



VILLAGE OF OAKWOOD  
PLANNING COMMISSION MINUTES  
October 9, 2023

ATTENDANCE

**PRESENT**

Rand Broadstreet Chair  
Malinda Harp  
Philbert Shy  
John Latsko

Peter Duffy  
Ross Cirincione Law  
Joel Hladky

**ABSENT**

Daniel Marinucci, CBO

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Meeting opened 6:55pm by Broadstreet  
Roll call taken

MINUTES OF AUGUST 14, 2023; First Motion: Duffy Second Latsko

Vote: Broadstreet: YES; Duffy: YES; HARP: YES; Latsko: YES; Shy: Abstain

**Result: Approved**

MINUTES OF SEPTEMBER 11, 2023; First: LATSKO; Second: HARP

Vote: Broadstreet: YES; Duffy: ABSTAIN; Harp: YES; Latsko: YES; Shy: ABSTAIN;

**Result: Approved**

**OLD BUSINESS**

PC23-113

OWNER: OAKWOOD HOSPITALITY, LLC

REPRESENTATIVE: ARTMAN ENGINEERING, MR. BRENT ARTMAN , P.E., C.P.S.W.Q., C.P.E.S.C.

23181 BROADWAY AVE. PP# 795-06-071

OAKWOOD VILLAGE, OHIO 44146

MR. ARTMAN IS COMING BEFORE THE BOARD TO REQUEST APPROVAL TO ERECT A 1,662SF BUILDING WITH A DRIVE THRU WINDOW, PARKING AND ACCESS DRIVES. OWNER: OAKWOOD HOSPITALITY, LLC

Case PC 23-113 removed from table: Motion to Remove: Duffy; Second: Harp

Vote: Broadstreet: YES; Duffy: YES; Harp: YES; Latsko: YES; Shy: YES

**Cirincione:** Swore in Mr. James Sabatine Jr. **Duffy:** Things have been changed around since the last meeting. **Sabatine:** Yes, we received a request that the Safety Service Department, would like to see a bypass lane, in case anybody wanted to exit the drive-thru and not be stuck in that lane. We can incorporate that into the plans. That was the biggest change. The next change was, we removed the ability for a vehicle exiting the lot to be able to turn left out of the driveway. This makes it safer. There is a double yellow line, so there will not be the ability to cross the double yellow line; egress and ingress into and out of Starbucks. **Duffy:** Out of curiosity, I read about the oak tree, do you know which one I am talking about? **Sabatine:** I know there are trees there, the trees are not to the elevation of the site. The roots would be exposed. The grade needs to be cut down; it is a small site as well. Landscaping will all be new. **Duffy:** How do you respond to Andrew Sparks asking if you can save that oak? **Sabatine:** It cannot be saved. **Moore:** How many trees do you think will be destroyed? **Sabatine:** A lot of the trees need to be cut, but there will be a lot of landscaping installed like other Starbucks in Cleveland and surrounding areas. The landscape plan beds will be done by a professional landscape architect. The trees on the site, if they are in the way, will get taken down, but the new

landscaping will include green space. **Moore:** In other words, all of the trees? **Sabatine:** There will be some trees on the site within the landscape drawing, but the site will be cleared. It is a commercial site on a main boulevard. **Duffy:** All existing trees on the site at this time will be cleared. **Sabatine:** Yes. The site elevation slope will meet the road and the other driveway at the Hampton Inn. The topsoil comes out, and then you bring the site up to subgrade, so you can run all the utilities. Then under the parking lot you must run the necessary stone compactable. The biggest thing with the elevation of the site, is the water, meeting the grades, and elevation to the road. It is impossible to develop the site and worry about the trees. There will be trees planted. **Moore:** Are you the owner? **Sabatine:** We are the developer; Starbucks would own the business. We would own the property; they would operate the business corporately. We are under contract to purchase the property. **Moore:** You represent the owner? **Sabatine:** We have a signed document that we are able to submit on their behalf. The owner of the Hampton Inn is the seller of the property. **Moore:** You are their agent tonight? **Sabatine:** We will own the building; we are building it for Starbucks and developing it. Then we lease it back to Starbucks on a very long-term lease, they have options for 40 years, to operate as a Starbucks. They also maintain the grounds. It is a better managed operation typically with a corporation. In Liberty Township we developed a Starbucks, their board was skeptical. Since Starbucks went in, they have been able to add Chipotle, and a Marriott. New development will bring in new development. It creates jobs and sales tax and payroll taxes as well. There are articles that say that Starbucks can have a positive correlation with home values going up. **Moore:** You are here representing Oakwood Hospitality as well as Starbucks? **Sabatine:** I am representing Cardinal Reality, the developer for Starbucks. Starbucks will be a tenant. They will oversee cleaning up the property and operating the business. Just like they do for thousands of other locations. **Moore:** If there is an issue. you will not purchase the property? **Sabatine:** No, we would not. **Duffy:** Is Ed Hren or Chief Garratt here for a reason? **Hren:** Yes, to answer questions. **Cirincione:** Swore in Ed Hren. **Hren:** I sent a review letter, pertaining to this site back on September 11<sup>th</sup>. I suspect the questions you have are more toward the traffic issue than anything else. Anytime we have a significant development on a major thoroughfare, new development in particular, whether it is Dunkin Donuts, or Sunoco, we require a traffic impact study to be performed. It is done by a professional traffic operation engineer, I know traffic, but I am not an expert. The reports are prepared by them. If you saw the document, it was about 150 pages of information. Everything, from traffic counts, number of vehicles making left hand turns, number of vehicles expected to make left hand turns etc. We had the same report for Dunlin Donuts. When the report came out, they had no issues with it. I recommended it for approval. I talked with the Mayor, who indicated the Fire and Police Chiefs may have some concerns relative to vehicle access to the drive-thru lane. This is a situation that occurs throughout the country. There is a lane that is dedicated specifically to vehicles waiting in the drive thru. The Police and Fire Chief were concerned about getting access to the north side of the building, it is right next to the CMHA drive, so they reached out to Mr. Sabatine and his design engineer to see if there is a way to alleviate that. They came up with the drive-thru lane. There is nothing that has changed outside of the original traffic report. I still recommend it for approval based on the modified layout on the inside. With respect to the variances, they shifted the building one foot to the south, before it required a 23' variance, there was a 27' set-back, the new site plan reflects a 28' set-back. Now you need a 22' northside variance. The parking encroachment into the front yard remains the same, at 10.5'. **Duffy:** What effect would there be if they eliminated the curb cut on Broadway? **Hren:** When I reviewed plans, especially when I have a traffic impact study, I look at our Codified Ordinances for compliance. It does. There is nothing in our Ordinances that prohibit a curb cut on Broadway Ave. Our Codified Ordinances with respect to off street parking suggests that there are two separate points of ingress and egress, when there are more than 25 spaces on a site. In this case one of the access points is off Oakwood Commons, the second one is on Broadway. It is consistent with our Ordinances. There has been some discussion about limiting curb cuts, Starbucks, Dunkin Donuts, gas stations, they know how to operate their businesses. They are here to make money, and they know what is best. My job is to make sure they are not doing anything that creates an unsafe condition. I don't judge or criticize them, or their designs based on what they have spent which can be millions of dollars in trying to determine how they can make them operate most efficiently and safely. This is not just the site here in Oakwood, they do the same thing for every site throughout the country. I have done enough work with other sites, in the communities that I don't represent, where they may have a dozen different models of circulation, drive-thru, some have two lanes, some have one lane, it all depends on the demographics, vehicle counts etc. They know what they are doing with respect to setting up these sites. I just make sure that it is done in a matter that is safe for the community. With respect

to this, they feel it is best to have access onto Broadway, I see no reason to deny it. **Broadstreet:** Dunkin Donuts has created some problems, by having their curb cut. The people who drive through here have noticed a major problem with backups with Dunkin Donuts. Go to Twinsburg and see what a nightmare they created. **Sabatine:** Twinsburg was created after the pre-Covid stacking. They have approximately 10 cars less in stacking and do not have the ability to wrap the site like our stacking does. Also, with Dunkin Donuts, you can make a left turn out of there legally, that creates a problem and unsafe conditions. We have taken away that left turn for Starbucks. The cost of construction is the ability to give businesses the curb cut on the boulevard. Without it there is literally no development. If you don't give them access to that site, they will not develop it. It will be closed for business. That is why we did a traffic study, and determined no left turn out due to the double yellow. **Hren:** To answer your questions, with Dunkin Donuts. My office is 5 minutes from here, I do drive this every day. I have never seen a problem at Dunkin Donuts. The Fire Chief and Police Chief, have never told me about a problem at Dunkin Donuts. If there was a problem, we would bring it up. The Twinsburg issue, Starbucks and Dunkin are notorious for stacking during their peak hours, usually in the morning. This not only provides 14 spaces. I think it is down to 12 now, that is actually in the site. The way they have this directed, they would have to go all the way to Oakwood Commons. Which is another 14-20 vehicles. I am always leery about the numbers, even though they are generated by years of modeling. Starbucks, Dunkin Donuts are notorious for exceeding that model. They always use the 95%. When you hit the 96% there is problems, however, there is enough of a buffer here, you will not have that type of problem. They are certainly not going to back up onto Broadway. If anywhere they would back up onto Oakwood Commons. **Broadstreet:** I am not concerned about the stacking; I am concerned about the curb cut that close to an intersection. I have been opposed to curb cuts for the last several businesses. **Hren:** We are going to do an access management program. We must go through the proper procedure. You are going to open yourself up to a lot of potential liability, when you start denying certain businesses access onto a major thoroughfare. It is very difficult to say you cannot have a curb cut onto Broadway, you go up our street, Sunoco, the strip mall, Senior Center, CMHA, McDonalds, Oakwood Hardware, and then Dunkin Donuts. Everyone of those have a curb cut. **Broadstreet:** None of them have a road built specifically for that site like this one does. **Hren:** Dunkin Donuts has Lincolville, it is right there. When I asked for a study, I asked to identify any potential negative impacts. The study came back, it did not identify any negative potential impacts. You are entitled to your opinion. I don't think you are a licensed professional Engineer, nor a professional transportation operation engineer. I have to look at what the professionals who are certified in that study tell me. **Harp:** You stated that there is no Ordinance that regulates curb cuts? **Hren:** No, we do have Ordinances that regulate curb cuts. It does say I believe 90' from the nearest intersection or the nearest drive, which this meets. **Harp:** Does it leave at the discretion of the Planning Commission as to whether that is granted to a business. **Cirincione:** I think we are going to get into some legal issues. I don't want to get into legal issues in a public meeting. If you want to go into Executive Session to discuss those legal issues, I would be happy to advise. **Harp:** I only ask because he brought up the liability issues that you are opening yourself up for litigation. **Cirincione:** As a general matter, I would agree with him. If we get into much more detail, we get into possible litigation arguments. I don't want that to happen and compromise the confidentiality of our legal position. Once the Board makes the decision, if we face litigation, I don't want anybody to know what our legal strategy is. I think without getting into any great detail, we could get into a problem with that. **Harp:** If we rely on what we have before us, we are fine? **Cirincione:** Yes. **Harp:** Going ahead with my question about the Ordinance for curb cuts states that it can be done. But, it does not mean that any business that comes in that wants to do it, we are obligated to do it. **Hren:** You have to give them access to their site, that is really what our off-street parking and loading Codified Ordinance is there for. It requires certain number of spaces to be provided for the applicant. It also tells us this is how they can get to their site. You can't put a curb cut 50' from an intersecting street, that is not smart. We have that written in our Codified Ordinances. Ours is more permissive. Let's say we have an applicant with a driveway 20' from the intersection, there is no hardship involved. They can put it in the middle of the lot and now they are in compliance with our requirements. I am saying they are in compliance with our Codified Ordinances relative to off-street parking and loading. They are also in compliance with the spirit of it. It does say anytime you have more than 25 parking spaces, they prefer you to have two separate ingress and egress points. **Harp:** What would be the effect of no curb cuts to Starbucks? **Sabatine:** No Starbucks. They will not come without access. They want to get people going to work, get them through the drive-thru and get them back on the road. That is the whole premise behind it. Easy for people to get in and out. It is nice with

this site, even code recommends it. It is nice to have two points of access. It is one car in, one car out. Granted it's busier in the morning, but not everyone is leaving at the same exact time. It is more of a steady flow than everyone leaving at the same exact time. **Latsko:** On the traffic study, did they take into account both entrances. If there would be more traffic in one entrance over the other. **Hren:** That is a good question. I believe for the purpose of this study, they referenced all of the users, using the curb cut on Broadway. It paints the worse case scenario. When you split counts, you're masking the true effect. **Latsko:** Would it be better for Starbucks to put a larger sign at the one entrance rather than at the curb cut? **Hren:** Are you concerned about site distance? **Latsko:** No, I am concerned with more people entering the Commons entrance than on the curb cut. **Hren:** I cannot answer that question, I don't know the answer. **Hren:** You can see the building; it is right at the intersection. No disrespect to Starbucks, it is like a cult following. You are going to have the same 200 people there every morning. **Sabatine:** If there is a problem at Dunkin Donuts, this will make it less of a problem as well. **Broadstreet:** If they have a cult following, they are going to get there whether you have a curb cut or not. **Sabatine:** There is no deal without the curb cut. I can assure you that. I am under oath. We are dropping the option if it does not pass. **Hren:** I have done Walgreens, Rite Aids, there are certain criteria they have. They are not going to do it without access. **Sabatine:** They will need to have access, or they will not do the deal. It is essentially no Left turn out; it does not delay traffic making a right turn in. If Hampton Inn can't sell it to a Starbucks or Chipotle, who will they be able to sell it to? Businesses will pay a whole lot less if they cannot get access to the road. It hurts the property value. **Broadstreet:** A car coming southeast on Broadway, still has the ability to make a left turn into the curb cut? **Sabatine:** They would be crossing a double yellow. The reason we don't prohibit that, if someone does break that left, we don't want them to get jammed in the intersection and create a dangerous situation. The reason the curb cut is like that, is to allow safety service vehicles an easier way in and out of the property. **Broadstreet:** People cross the double yellow line all the time. **Hren:** This is a four-lane roadway, we don't have a dedicated left turn movement at Oakwood Commons. So, the net effect of someone making a left hand turn at 100' prior to that signal is not different than making the left hand turn at the signal. There is no protective movement available. **Harp:** What is channeling? **Hren:** That has to do with the prohibition to the left turn out, which is a good idea. It looked like on the plan they were proposing a raised concrete island, I would recommend a stripped island in addition to the sign that prohibits a left turn movement. Part of the problem based on my experience when you put those in, low visibility, rain, snow even with a couple inches of snow. It is waiting for your oil pan. People coming off Broadway trying to make the left turn, will go right through it. It causes more incidents than a painted island. I talked with the chief about it. **Cirincione swore in Chief Garratt.** **Garratt:** I am not a traffic engineer; I have been an Oakwood Policeman for 30 years. I know traffic in Oakwood. Some of the points that were brought up I want to comment on. I am the one who deals with the accidents. I can tell you that I am going to make sure that I have deep conversations with Ed Hren on this, to make sure I don't deal with a ton of accidents. Same thing when Dunkin came through, I have not had any problems with Dunkin, and I have not had any complaints about Dunkin. We have not had any complaints in the Police Dept. When we get a barking dog, we get complaints. I can tell you, if there is going to be a problem with this, I don't want to see it come in. I have gone over everything, I have contacted Ed. Hren, had several conversations with Starbucks on the issues. They were more than accommodating. They will give us access around the back of the building and the right turn only coming out. I don't want people making a left turn when it is busy. They make a left turn out of Oakwood Hardware with two egresses. They make a left turn out of Dunkin Donuts, out of Lincolnville, out of CMHA. We can discourage that on this new building, I think it is going to be fine. To answer the question about not having it, if you are going to only have access to where McDonald's comes in at the Commons, every vehicle turning into Starbucks is going to battle with existing McDonald's traffic, Hampton and Quality Inn. They are going to bottle neck trying to make the left turn into Starbucks. I am glad to see the curb cut coming with the right-hand turn. That is going to alleviate the bottle neck in one part. The Fire Chief and I got together with the firetrucks and ambulance getting around the back for someone who has a medical emergency in the drive thru. Without access back there it really concerned us. In this day and age, we need a plan, such as for active shooters. If you have something like that, people are trapped in the drive thru if you don't have the egress. That was our big concerns. I am the one who would be dealing with the accidents. I will be the first one to tell you if I don't like it. I do not have a problem with this at all. **Broadstreet:** I don't have a problem with the right turn exit, I have a problem with the curb cut off Broadway. That is my opinion. **Latsko:** On your first drawing you have 14 cars, the revised has 12; is this because you made that second lane? **Sabatine:** That is because

we made the bypass lane. We have room to stack 10-12 more cars before they would backup. Looking at this site, it is earmarked perfect for a Starbucks, there will not be a backup issue. This is almost double what the stacking ability of other new ones. The previous design for Starbucks when they would go into a plaza on the endcap has created a problem, they do not have the stacking, they have 4-6 cars for stacking and it would get backed up into the driveway. This does not have that. **Harp:** Since this not the usual Dunkin Donuts with people going in to get the coffee and then you are out. You are a specialized coffee place, it is going to take longer for a car going through Starbucks then it would Dunkin. Is that a correct assumption? **Sabatine:** No. This plan is developed by Starbucks, it meets their criteria for stacking, not only that, this is going to stack double what they require without backing up into the street. Starbucks is all about efficiency, I have developed two other Dunkin before. Starbucks has an app where you can pre-order and it is ready. They are getting people through the drive-thru quicker. You can go to Dunkin and order the same things as Starbucks. They want to get the customers through quicker through apps and technology.

**Harp:** I want to say something about the vote. I did not know Mr. Shy was voting tonight who was just sworn in tonight. **Cirincione:** That makes him a legitimate member of this committee. **Harp:** It does not make him a legitimate informed member. **Cirincione:** He is not prevented from voting. **Harp:** I want this reflected in the minutes. **McWilliams:** When the Architecture Board votes, there will be a contingency that you meet with the Village Engineer Architect Sparks and the Mayor for the landscaping. **Sabatine:** Yes. There is some flexibility in the landscape design, they tend to use plants that they have success within the climate of Cleveland and will stay nice year round. The landscape Architect can make some changes according to the recommendations.

**CASE #PC23-113 TOPIC Starbucks Drive Thru FIRST: Duffy SECOND: Latsko**

**VOTE: BROADSTREET: NO; DUFFY: YES; HARP: NO; LATSKO: YES; SHY: YES**

**RESULTS: PASSED**

#### **NEW BUSINESS:**

**PC23-116**

**OWNER: E STREET VENTURES, LLC**  
**REPRESENTATIVE: BRILLIANT ELECTRIC SIGN CO., LTD., LAURA HIGGINS-WOYMA**  
**21202 OAKWOOD COMMONS DR., #A. PP# 795-06-070**  
**OAKWOOD VILLAGE, OHIO 44146**

MS. WOYMA IS COMING BEFORE THE BOARD TO REQUEST APPROVAL TO REPLACE (2) TWO FACES 3' X 8' (48SF) ON EXISTING GROUND SIGN WITH NEW LOGO/LETTERS, (2) TWO FACES 4' X 7' (56SF) OF EXISTING GROUND SIGN, 1 (ONE) NEW 4' X 4' (16SF) SINGLE FACE SIGN ABOVE ENTRANCE OF DOOR OF EXISTING BUILDING, 1 (ONE) NEW 5'4" X 4'7" (24.44SF) SINGLE FACE WALL SIGN ON THE SIDE OF EXISTING BUILDING (SECTION 1101.01, 1140.03 & 1185 OF THE CODIFIED ORDINANCE)

**Broadstreet:** Question regarding PC23-117, should be PC23-116 typo made.

**Carcione:** Swore in John McRae. **McRae:** I have with me, Dr. Glick, one of the owners of Cleveland Smiles. I want to point out the site plan that shows all the signs. The entrance point by McDonalds is a multi-tenant sign. That is Quality Inn Suites, State Farm and Cleveland Smile Center. The faces are just being changed, no change in size. They are aluminum faces which means the logo you see is Cleveland Smile Center lit; the background does not light up. You can just see the characters during the nighttime. Next drawing, similar construction to the first, Cleveland Smile Center lights at nighttime along with the rectangular section below. That is for a future tenant depending on how things move in the future. Sign #4, is an aluminum cabinet with a digital print applied to flexon. Everything, you see there is white with blue turquoise green. Last item proposing for the side of the building the whole cabinet as you can see, internally lights. **McWilliams:** What is the square footage for the sign? **Cirincione:** This is marked sign #5. What side of the building does that face? **McRae:** It faces McDonald's. **Cirincione:** Is there a driveway there and parking? **McRae:** We have parking there. **Cirincione:** I did the calculations on these signs; I just want to make sure I have them correct. According to the Agenda, you're asking to replace two faces, 48sf on an existing ground sign. The second request is for two faces 4 x 7 56sf to the existing ground sign. One new 4 x 4 single face sign above the entrance door. Lastly one new 5'4"x 4'7" single face wall sign on the side of the existing building. The lineage footage on the building is 66'. According

to our Ordinances, the maximum square feet of those signs would be 135. If I did the math, I think that goes to 144sf of signage, which under the Ordinances is more than 9'. Is there any sign currently which faces McDonald's? **McRae:** No. **Cirincione:** Customarily, unless there is a street, I am not sure what runs past that property, if there is a driveway or parking area. **McRae:** It is a parking area. **Cirincione:** I think you are limited to 135sf. There is no street that goes past, just parking. **McRae:** Does the Codified Ordinances allow you to go ahead and look at the copy on the signs? Instead of the whole shape of the sign? **Duffy:** The circle instead of a rectangle. **Cirincione:** It would be smaller. **McRae:** When you are looking at that sign, it going to be about 2/3 of what you have in that visible opening. If you were to dot out a box about that sign it would be eliminated, it would be the true message. **Cirincione:** It would then be a smaller sign. **McRae:** Do the Ordinances allow to just box the actual item in as considered the true message on the sign? **McWilliams:** The true size of the sign would remain the same. **McRae:** Correct. **Cirincione:** That would not address the problem, I think the sign would have to be reduced in size. **Dr. Glick:** The safety sign that we would put above the door, what is that square footage? **McRae:** It is 16sf. **Dr. Glick:** That would get us into the square footage if we eliminated the safety sign. **Duffy:** For future reference, we have run into the problem of what is the front or back of a building a number of times. I wonder if that could be better clarified in some future point. We have the Big foot building. They have signs all over. **Dr. Glick:** If we eliminated the safety sign above the door, that would put us in compliance. Let's eliminate that one. It is really dark there, so we were going to put in a light, but decided to put our logo up there. **Cirincione:** I am fine with the other three signs, but you may have to make an adjustment to the one above the door in order to comply with the square footages. Generally, if there was a side street that went past the side of the building which would then justify the sign. **McRae:** Allowing the 20% of the lineage frontage of that sign is what you are talking about. The lineage is pretty close to square, you have 66 at 20% gets you another 12-14sf. Which would bring it into compliance. **Cirincione:** On the side? **McRae:** Yes. **Duffy:** Looking at this at a different angle. What would it take for him to go to the Zoning Board and get a variance for 9' or whatever it is for the sign? Is that something that the Zoning Board can do? **Cirincione:** They could look at this probably and see. **Duffy:** If we pass this on contingent that he met your criteria and the Zoning Board? **Cirincione:** Let's make it contingent. **Harp:** I like the idea of the safety sign. I was wondering if the sign on the back could be condensed, that would alleviate the problem. **Dr. Glick:** Although it is not a side street, it is a busy thoroughfare. Cars come through McDonald's all day long, you are talking about thousands of cars, by our building. It is a very busy thoroughfare. It faces the drive thru for McDonald's microphone. **Cirincione:** I don't want to delay this vote tonight. I think we can make a motion contingent on advising the alternatives to our sign regulations. I don't want to tell you something that is prohibited if it is not. However, we need to meet those criteria. If we can make a motion to approve this contingent. **Duffy:** I would like to clarify the number of this case number. It is not 117, we do not have 116. It must be a typo.

**Duffy: Motion to pass 117, with the requirement that is complies with the Village sign size requirements. Second:**

**Latsko Cirincione:** It may result in them not having to appear before the Zoning Board. If there is a way to avoid that we will. **McRae:** We are fine with the three signs and taking the oval sign out above the door. **Cirincione:** The concern is the sign on the side, whether or not that can be at that location. **McRae:** What would be the concern with that? **Cirincione:** The question is if there is a roadway behind it. I will have to look at the parking lot to see if it is enough to justify the additional sign. **Duffy:** It depends if there is service at the rear door, you would put up a service sign for the rear. **Cirincione:** Is there a door on that side? **McRae:** Yes. It is out of the drawing. It is a service entrance.

Vote: Broadstreet: YES; Duffy: YES; Harp: Yes; Latsko: YES; Shy: Yes.

**Passed on contingency.**

**CASE #PC23-116 TOPIC REPLACE SIGNS FIRST: Duffy; SECOND: Latsko**

**VOTE: BROADSTREET: YES; DUFFY: YES; HARP: YES; LATSKO: YES; SHY: YES**

**RESULTS:** Passed with contingency for the owner to reduce or remove a sign to comply with the Code requirements.

**Motion to adjourn** made by: Broadstreet Second: Latsko

Vote to adjourn Broadstreet: YES; Duffy: YES; Harp: YES ; Latsko YES; Shy: Abstain

Adjourned 8:04 pm

Signed \_\_\_\_\_  
Rand Broadstreet, Chair

Signed \_\_\_\_\_  
Joel Hladky, Board Recording Clerk

Date approved: \_\_\_\_\_