Hunt, seconded by Ms. Blanton, made a motion to approve the New Town Section 2&4 quarterly shared parking report for Blocks 2, 3, 4, 5, 6, 7 & 8 and the New Town Section 2&4 Annual shared parking review with the addition that bicycle rack information be incorporated into the quarterly reports, construction of parking decks remain a viable solution and that shared parking be considered as well in New Town Section 3&6. The proposal was approved by a 4-0 voice vote.

CASE NO. S-53-05. KINGSMILL-SPENCER'S GRANT

Mr. Arcieri presented the staff report. Ms. Blanton asked for explanation of the hardship warranting a cul-de-sac waiver. Mr. Arcieri responded that the waiver would enable circumvention of impacts to steep slopes and open space. Mr. Kale asked for clarifications on setback and buffer requirements. Ms. Blanton asked if the eagle situated in the proposed subdivision had left its nest. Mr. Arcieri responded that the issue was in the jurisdiction of the State Department of Game & Inland Fisheries but that the Environmental division would not issue land disturbing permits until the issue was resolved. Discussion ensued regarding the exact timing of the eagle's departure and applicable documentation provided by the State.

PUBLIC COMMENT

A letter was presented that confirmed abandonment and satisfaction of the post-abandonment time requirement necessary for ensuing development. Mr. Kirkland, resident, claimed that Busch Gardens and the State had a contract specifying the appropriate time period for development following abandonment, and that there was no proof of waiver of contract. The applicant, Mr. Voliva, stated that he had documentation from the state on the bird starting in 1993 when it arrived, until 2002 when it left. He added that Kingsmill would uphold its reputation for exceeding open space and buffering requirements with its new proposal. Mr. Brian Watts, Director of Conservation at William and Mary, stated that State guidelines require a 330 ft. buffer around active nests and that

Kingsmill had thus far been cooperative in protecting nests. He continued, noting that State and Federal guidelines imposed the same required lag period between abandonment and destruction of the site. He stated that he spoke to the State and the Fish & Wildlife office, and neither were party to direct agreement between Busch and these agencies.

Mr. Kale questioned the origin of the letter. Mr. Watts responded that the letter was issued in error. Mr. Hunt asked if the two year time period was enough. Discussion followed about the scientific purpose of guidelines related to spontaneous relocation rates. Mr. William Cain of the Environmental Division stated that he had a letter stating that the three year post-abandonment period was met, but that he would check the validity. He recommended approval. Mr. Kirkland stated that he recommended deferral. Mr. Fraley asked for Mr. Voliva's response. Mr. Voliva stated that he would withdraw if the letter was deemed inaccurate. Mr. Fraley reiterated that land disturbing permits would not be issued until the issue was resolved. Mr. Kale stated that deferral would be advantageous. Mr. Arcieri stated that he concurred with Mr. Cain's comments and recommended approval. The DRC recommended preliminary approval subject to agency comments, approval of the cul-de-sac waiver, and approval of the sidewalk waiver by a vote of 3-1, with Mr. Kale dissenting.

DRC RECOMMENDATIONS

There being no further discussions, the DRC made their recommendations as noted above for each case.

PUBLIC COMMENT (Marywood)

Mr. Fraley opened the public hearing at 5:10 pm. Ms. Shereen Hughes, resident of Holly Brook voiced her concerns regarding the Marywood proposal citing three major issues. For traffic impacts, she stated that over a quarter of the year, traffic is increased due to pool traffic. Additionally, she noted that internal roads were used as greenways due to the absence of a bike path on Jamestown Road and that the roads in fact appeared as bike paths on the Bike Beats website. For buffer concerns, she stated that the border between Marywood and West Kingswood was being used as a service road instead of the nature trail/buffer originally proposed. She claimed that the service authority requested it be widened to 25 feet, and referenced County comments that the buffer would be reduced. For environmental concerns, she stated that the report did not accurately reflect the true amount of acreage impacted. She added that the entire plan was not viable unless the Department of Environmental Quality and the Army Corps. of Engineers approved it. She stated that she was concerned about impacts on surrounding waterways and noted that she did not see any reason for approval until they got a permit for BMP #1. Lastly, she requested that environmental impacts on property owners be recognized.

Mr. Fraley thanked Ms. Hughes and noted that DEQ and Army Corp. of Engineers

review was independent of DRC, and not considered in the Committee's review. Mr. Charles Resner of 118 Spring Road stated that when initial zoning was issued, the County would not have envisioned a slash and burn approach to cutting trees. He noted that there would be no guarantee from the builder that anything would be preserved and that a clear cutting approach was eminent. He then stated that this was not feasible when the zoning designation was first applied because of lack of proper equipment. Mr. Resner finally recommended that the DRC take more care in analyzing the functionality of current zoning designations and address inadequate buffers specific to the proposal at hand.

Mr. Tony Opperman, an employee of VDOT and resident of 108 Spring Road stated he would speak out as a resident of Spring Road and was not representing VDOT. He stated that Virginia State Law gives the County authority to locate roads that will become part of the secondary road system. He then noted that VDOT could exercise passive authority and accept Centex's proposal or take affirmative authority and recommend a reconfiguration to spread out traffic distribution, the latter being in the best interest of citizens. He recommended equal access points, with exclusive access on Route 5 and reiterated that James City County needed to push for reconfiguration of roads that would eventually become public roads.

Mr. Opperman continued, citing several reasons why Route 31 was a poor choice including: 1) level of service B being better than C or D, which Route 5 could accommodate; 2) sight distance in question of Spring Road, with only 485 feet of sight distance, as opposed to the required 600 feet; 3) dramatic vertical profile of Route 31, especially at Spring Road; 4) no shoulders or room for correction; 5) bicycle and pedestrian safety issues; 6) 1000 additional trips on Jamestown; 7) 28-105% increase in turning movements. Mr. Opperman concluded that if the DRC ignored statistics in making its decision, the decision would be shortsighted.

Mr. Jones, resident of Kingswood, stated that there were lots of near misses at the corner of Jamestown and Spring Road, and emphasized the difficulty in turning left and right onto Spring Road from Jamestown. He noted that four and five cars at a time would be stacked in waiting to turn onto Spring Road and that there was no traffic control study that addressed the problem. He stated that his driveway was often blocked on Spring Road from other traffic and that additional traffic would be disastrous.

Ms. Anne Muring of 107 West Kingswood affirmed that there were 5 houses behind the previously mentioned gravel road that had been left out of the decision. She asked for confirmation that the gravel road had been converted to an access street to the pump station and noted that Ms. Dudley was 19 feet from the property line looking out directly across from the access road. Ms. Muring asked if the road would become a recreation or maintenance access. She then stated that she would like to see the buffer increased and reminded the committee that structures should be located a minimum of 60 feet from the centerline of the street. She concluded that the burden should be shared by Centex.

Ms. Laura Viancour, resident of 209 Oxford Road stated that the corner of Jamestown

and Oxford did not suffer similar visibility issues to Spring Road but that she was concerned about increased traffic when the ferry lets out. She stated that she estimated increased traffic impact for the Jamestown/Oxford intersection if the proposal would be approved.

Mike, resident at 115 Spring Road questioned whether the proposed development could be detrimental to the floodplain.

CASE NO. S-91-04. MARYWOOD SUBDIVISION

Mr. Fraley asked Mr. Arcieri to give the staff report. Mr. Arcieri read the staff report and noted changes. He noted that the minimum requirement of VDOT to achieve visibility at the corner in question was 390 feet. He concluded that staff recommended preliminary approval subject to agency comments. Mr. Kale asked why access to Route 5 and Hickory Signpost Road wasn't considered. VDOT staff referenced scenario two in the staff report. Mr. Kale asked if the Chesapeake Bay Board had been consulted. Mr. Scott Thomas, Environmental Division, stated that comments were outstanding at that point. Mrs. Blanton noted that there were still areas present with greater than 25% slopes not shown on the conservation plan and referenced lots 64, 66, 67, and 73. Mrs. Blanton then asked about item 9C and voiced concerns over drainage. Mr. Thomas responded that the applicant offered a grading plan forecast independent of submittal requirements and clarified that development plans reflected grading for roads, utilities, and necessary improvements for subdivision. He stated that lot-to-lot issues would be made apparent when the final grading plan exhibit was submitted.

Mrs. Blanton inquired about the clearing of the corridor, and asked if vegetation would be clear cut. Mr. Thomas responded that development plans must show clearing limits for utilities, drainage, etc. He added that comments on the Erosion and Sediment Control plan reflected outstanding issues. Mrs. Blanton inquired about controls to minimize clear-cutting. Mr. Thomas relayed that clear-cuts would be minimized to the greatest extent possible, as reflected in steep slope impact statistics and other associated statistics. Mrs. Blanton referenced Page 6, item 23F and inquired about the number of lots that would direct flow onto other lots in the master grading plan, specifically asking about the issue of lot-to-lot drainage. Mr. Thomas responded that the grading exhibit brought out drainage issues but that they were directly reviewed when single family building permits were reviewed. Mr. Kale asked who would be building the homes. A representative of Centex replied that they would be building all the homes.

Mr. Bennett introduced himself and legal counsel of Kaufman and Canoles. He stated that three years ago the proposed Marywood property was viewed as developable property. He stated that there were several objectives set at the meeting including: 1) setting aside parcels for buffers and open space; 2) ensuring few points of entry into the development; 3) not allowing through access via Oxford from Jamestown to Route 5; 4) possibly incorporating an emergency access to fire; 5) ensuring treatment of off-site storm water runoff; and 6) guaranteeing that no access to Route 5 be made.

Mr. Bennett next listed objectives met: 1) DRW did additional studies for traffic at Jamestown and Route 5; 2) effect of downstream drainage toward Lake Powell closely studied; 3) separation from RPA buffer was accounted for. Mr. Bennett noted that in the end, once all issues were considered, they were left with a lemon. He stated to the Committee that once all impacts were mitigated, the current proposal materialized into what was being presented. Mr. Bennett offered Marywood's comparison to Druid Hills, citing lot size and noting that Marywood was very similar except that it set aside open space.

Mr. Bennett stated he would address the concerns shared by several adjacent property owners. He ensured that they worked hard to generate compliance on significant issues. He stated that the service road/buffer was going to be access to the lift station and had been there for decades. He confirmed that the access road would not be paved or widened; rather the easement would be widened to 25 feet. Mr. Kale asked if the applicant was prepared to do a physical berm between the North part of the access road and the Marywood property. Mr. Bennett replied that this was addressed by meandering of roadway. Mr. Kale asked who made the decision not to consider access on Route 5 rather than Jamestown. Mr. Bennett replied that VDOT's expectation at the conceptual stage was that the original six objectives were reasonable criteria for the development plan. Mr. Kale stated that a road was cut 20 years ago connecting Jamestown with Route 5, but that the Board of Supervisors blocked the through road. He added that VDOT had approved that road, and cut it, and that it had since grown up. Mr. Bennett stated that the current project team did not participate in the earlier initial discussions.

Mr. Fraley remarked that nobody at VDOT indicated that this access should not be placed through to Route 5. Mr. Bennett stated that the plan represented criteria set in place years ago that VDOT concurred with at the time. Mr. Fraley stated that he had not seen the proposal he asked for. Mr. Kale asked for clarification that none of the present team participated in the original development pre-hearing. Mr. Bennett noted that the meeting that took place was not a pre-hearing, but rather a semi-formal discussion with VDOT, the Army Corps. of Engineers, the Environmental Division, and Planning. Mr. Kale asked if notes were taken. Mr. Bennett stated he had a note about connectivity to Route 5. Mr. Kale asked who participated from Planning staff. Mr. Arcieri stated that he had, and that VDOT staff concurred with the criteria established. Mr. Arcieri stated that there was no possibility for exclusive access in staff's mind and that staff had considered many options for a Route 5 access.

Mr. Kale remarked that this was an infill project and by nature demanded better attention because such projects have to fit in with everything around it. He proposed access to Route 5 with a cul-de-sac and stated that the current project did not bring anything to the table. He stated that the minimums were being viewed as acceptable. He added that the proposal was like Druid Hills except that topography was terrible. He continued stating that the proposal was not a fruit salad, and that this was what you get when you combine all lots in an area that would not take lots. Mr. Kale added that the proposal was not going to mesh. He stated that the project did not account for any sensitivity, and that issues of environment and traffic were alarming. He added that the applicant made no

sacrifices of greenspace or trails. He concluded that comparisons to Ford's Colony and Kingsmill were unfair, but that the submitted proposal was not the best project it could be.

Mr. Bennett stated that the agreed upon criteria were met, that BMP compliance was met, and that the proposal accomplished leaving a large expanse of open space. He added that the project had met obligations by code and policy as a developable plan. He noted that there were probably 60 ways to develop it. Mrs. Blanton asked if traffic studies were conducted for the internal roads. Mr. Dexter Williams of VDOT responded that internal studies were not conducted and that focus was kept on external roads. He stated that no performance criteria approached the issue of walking on the roads, and that there was no threshold that this project would violate. Lastly, he added that the traffic study was done to suit VDOT, and that access to Route 5 feasibility was approached at a VDOT meeting and the causeway was shot down.

Mrs. Blanton stated that this assumes that all traffic would ingress/egress on Route 5. Mr. Williams stated that VDOT parties responded that this proposal was out of the question. He added that Hickory Sign Post Road was one of the more narrow roads in the County and the worst candidate for accommodating additional traffic. He stated that there was not much difference in alternatives that could meet environmental standards and that which was presented. Mr. Bennett added that it was the intent of the developers to preserve 15 acres of open space toward Hickory Sign Post Road. Mr. Kale remarked that with the existing configuration, you could take out 30 existing lots and place them toward Route 5 to be accessed from Route 5, and added that it would not take much to change the current proposal. Mr. Bennett responded that the connectivity to Route 5 analysis was completed and that based on the alignment of Route 5, there were major design challenges in accessing the subdivision from Route 5.

Mr. Fraley recommended that the applicant approach the traffic issues in reverse order, asking the question, "If I want to mitigate traffic to Spring and Oxford Road how would this look if based from Route 5." He added that traffic was already bad in the area, and that he was troubled by using Oxford and Spring as major arteries into the subdivision, notwithstanding issues once you drive into it. He stated that he could not in good conscience accommodate a plan with those kind of conditions. He requested that the applicant start with how access would work, and not start with getting 114 lots and move backward. He encouraged the applicant to begin working to accommodate a plan with Route 5 access. Mr. Bennett noted that Mr. Opperman wanted a determination of Virginia State Code Section 33-129. Mr. Leo Rogers stated that this code section dated back to the Bird Road Act. He explained that right-of-way was dedicated to a locality and that the code section did not speak to access points, and was misinterpreted to be referencing something different.

Mr. Bennett stated that both sight and stopping distance were adequate and met minimum requirements. He then spoke to the queuing of cars making left hand turns. He added that the client wanted a contiguous subdivision with interconnected streets, not separate access points. He continued by stating that this allowed for more control and that the

drawings represented an honest abiding plan of James City County Code. He then remarked that VDOT, Environmental, and Planning expertise was relied upon.

Mr. Alvin Anderson introduced himself and stated that it was a privilege to appear. He reminded the committee of their oath to abide by the County rule book and he suggested that the Marywood submission met the requirements of that rule book. He asked how a DRC determines if a proposal meets or exceeds requirements of laws that such committee is supposed to uphold. Mr. Anderson advised that the DRC look to Planning, Environmental, and VDOT staff in making a decision on a plan. He clarified that he was not suggesting that public comments be ignored but was suggesting that expert opinions be given appropriate weight. He advised that if the rulebook did not provide adequate protection to the public, then the rulebook be changed in Comprehensive Plan update and zoning ordinance amendment. He added that it was not fair to hold one person to a different standard than another and stated that Centex was committed to doing everything that the Zoning Ordinance required. He asked the DRC if the Environmental Division, Planning Division, and VDOT staff was wrong in this case. He then posed two questions to the Zoning Administrator: 1) were plans consistent with James City County codes, rules, and regulations and 2) was the applicant entitled to preliminary approval of plans at this juncture.

Mr. Allen Murphy, Zoning Administrator, stated that zoning minimums were met, and that criteria set forth in the subdivision ordinance were met. Ms. Blanton asked how well Mr. Murphy felt the proposal addressed mixed use, pedestrian, and interconnectivity goals in the Comprehensive Plan. Mr. Fraley read Comprehensive Plan goals and objectives specific to Mrs. Blanton's question verbatim. Mr. Murphy responded that the Comprehensive Plan objectives were most appropriately applied in the review of a Special Use Permit or Rezoning application. He added that the proposal met the basic requirements of the zoning and subdivision ordinance. He stated that the subdivision ordinance specified that the DRC make a recommendation that the Planning Commission then take action on.

Mr. Bennett stated that staff was provided a 10-13 page memo with an attached grading exhibit to be incorporated into the full design of plans. He noted that prior to the submittal of exhibits and additional information, Kaufman and Canoles worked to adjust everything so it was consistent across the board. Mr. Fraley asked for comments from VDOT engineer Bradley Weidenhammer. Mr. Weidenhammer reiterated comments made about the preliminary meeting by Mr. Bennett, and stated that a Route 5 access was always assumed to be a cut-through. He noted that impacts to the Route 5 Community Character Corridor were discussed and at the time determined that Route 5 access should be discouraged. Mr. Pauley stated that it was not an issue of access on either 31 or 5, but that the determination was to not allow an access on both (permitting a cut-through.) He then stated that three possibilities were approached:

- 1) full access on Route 31; 2) partial access on Route 5, or 3) full cut-through between Route 5 and 31.

Mr. Fraley noted that the property fronted on Route 5, not 31, and that it made sense to accommodate an access to John Tyler.

Mr. Pauley clarified VDOT's role in reviewing proposals noting that they do not direct localities where secondary roads have to be placed. Mr. Kale asked when the three options stated by Mr. Pauley were presented. Mr. Williams stated that the study revealed that other options took a little traffic off and did not change much. He added that it did not limit access points and added an access point on historic Route 5. Mr. Kale questioned which access point was better, Spring Road or Route 5 and stated that the applicant was asking for two entrances on one road. Mr. Williams referenced a section of 86 lots and responded that Spring would be in worst shape if Oxford was not used. Mr. Kale countered that three makes more sense than two.

Mr. Bennett noted that they had modeled external runoff into tributaries leading into Lake Powell. A citizen remarked that all should be aware that the dam stays in flux all times of the year. Mr. Fraley opened the hearing for public comment.

PUBLIC COMMENT (Marywood)

Ms. Shereen Hughes reminded the DRC that if a plan had an impact on public safety of citizens on roads and traffic, it could be denied. She then noted that environmental impact was also a significant point, and that the DRC had a right to deny. Ms. Hughes pointed out that there was great expertise in the community as well, and that additional information presented was given from an expert's perspective. She added that every person involved in preliminary approval misinterpreted environmental statistics, and did not realize the stream from BMP #1 was perennial. She stated that a three-pod approach was presented to VDOT, the Environmental Division, and the Army Corps. Of Engineers and that some BMP's would have to be eliminated from a seven pod approach. Ms. Hughes continued, noting that the alternative to evenly define the burden between communities was not reviewed or considered by the applicant. She stated that the Army Corp. wanted confirmation that all impact would be avoided to maximum potential.

Mr. Jim Waldeck stated that he felt Mr. Fraley and Mr. Kale's comments were on track, and reiterated that the County should not settle for mediocrity. He stated that the applicant ignored neighbor's meetings and that what was presented was not the best plan. He concluded that the plan did not meet criteria in the James City County Code that would make it compatible.

Mr. Tony Opperman stated that the applicant's only objective was getting 114 lots on 114 acres. He presented pictures of traffic during swim meets to the DRC.

Ms. Kim Lee of 111 Braddock Road stated that there was a lack of information and a lack of process, and was bothered that someone could tell the DRC what their job was. She explained that she viewed this as a form of intimidation and requested deferral until the proposal was well thought out.

Ms. Gale Pin of 107 Braddock Road stated that she realized that lawyers and developers had to stick to their guns professionally, but may have private opinions. She agreed that

the proposal was one of minimums. She stated that she noticed obfuscation, the ability to answer questions using passive voice to divert questions. She added that the DRC was there to add human form and brain to the mix and ask if it was what was best for the community. She restated that the project became a lemon and was glad Mr. Bennett admitted that. She continued, stating that as the process progressed, integration was avoided. She addressed the applicant, stating that their job was to champion this housing project, noting that the one finally submitted was not in the citizens' best interest, but rather Centex's. She added that she hoped progress and process would work in the future.

Ms. Yancy McCann questioned why Centex hired legal counsel to push the project down the County's throat and added that when you dot I's and cross T's you may overlook what's right. She stated that outside experts cannot decide what is good for residents who live there.

Ms. Elizabeth Rhodes of 7770 Golinea Road state that she was concerned with possible impacts the development would have on the North side of the development.

Mr. Fraley closed the public hearing for comment.

Mr. Kale noted the difficulty of developing the parcel proposed for development. He stated that if they clear-cut the applicant claimed that runoff would not be increased into the lake, and he could not possibly swallow that assessment. He reiterated his concerns about traffic, noting that it was bad in 1976. He added that it was never safe to walk along Jamestown or Spring Road and that experts have not satisfied him with minimums. He stated that it was possible for some homes to be built back there, and that they were not giving this project any more scrutiny than other projects that do not pass the test. He explained that every time a project like this arises with major public outcry they get a better project. He concluded that the developer was unable to answer in every aspect, all issues.

Ms. Blanton stated that the role of the DRC was to pose an independent judgement of issues before them, and that the environmental issues were an area of primary concern.

Mr. Hunt explained that they were presented with a plan, and it was not the directive of the Commission to direct the applicant with how they want to come forward with the property.

Mr. Fraley stated that he was not against developing the property, and would gladly support a proposal with low environmental impact, smart design, and creativity. He stated he would support a proposal that was acceptable. He stated that if they were meeting the ordinance, they were acceptable, but that there were safety concerns connected with traffic. He added that there were VDOT issues regarding safety and non-compliant roads. He concluded that he found the proposal unacceptable.

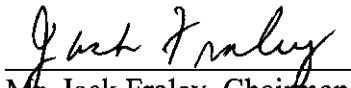
DRC RECOMMENDATIONS

There being no further discussions, the DRC made their recommendations on the Marywood Subdivision case.

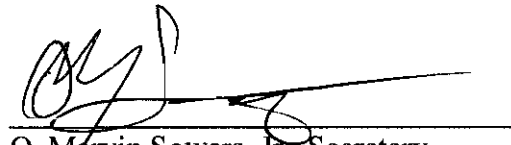
Mr. Kale made a motion to recommend disapproval of preliminary approval of the plan. The motion was seconded by Mrs. Blanton. The motion carried 3-1 with Mr. Hunt dissenting.

ADJOURNMENT

There being no further business, the July 6, 2005, Development Review Committee meeting adjourned at 7: 31 P.M.



Mr. Jack Fraley, Chairman



O. Marvin Sowers, Jr., Secretary