



**TOWN OF MIDDLEBURG
PLANNING COMMISSION
WORK SESSION MINUTES**



**MONDAY, NOVEMBER 27, 2023
PENDING APPROVAL**

PRESENT: Terence S. Cooke, Chair
Donald Woodruff, Vice Chair
Edward R. Fleischman, Member
Rachel Minchew, Member
H. H. "Dev" Roszel, Member (arrived late)
Mimi Dale Stein, Member
Morris "Bud" Jacobs, Councilmember

STAFF: William M. Moore, Deputy Town Manager/Town Planner
Rhonda S. North, MMC, Town Clerk
Estee LaClare, Planning & Project Associate

The Middleburg Planning Commission held their regular monthly work session on Monday, November 27, 2023 in the Town Hall Council Chambers. Chair Cooke called the meeting to order at 6:30 p.m. Town Clerk North called the roll. Commissioner Minchew announced that she was participating remotely from home, as she was not feeling well.

Chair Cooke acknowledged the hard work of the Town staff, particularly Town Clerk North, with regard to the new Town Hall.

Discussion Item

Pre-Application: South Pendleton Street Site Plan

Deputy Town Manager Moore reminded the Commission of the vacant lot located on South Pendleton Street, which was directly across the street from the Liberty Street Parking Lot. He noted that while it had been used as a side yard for Nature Composed, it was a separately platted lot. Mr. Moore reported that the owner was interested in developing it; however, because of the lot's width and overall area, it would require waivers to the Town's zoning ordinance requirements. He noted that the waivers would be complicated. Mr. Moore reminded the Commission that they would make a recommendation on the waivers, with the Town Council ultimately making the final decision.

Deputy Town Manager Moore reported that the most significant waiver was for the access road travel width. He advised that the concept plan included a thirteen-foot-wide travel aisle, which would allow for one-way travel; however, it would not allow for two-way travel, particularly if parking was introduced. Mr. Moore reported that three parking spaces were required; however, only two would likely be able to be developed in the small space. He advised that the inability to provide three off-street parking spaces would also likely need a waiver. Mr. Moore reported that it was not uncommon to see narrow travel aisles in town and cited the examples of the adjacent property to the north, as well as the ABC store. He advised that the applicant was interested in discussing a possible waiver of the travel aisle width requirement with the Commission. Mr. Moore reported that in addition, the applicant could not meet some of the setback requirements, including the five-foot setback requirement from the off-street parking spaces to the property line and the eight-foot setback requirement from the building. He noted the constrained site, in relation to the size of the building the applicant wished to construct. Mr. Moore reminded the Commission that the building would need to receive HDRC approval in terms of size and massing. He opined that the applicant did a good job in terms of the proposed size of the building on the constrained parcel. Mr. Moore reiterated that in order to achieve any off-street parking, waivers would have to be granted for some zoning requirements. He noted that the alternative would be for the applicant to not provide any off-street parking.

Deputy Town Manager Moore advised the Commission that the applicant was proposing to construct a building that would have an open 885 square foot commercial space on the ground floor and a two-bedroom apartment on the second floor. He explained that the applicant was seeking the Commission's feedback on his proposal so he could return to his design team to tweak the design. Mr. Moore advised that he would then make a decision as to whether to move forward with the site plan. In response to inquiries from the Commission, he confirmed a public hearing would not be required on the waiver requests. Mr. Moore advised that it was his understanding that the desire was to place a restaurant in the commercial space.

Steve Simons, of Veritas Contracting, appeared before the Commission representing the pre-application. He confirmed the intent was to place a restaurant on the bottom floor of the building.

In response to inquiries from the Commission, Deputy Town Manager Moore advised that two off-street parking spaces would not be sufficient to meet the restaurant's needs. He reported that, due to its proximity to the public parking lot, the commercial space would require three off-street parking spaces and the apartment would require two additional spaces. Mr. Moore reiterated that the applicant was trying to provide two spaces on the property and would seek a waiver and pay the payment-in-lieu-of-parking fee for the remainder of the required spaces. He further reiterated that the property was across the street from a public parking lot and advised that if it was not, the number of required parking spaces would be greater. In response to a comment from the Commission, Mr. Moore advised that the parking lot located behind the property was the bank's. He advised that because of the location of their drive-through window, there was no opportunity to seek an inner parcel access easement.

Mr. Simons noted the significant elevation change between the two properties, which also impacted the ability to do an access easement. He advised the Commission that he was also trying to address a van accessibility issue using the parking area that was available in the rear of the property. He opined that while they were able to do so, it meant they would be limited to a single handicapped parking space in the rear due to the eight-foot setback requirements from the building. Mr. Simons noted the lack of curb and gutter currently on Pendleton Street and questioned whether there was an opportunity for a parallel parking space in front of their building. He questioned whether the street was too narrow for that.

Deputy Town Manager Moore reported that if the applicant could create an on-street parking space that did not currently exist, that space could be credited toward the number of required parking spaces; however, it could not be reserved strictly for the applicant's use. He noted, however, that this would require more involvement by the Virginia Department of Transportation (VDOT) than a simple driveway review. Mr. Moore advised that he could not say whether VDOT would allow the parking space. In response to an inquiry from Mr. Simons, he reiterated that if he was able to construct the required sidewalk, curb and gutter improvements and a parking space that was approved by VDOT, the parking space would count toward the parking requirement. In response to an inquiry from the Commission, Mr. Moore reiterated that if he was able to create an on-street parking space, it would be a public parking space that would not be reserved for the applicant's use.

In response to an inquiry from the applicant, Deputy Town Manager Moore noted that he would have to look at what the exact parking requirements would be based on the proposed use. He noted that based on a cursory review, the requirement was for one space per 300 square feet of commercial space because of the property's proximity to a public parking lot.

Mr. Simons opined that if he created two off-street parking spaces and one on-street one, he would only have to pay the payment-in-lieu-of-parking fee for two spaces.

In response to an inquiry from the Commission, Mr. Simons advised that the trash and recycling would have to be taken from the back to the front of the restaurant for collection. He opined that a total of eight to ten trash cans would be needed for the restaurant and apartment.

Commissioner Fleischman opined that the addition of residential housing was good for the town. He further opined that the proposal was a good one. Mr. Fleischman asked that the applicant consider trash collection and a loading/delivery area as he refined his proposal. He noted the number of deliveries a restaurant received, which created travel conflicts when the trucks parked in the street.

Mr. Simons advised that he wanted to attract a restaurant that would have limited hours of operation, that would not be a sit-down restaurant, and that would be more of a sandwich type shop. He noted the desire to avoid conflicts between the restaurant and the apartment tenants. Mr. Simons reminded the Commission that the Middleburg Deli would be closing soon and advised that he was anxious to meet the need for sandwiches.

In response to an inquiry from the Commission, Mr. Simons advised that he did not envision a trash truck would use their driveway, as it would not be accessible by a full-size trash truck. He reiterated that the trash cans would have to be brought to the street for collection. Mr. Simons opined that the restaurant would have private service due to the Town's collection limitations.

Chair Cooke noted the trash issues the Town has had with at least one restaurant that had an excessive amount. He questioned whether it would be up to the restaurant to determine the frequency of the trash collection.

Mr. Simons advised that he would be willing to include a clause in the lease that trash collection was required a certain numbers of days per week. In response to a comment from the Commission, he noted that he was currently leasing the lot to Nature Composed.

Councilmember Jacobs advised that he was in favor of the concept and opined that it was a good one. He noted that the staff would work with Mr. Simons to try to make it work if at all possible. Mr. Jacobs thanked Mr. Simons for presenting his proposal.

In response to an inquiry from Mr. Simons as to how the façade should be incorporated into the streetscape, Chair Cooke advised that this was a conversation for the Historic District Review Committee. Deputy Town Manager Moore suggested that if the members had a visceral reaction to the front elevation, they should share that with Mr. Simons.

Chair Cooke opined that it did not seem to be inappropriate. Commissioner Stein advised that the apartment looked appealing; however, the commercial space appeared to be clumsy.

Mr. Simons advised that the plan was for a limited kitchen set up, with a few tables and chairs to service people. He opined that the interior finishes would be spartan.

In response to an inquiry from Mr. Simons as to whether anything in their concept plan gave the Commission pause, Chair Cooke questioned how deliveries would occur for the commercial space.

Mr. Simons advised that there would be a rear access into the commercial space and noted that the street access would be limited. He further noted that delivery trucks double parked to make deliveries on Washington Street and opined that because Pendleton Street was a side street, this would have less impact on traffic. Mr. Simons opined that most of the deliveries would occur in the mornings.

Quorum for December Meeting

The members indicated they would be present for the December 18th meeting.

There being no further business, Chair Cooke adjourned the meeting at 7:05 p.m.

RESPECTFULLY SUBMITTED:

Rhonda S. North, MMC, Town Clerk

Middleburg Planning Commission Transcript
November 27, 2023

(Note: This is a transcript prepared by a Town contractor based on the video of the meeting. It may not be entirely accurate. For greater accuracy, we encourage you to review the video that is on the Town's website – www.middleburgva.gov)

Terry Cooke: Well, I'm waiting for the green light from Rhonda.

Rhonda North: You're good to go.

Terry Cooke: Okay. Well. Good evening. Good evening everyone. This is the work session of the Middleburg Planning Commission for November 27th, 2023. First order of business is the roll call and Rhonda. Would you please do the honors?

Rhonda North: Chair Cooke.

Terry Cooke: Present.

Rhonda North: Vice Chair Woodruff.

Don Woodruff: Present.

Rhonda North: Commissioner Fleischman.

Ed Fleischman: I'm here. Thank you.

Rhonda North: Commissioner Minchew.

Rachel Minchew: I'm at home because I am sick.

Rhonda North: Commissioner Roszel. Commissioner Stein.

Mimi Stein: Here.

Rhonda North: Council Member Jacobs.

Bud Jacobs: Present.

Terry Cooke: Thank you all. And. Hope everyone enjoyed a nice Thanksgiving holiday and like I think every other committee or commission chair, or body so far has begun their meetings this past week or so with acknowledging the great work of staff and making this a beautiful new town hall possible. And

especially Rhonda North who had the laboring or on this project. Rhonda, thank you so much for all the extra effort it took to bring this to fruition. [applause] We have just one discussion item on the agenda this evening. It is a pre-application discussion of South Pendleton Street site plan. It's a pre-op discussion and staff has prepared a memo on this, but, Will, would you like to lead us through that?

Will Moore: Certainly. Thank you, Mr. Chairman. I will note that the. I guess he's not an applicant yet, but the potential applicant is on his way here. I spoke to him just a few moments ago, but just to kind of orient yourself, if you've not done so yet. The subject property it's along South Pendleton Street. If you have the memo up, we kind of have an aerial view of it. It's on the west side of South Pendleton Street, directly across the street from the Liberty Street, or not Liberty Street, the Pendleton Street parking lot. It's currently vacant, but it is being used without improved structures on it, kind of as an extended side yard of nature composed landscaping, which is at the corner, but it is a separately platted, separately owned parcel, and the owner is interested in constructing an infill building on the site. So, because of the constraints of the site in terms of its overall area and particularly its width. He is wanting to talk with you about potential waiver requests and. The Subdivision and Site Plan ordinance covers site plan requirements, and it does allow for waivers. Now, the individual requirements that he would be seeking waivers for are within the zoning ordinance, which is a little bit complicated, but there is a way for this body to recommend approval of waivers, but they would ultimately have to be decided upon by council and in particular, the waivers that he is interested in. Probably the biggest one is with a travel width. So, if you look at the concept plan that is contained in your packet, the first page of that, which is the concept site plan, it shows a 13-foot travel aisle on the north side of where the proposed building would be sited. So, a 13-foot travel aisle per our zoning ordinance is sufficient for one way travel. When there is 90-degree parking, it is not sufficient width for two-way travel because you can't get a vehicle both entering and exiting at the same time to cross safely. In this instance, with a maximum of three parking spaces, likely only two because what you see depicted here does not include currently an accessible space which would be required and would have to have the striped access aisle next to it. So, with what would likely be only two off street parking spaces in that small area, it's something that could be considered for a waiver, because the likelihood of encountering conflicting [00:05:00] movements with so few spaces would be low. I do note in the memo that these are circumstances that are not uncommon to see in the town just right next door, the property to the north, which is the Yount, Hyde and Barbour accounting offices. They have a similar situation where they have a narrow travel aisle on the north side of the building that accesses their parking area to the rear, which actually has quite a few more spaces. And then also just around the corner on Washington Street, there's kind of a narrow alleyway next to the ABC store and similar thing that we get two-way movements in there, but it's so lowly utilized that you rarely get those conflicts. But that would be one of the waivers that Mr. Simons would be and welcome, Steve would be interested in discussing with you if, you know, just gauging your feelings again on a pre-application basis. Also, if you look at the layout here, where the travel aisle is shown, where the parking spaces are shown, there would be some setback requirements that would not be met. By the way, it is currently laid out setbacks from property lines as well as the distance from the building. So typically, that would require a five-foot setback from the off-street parking spaces from any property lines and an eight-foot setback of parking spaces from the building. And none of those would quite be met there. And again, it's a it is a constrained site. I think it's fair to say that. The size of the building that

that he is seeking to build here. And of course, this would be run through the Historic District Review Committee as well, in terms of the size and massing of the building. But he's not looking to build sideline to sideline or to go three stories high. He's, I think, doing a good job to try to right size this building for the constrained parcel that's on. But again, in order to achieve any off-street parking, there would be some of these waivers that would be required. The option or the alternative would be you just can't have any off-street parking if you can't meet those waiver requirements. So. That's the basic info. You also have concept floor plans, which shows the, you know, the open 885 square foot commercial space on the ground floor and then a kind of a nice sized two-bedroom apartment on the on the second floor. So again, those are the main areas of relief that he would be seeking. And the idea again here is to just kind of have this application, this discussion with you kind of get your initial feedback. And then he could go back with his design team and tweak it as necessary based on your comments, and then decide whether to move forward with the site plan application going forward.

Terry Cooke: Thank you. Will. This is the chair. One question I have is regarding the waivers and I haven't. I haven't looked at the ordinance to refresh my recollection on this, but do the waivers require a public hearing? Or is it strictly something that the commission makes a recommendation one way or the other on and send it up to council?

Will Moore: It does not, by ordinance, require a public hearing.

Terry Cooke: This is going to be the ground floor space is going to be a restaurant, as I understand.

Will Moore: I believe that's the desire.

Terry Cooke: Please state your name and address.

Steve Simons: Steve Simons, Veritas contracting.

Terry Cooke: So, it's going to be a restaurant use on the bottom floor.

Steve Simons: On the bottom floor. That would be the intent. Yes.

Terry Cooke: Two off street parking places. Is that sufficient to meet the restaurant use?

Will Moore: So, it is not. So, depending on your proximity to a public parking lot, the parking requirement can vary. Because he is directly across the street from a public parking lot. The requirement for this building, as laid out, is one space per 300ft² of the commercial space. So basically, the commercial space downstairs would require three spaces. The apartment upstairs would require two spaces. So, he's trying to get at least a couple of spaces. And then he would need to do the [00:10:00] fee in lieu payment for any spaces that he cannot meet in the off-street requirement.

Terry Cooke: Okay. I guess the idea is there's an open public parking spot parking lot just across the street.

Will Moore: Right. And that reduces the requirement and doesn't alleviate the requirement. But if he were not within 300ft of that public parking lot, the requirement would be for more spaces.

Terry Cooke: Right. And I notice on the site, I mean, if you go to the corner of Pendleton and West Federal and you go west on Federal. Just behind the. What is it called? The Nature. [multiple speakers] There's a drive that takes you off West Federal into a parking area back there. Is that. Would that not be a more practical way to address the ingress and egress, then a 13 foot [inaudible]?

Will Moore: That is the bank parking lot. You know, we've had discussions. There could have been the opportunity to maybe look for an inner parcel access agreement of some sort. However, directly behind this property, you have a conflict with their drive through lanes. So, there wasn't really a way that that you could make a through movement like that work.

Steve Simons: There's a significant elevation change there from the Pendleton Street lot up to the bank's parking lot. It's about a four and a half five-foot elevation change in the back.

Terry Cooke: That's all I have at the moment. Any other members of the commission have comments or questions on the proposal?

Bud Jacobs: Do you have anything to present?

Steve Simons: I believe you have a set of the plans. After some notes back and forth between Will and I, we were trying to also address the van accessibility issue with the parking area that we have available to us in the back. I think we've been able to accomplish that, but it's going to limit it just to one van accessible space overall in the back because of the requirements of the eight-foot setback off the building, plus the 16ft you need for the van and the accessibility portion of that parking. So, it limits us to only having one spot in the back of the building. Wanted to inquire, though, is there's no curb and gutter currently on Pendleton, is there is there an opportunity for us to have a parallel parking accessible spot in front of the building if we were willing to address any kind of improvements that would need to be done to the street side. Or is it too narrow for that?

Will Moore: So that's the question. So, if you are able to create an on-street space where there is not one today and that would that would involve, it would involve VDOT to a higher degree than they would be involved in the site plan just for a driveway connection, but they would be involved in whether or not that would be permitted. I can't give you an answer off the top of my head of whether or not it is wide enough. If it is wide enough and you create an on-street space that can actually be credited to you, it can't be reserved for you, but it would be credited toward your parking requirement. So, it would count.

Steve Simons: But because the accessible parking is taking up the majority of the available parking, if we were able to get on street parking there and there is already parking out in front of the building, I don't know if it's technically considered parking, but between the accounting office and Nature Compose down to the corner there. There's probably four cars that park in that lane area right now.

Will Moore: But if you did make the required improvements with a stretch of sidewalk, curb and gutter and you were able to get a space that was approved by VDOT to be there that would still count toward you is a very similar situation to when Tim Clites did his office building at the corner of Marshall and Pickering. So, there was a and that's behind the Red Horse Tavern. So, before there was just a kind of a gravel shoulder section and people would squeeze their vehicles in there. But he did the improvements when he made that conversion of the building, and he actually created, I believe, three on street spaces there that are properly dimensioned and marked and those counted toward his requirement as well.

Steve Simons: So, I presume I would have to inquire with VDOT about the their [00:15:00] requirements as well as the feasibility of that happening. Okay.

Bud Jacobs: Just Will, one point of clarification the if you were successful in creating one on street parking lot slot in front of the building, it would not be reserved for his use there. It would be a public parking space, correct?

Will Moore: Correct, yes.

Steve Simons: How does that technically count towards the number? If I'm required to have five, it sounds like, and I think there's some there is some restrictions or regulations on, depending on what the use of the commercial space is, how many spots you're required. So, if it's dine in versus takeout or there are some differences in that?

Will Moore: I think we'd have to look at exactly what the requirements are. But I believe in my cursory review of it, it was going to be one per 300ft² for the commercial space. Okay. And again, that's a lower requirement than would otherwise be for restaurant use because you're because you're across from the public parking.

Steve Simons: And then if we were successful in getting the one parking spot in front of the building. Does that just diminish it by one requirement for one parking spot? So that'd be down to four at that point instead of. Okay. So, if I could get two out back, then I'd be just have to pay for two additional spots, that'd be required of me. That's pretty good.

Mimi Stein: Excuse me. Hi. Thank you. I'm just. I don't know if this is exactly to scale, but I'm looking at the trash and recycling section, and that seems like an I mean, no truck is going to get back there because we said that's the bank access. So, this would be trash cans that people are going to then, you know, the restaurant would then take to the front.

Steve Simons: To the curb, yes.

Mimi Stein: That's correct. So that's an awful lot of space.

Steve Simons: Well, restaurants unfortunately do, do produce a lot of no.

Mimi Stein: I know that.

Steve Simons: Waste.

Mimi Stein: But even so it seems like I don't know that. Trying to look at it. All right.

Steve Simons: We figured, you know, potentially having two cans for the for the residential space. And we're talking about the cans on wheels. And you would see for residential and commercial trash and then 6 to 8 for the restaurant.

Mimi Stein: Right? Right. Okay. Thank you.

Ed Fleischman: Thank you, Mr. Chairman. In concept in general, I think that. The addition of residential housing or two units or whatever is good for the town. So, I think in concept, I think it's a good proposal. As the proposal is being developed, I would look at two things and it relates to the trash collection. In a restaurant I like to see in general loading area for the restaurant because they get a lot of deliveries, different delivery trucks of know freezer stuff and paper and food delivery. So, it accumulates a lot of trucks. And if they have to park on the street, that is potential conflict. So, I think that ought to be looked at. And the other thing is you develop the proposal, the town I believe it has some problems with certain restaurants and their trash, and some of the restaurants have a lot of volume, as you mentioned yourself. And again, trash trucks are big, so if they're parked on the street and go back and forth, it could be a problem. So, I think something as it develops, you might want to look at the trash and how that's going to move to the street, or if there's some way to back or even use the driveway as a loading area at certain times of the day. But in general, I think it's a good addition or would be a good addition to the town.

Steve Simons: I guess it's worth noting as well, that we're trying to attract a restaurant business that would have limited hours of operation, would not be a sit-down table service type of restaurant. It'd be more like a sandwich shop type of restaurant. So, it would be open for possibly breakfast, but just through lunch early evening. We don't want it to conflict with the apartment upstairs. You don't want to have restaurants up until 10:00, and you have somebody living upstairs, unless the same people want to rent the whole building, which you can't control that. So. We've taken that into consideration. Also, in consideration is [00:20:00] the local sandwich shop is getting ready to close down here in Middleburg. So, we're anxious to be able to put something else in town that would satisfy that that need.

Ed Fleischman: Which is closing down?

Steve Simons: The Middleburg Deli.

Ed Fleischman: Is that right? And there's no replacement at that location or just closing like The Fun Shop just closed. Okay. Thank you.

Terry Cooke: This is the chair again, following up on his comment. Excuse me about trash collection. Do you envision trash pickup is going to be by a trash truck going up that 13-foot driveway.

Steve Simons: We do not, no, because it's not really accessible for a full-size trash. We're limited.

Terry Cooke: [inaudible] going to get to the trash recycling enclosure.

Steve Simons: It would not. The cans have to be brought to the street side and for pickup, more than likely the restaurant is going to have to use a private service due to the limitations on the town's collection is only one day a week, so we would presume that the restaurant would have to hire their own trash service to pick up pick up how many days a week they need the service.

Terry Cooke: That sort of begs the question, I know in one instance, difficulty the town has had with at least one restaurant with what some would say is an excessive amount of trash. And whether or not they have contracted to have more frequent trash pickup than is normally required to sort of ameliorate that problem. Would that be up to whomever the tenant is in the restaurant space?

Steve Simons: Well, certainly on the advice of the board, we would we can always write that into the lease to the tenant that they are required to have X number of days for trash pickup. We'd be certainly open to that. I can guess what the restaurant. Yes, sir, I can, I can guess to what restaurant in question, that is. I'm here very early in the mornings and late in the evenings, so I see it every day. If they're picking up 3 or 4 times a week, they should go to 6 or 7.

Terry Cooke: Well, I doubt that the facility you're suggesting is going to be anything like that size.

Steve Simons: No. Right. Correct.

Terry Cooke: That's a concern and we may want to. Sure.

Steve Simons: And we certainly want to address that issue.

Terry Cooke: You know, when I looked at the site, I thought, well, where is he going to put this building? Because it's got landscaping stock back there. So, I assume that that tenant who's in that space is just leasing that space.

Steve Simons: Correct. I'm currently leasing that lot to Jennifer at the Nature Composed business.

Terry Cooke: Thank you. Anyone else on the commission have a comment or question.

Bud Jacobs: When you drew these plans to include apartment space above the commercial space, I was already pretty much on board. And now that I've learned that the Middleburg Deli is closing and you're going to have a sandwich shop, I'm all in. I think it's a good concept. And I know Will and Estee will work with you to try, if it's at all possible to do, to make it work. And I want to thank you for bringing it in.

Steve Simons: Thank you, I appreciate that. I do.

Terry Cooke: Anyone else at this time.

Steve Simons: Any sense of the facade and how that incorporates into the streetscape on Pendleton or any surrounding streets.

Terry Cooke: That would be more of a conversation to have with Historic District Review Committee.

Will Moore: And it's not like if you look at that front elevation and you have a very visceral reaction, it would be fair to let Mr. Simmons know, but that that that certainly is the purview that would certainly be involved in the approval of any, any design for the building.

Terry Cooke: Yeah. I mean, just as an individual, it didn't seem inappropriate to me. Okay. Historic district folks will have to say on that one.

Mimi Stein: I'll just. Commissioner Stein, I'll just say again that when I first saw the facade in the front, it looked appealing. I love the apartment. But it's the downstairs space is a little. It's just clumsy somehow.

Steve Simons: Well, there's nothing. There's nothing drawn in the downstairs space. Yeah, right. And, you know, the plan would be some kind of limited kitchen set up in there, plus a few tables and chairs just to service people [00:25:00] having lunch. So very kind of spartan interior finishes.

Mimi Stein: Thank you. I didn't mean that exactly. I just between the parking and the trash. I'm trying to re-envision how it could set up differently. Anyway. Thank you. Sorry.

Steve Simons: As far as any of the relief that we've requested, is there any kind of I know you were having a conversation when it came in, and I do apologize. I thought the meeting started at seven, so I hope I didn't hold up the proceedings. Was there anything in what we potentially would be asking for that gives anybody any pause?

Terry Cooke: It's the chair again. And if we discuss this, I missed it somehow. But in terms of getting material in and out of the commercial space as a restaurant routinely requires, that would be done. What's the access for that?

Steve Simons: So there is rear access into the commercial space on the on the ground level, but street access is limited to the front of the building. We're just we're kind of locked in with the with the lot in the topography of the lot and the fact that the bank parking lot sitting on the backside. So, I don't want to say just like the restaurant on Washington where they, they double park there, you know, it's a main thoroughfare. Pendleton is a side street. There's a lot less traffic on there. So, we don't anticipate that being an impact on traffic there. There's very few restaurants that are located or very few businesses that are located on Pendleton. So, we don't expect there's a significant amount of traffic egressing through that portion of the town. And usually, the trucks deliver to restaurants. They're doing it first thing in the morning, so it's usually pretty open [inaudible] rest of the businesses in the area when those things happen.

Terry Cooke: Okay. Thank you. [off mic]

Steve Simons: Well, I appreciate your time. Thank you so much. Okay. Great. Thank you so much. I appreciate your time today. Thanks.

Terry Cooke: [off mic] Does December 18th work for everyone here this evening? Before we adjourn. Will, I thought we were going to hear something back on the community meeting on the R2 issues. Are we still waiting on that?

Will Moore: We are. Mr. Davis and I had a had a tele meeting with the consultants a week and a half ago. We were expecting another one, actually earlier today, but we were in contact with them, and we are now anticipating their draft report. In a couple of days from now. So instead of having a meeting before we got the report, we agreed to postpone that meeting until after we get the report this week, have a chance to look through the draft and we'll do another meeting. So I do anticipate a good briefing on this next month for you and to probably include the draft report for you as well.

Terry Cooke: Good. Thank you. And with that, ladies and gentlemen, we are adjourned. Thank you. The first time in the new digs.

Bud Jacobs: Get better Rachel.