

**CITY OF INDEPENDENCE
PUBLIC HEARING MINUTES
TUESDAY, OCTOBER 11, 2022 AT 5:00 P.M.
COUNCIL CHAMBERS & VIA ZOOM**

Vice Mayor Grendel called the Public Hearing to order at 5:02 p.m. Present were Council Members John DiGeronimo, Tom Narduzzi, Anthony Togliatti, Jim Trakas, Dale Veverka, and Chris Walchanowicz. Also in attendance were Mayor Gregory P. Kurtz, Law Director Gregory J. O'Brien, Building Official Michael Gero, City Engineer Don Ramm, Fire Chief Steve Rega, Community Services Director Emily Thomas, Procurement Coordinator Dennis Zdolshek, Police Chief Robert Butler, Recreation Director Tom Walchanowicz, Human Resources Director Bridget Kozub, and Economic Development Director Jessica Hyser.

ORDINANCE 2022-133 AN ORDINANCE AMENDING SECTION 1181.05 –
MEASUREMENT STANDARDS OF THE CODIFIED
ORDINANCES OF THE CITY OF INDEPENDENCE
RELATING TO OFF-STREET PARKING AND LOADING
REQUIREMENTS

Vice Mayor Grendel said welcome everyone, and the subject of the Public Hearing today is Ordinance 2022-133 which is on Second Reading. It was introduced at the September meeting and presented to Council by the Planning Commission. It's an ordinance amending Section 1181.05 of the Codified Ordinances of the City of Independence relating to off-street parking and loading requirements. Really it centers around the size of the parking space. The new change would increase the square footage from 180 square feet to 200 square feet, and instead of 9' x 20', it would be 10' x 20'. It was brought up by the members of the Planning Commission and it was unanimously recommended to codify that and bring it before Council.

So, that's where we are at. I think the big thing is just the recognition of the size of the vehicles being driven now, and I think that is what precipitated this.

Economic Development Director Jessica Hyser said and when we discussed this at the last Council meeting, there was a request by Council to have a firm look at the parking study. There was memo that was sent to you last night. We looked at 10 different communities and the parking stall sizes. So, if you look at Brecksville, Cuyahoga Heights, Macedonia, Valley View, the City of Green. Those communities have 10 foot wide parking spaces. You will notice that Brecksville, Cuyahoga Heights and Valley View are all neighboring communities.

That parking study also looked at the top 5 selling vehicles and how they have changed from 2021 and from 1995. The top 5 selling vehicles today, the top 3 models are trucks, and the Number 4 and 5 spots are actually SUVs compared to 1995 when the top 3 were again, the top 2 were trucks, and the third one was an SUV, and the bottom 2 were cars. So, one of those cars are actually not made. Ford does not make any cars with the exception of the Mustang today.

The study also looked at the size of the vehicles; so between 1995 and 2022 the size of the vehicles has increased. So, the Ford F series is now 3 inches wider, as well as the Honda Accord is again 3 inches wider. Those just happen to be the 2 vehicles that were the top 5 selling models in 1995.

The parking study then also looked at how those vehicles are parked in parking spaces and kind of gives you a visual feel. The difference between the 9 foot parking stalls and the 10 foot parking stalls.

That kind of wraps up the summary of what was put together by GPD at the request of Council for the parking stalls.

This again as we had discussed at the Planning Commission, this is the first step, we want to go back and look at the parking code and look at the parking space requirements in just those; but this is the first step as projects keep coming before the Planning Commission. We want to make sure that we have the ability to increase those parking stall sizes but also have the ability should we need it to be able to grant a variance if necessary.

Vice Mayor Grendel asked does anybody have any questions for Jessica?

Councilperson DiGeronimo said Jessica you mentioned looking at further parking, does that include, does our Code have parking minimums?

Economic Development Director Hyser said yes. So, if you look for example, most of the Code was written in the 1960s or 1970s. For example, banks, they have 8 parking spaces per 1,000 square feet. Obviously today, in today's standards, people aren't inside banks like they used to be in the 1960s; so this is something that we want to make sure that when we go to update the parking code that it does get updated to be more representative of what today's volumes are.

Vice Mayor Grendel stated that this comes from McDonalds who came to the Planning Commission last month, and we granted a variance on the parking spaces, but the number of parking spaces they had, especially that 80% of their business is drive-thru. They don't need the number of spaces that were granted back when it was built and everything. This is like Jess had mentioned, step one of a more comprehensive approach that we are going to be looking at that part of the code too to see what recommendations can be made to Council.

Any other questions for Jessica?

Councilperson Veverka said I just have a comment. If we are going from a 9 foot spot to a 10 foot space, that means everybody is going to lose 10% of their parking. For example, when Saucy Brew Works approached the City, imagine as tight as that parking was, they needed to use the City parking lot, and if you would reduce it by another 10%.

Additionally, the current vehicles, we talk about how big a current truck is, but it might not

be that far down the road with our electric vehicles, I can't imagine that they are going to be as gargantuan as they are now.

The other thing that goes along with all of those pieces is the fact that if we have people coming forward, they are going to need to go to the Planning Commission and get more variances. So, by tightening up the law, or loosening it up, depending on if you are talking about the width of the space or how comprehensive the ordinance is, you are creating more work for the Planning Commission. Those are a few things that we should probably reflect on.

Vice Mayor Grendel said I just know that in looking at the side of my car, and how many times it gets banged by a truck or by a bigger SUV vehicle and everything. I know at my own office where I am at, sometimes I can't even get out of the car because people aren't between the lines there, and there's a huge truck on one side of you, and you have an SUV on the other side, and you can't get out. I can't imagine what parents or mothers, trying to get their children out of the cars. It's something that comes down to common sense, and I think Mayor that is what the Planning Commission would be able to recognize, the circumstances, situations. I think we need a little fluidity. Maybe we are going to build electric cars, but if we do, we are going to be needing a bigger electric grid because everyone would have a lot of blackouts and everything like if everyone in California would be driving electric cars. So, that remains to be seen, how much hardship the American people can take having all electric cars in the next 10 to 15 years. It's not a bad idea, but like anything else they want it to happen overnight, and things should happen over a period of time.

I think in this case here, I think it comes down, we looked at a few that we have had, and the parking spaces that we approved a few months ago, the number of spaces they wanted and they had a number of people working there. They might have 5 or 6 or 7 people come that come to a bank on a daily basis from the public. So, common sense tells you, again if somebody else would buy that building and make another use out of it, then we would have to revisit that. I think it gives the City flexibility on this.

Councilperson Veverka said when the City parking lot is supposed to be taking place next to the new construction, is it designed with 9 foot spots or 10 foot?

Mayor Kurtz said that meets our existing code.

Councilperson Veverka said okay, but that means it would be tougher for people who come in.

Mayor Kurtz said that's why we have the Planning Commission, and we have a variance process, but then the City would have more influence over that process and that decision. We didn't have any choice in terms of the existing code with the existing parameters.

Vice Mayor Grendel said there's nothing to say if with electric vehicles down the road, if the cars are going to be smaller, then we revisit it again and change the law at that time. Right now, there aren't. If it were 10 or 20 years, we could say let's say with smaller cars and everything, but now things like that have gone out the window. Everybody is driving a hog as far as the

size of the car. You don't see many small cars out there.

Building Official Gero said Vice Mayor if I could, in response to Councilperson Veverka, all projects have to go before the Planning Commission regardless, and parking is one of the items that is discussed at that time. The new parking requirements are going to be for projects that are coming in. This is not something that would be retroactive.

Vice Mayor Grendel said thank you Mike. Any other questions or comments, either for Jess or Mike?

Mayor Kurtz said one of the concerns that was brought up I believe was talking about additional hard surface area, and the City through the Planning Commission as the Vice Mayor appropriately stated, any project has to come before the Planning Commission for approval. It's at that time that there are a number of factors that go into the decision-making process; and one of them is, we are very sensitive to site management. One of the elements of site management is runoff and water management, and we will continually be judicious and diligent about monitoring each individual site to make sure there is appropriate landscaping and there is appropriate drain water management so that we don't disrupt or change anything in the surrounding areas or the property itself. All the water has to be maintained on those projects initially to make sure that we don't have excessive erosion, etc.

Councilperson Togliatti said I was under the impression that we were going to hear from the Public before we heard from Council.

Mayor Kurtz said anybody can be heard, Council.

Councilperson Togliatti said well from my perspective, I have not really experienced any complaints or any personal hardships from individuals within the community that have had issues with our 9 foot wide parking spaces. What I do see happening is it being a detriment to economic development because with each footprint of available property more of that available property will be required to be parking because our requirements are larger; so therefore, (inaudible) to build on, you may only be able to build a smaller building because more of that footprint will be required for parking. If there are renovations and reconstructions, rebuilds on existing buildings, then they would have to meet this new code, and it may restrict them. Take for example, when the Holiday Inn severed their hotel into 2 separate hotels, and one is the extended stay and one is the Holiday Inn. If this were in place at that point and time, they may not have enough spaces for the number of rooms they have. So, we would be issuing variances.

I guess when I act as a City Councilman and implement legislation, it's to solve a problem or to make things better, and I just don't see this as being a problem. I see it as potentially creating a problem in the future.

Economic Development Director Hyser said I personally have had parents come to me complaining about parking spaces that they have an issue when it comes to getting equipment

out of cars and getting kids out of cars. So, I have seen it from, I'm putting on my mom hat here, from that side. I can understand the economic development impact, but this again when we look at the parking code that we need to update that to come more in line with today's standards. Again, having 8 spaces requirement for a bank just isn't in line with today's modern banking with the evolution of ATMs and online banking. That is just one example.

Councilperson Togliatti said right, but this is the size of spaces, not the number of spaces per square foot, so this is completely separate at the end of the day.

Economic Development Director Hyser said but they are related.

Councilperson Togliatti said and I did do some research into this, and if you look across the country the maximum width of parking spaces standard is 9 foot. Ten foot is a real anomaly. I was not able to find a lot of instances of 10 foot parking spaces across the United States. Although we have a handful here in northeastern Ohio, they may all be working with GPD Group, I don't know; but I don't see this as something I can support. I don't see it as fixing the problem.

Vice Mayor Grendel said very good. Thank you Anthony. Is there anybody in the public that would like to make a comment regarding this issue?

Resident Christine Novak said now that I am a senior, I like to speak on behalf of seniors that I know. Having a little wider parking spot would help with seniors that are coming with walkers and canes. They often have to swing their doors open if they are still driving a little bit farther than what a normal person would in order to accommodate canes and walkers and things like that. So, I as a senior, am in favor of larger parking spots.

Vice Mayor Grendel said thank you Christine.

Any other members of the public who wish to speak?

Councilperson Veverka said just a comment as it relates to that. I know we have a lot of, a very good quantity of handicap spots. There always seems to be handicap spots available for people with canes and walkers. I know when I go to the Civic Center, I note a number of spaces that we have that are extra wide in the areas adjacent to the Civic Center. Typically, you go from a shopping center, you will find that there are a large number of unoccupied handicap spots up close because they do have such a large quantity of them available.

Vice Mayor Grendel said thank you Dale.

Resident Alex Harnocz said Mayor and Councilpersons, thank you for your time. I as many of you know from our previous interactions, trained as a City Planner. I think about cities and systems, and so I was kind of dismayed to see this discussion come out of Planning Commission where I read the Minutes because it seems to be contradictory to 2 of the main pain points the City has going on right now.

The first we touched on earlier was flooding. If every parking lot is 10% bigger, that's 10% more water. Even if it's handled through stormwater management as you suggest Mayor, that is an extra cost to the developer. That's really baked into the second point, which is economic development overall. A surface parking space costs between \$1,000 and \$3,000 to construct. So, you can see how even if you are not building that big of a thing, that's easily into a 6 figure cost. Every time you make that bigger, you make sites in our City marginally less competitive against other places. I think that in isolation this change makes Jessica's job harder. I would be neutral on it. I would maybe be supportive of it if it came as a package of parking changes, especially increases in parking minimum or taking parking minimums away, but just increasing the size by 10% doesn't seem to have a whole lot of wholistic positive impacts.

The other thing I would point out is it would not prevent anyone from creating 10 foot parking spaces right now. If that's important to a developer, property owner or business, they can go and do it. We have all been to Costco. We know they have the little extra rectangles on the sides of the space because they expect people to bring big vehicles, swing those doors open and pack them full of products. If we have anyone, property owners in this City, who feel a need to do that, there is nothing that stops them from doing that. They could stripe one row for large vehicles, but I think that requiring that across the board for all new development puts us at a disadvantage; and it will probably put a lot of variances in front of Planning Commission. So, thanks again.

Vice Mayor Grendel said thank you Alex. Mayor, I think it was a suggestion at the Planning Commission last month that we should visit it as a package and not an isolation because it might make more sense if we reviewed all the requirements and bring it at that point. So, I still think that's a problem with that.

Mayor Kurtz said I think the Building Official outlined that as a strategy incrementally, step-by-step.

Building Official Gero said Vice Mayor if I could just add. This was the first step in looking at our parking code, changing the size. It was something that we thought of, and then when we look at requirements, what our requirements are for different uses throughout the City. Right now we are requiring 5 spaces per 1,000 on office buildings. Perhaps 3.5 is the correct number. There could be a reduction of 15%, somewhere in that area. So, we need to take the step, and I think this would be the first step, and by doing this in the next month or 2, coming back with a proposal as far as adjusting the requirement for the parking space requirements.

Vice Mayor Grendel said Mike that makes sense. Each goes hand-in-hand. People on Council, people in the public can see that we are not really increasing the size because of the requirements now, what the situation was 20 or 30 years ago as opposed to now in the way we conduct business and the way people go do their banking. Even the office as far as it has changed with the pandemic as far as how many parking spaces would be required. So, I just thought maybe it would be easier to see the whole package at one time, and to see if incrementally it would make more sense, but you would know better as far as the requirement goes. That is how I feel is

to see it all in one place before Council votes on it.

Mayor Kurtz said Vice Mayor I thought Mike articulated the reasoning behind doing this incrementally was to not overwhelm anyone with so much information that it becomes more divisive and more difficult to package. That is what my understanding of Planning Commission was his logic for doing this incrementally, but Mike why don't you clarify that for all of us.

Building Official Gero said well I think we need to establish a size first, and if we can establish a size, then we will be able to determine the parking requirements. As I said, this would be the first step in doing that. We would be able to look at our buildings and see. Again, we are not trying to create larger parking lots. It would just be the size of the parking space would be larger with the total number of spaces; just like we did with McDonalds, their parking lot isn't changing, it's just the number of spaces that were reduced.

Vice Mayor Grendel said so this requires Council voting on this today, but the proposal coming down the line, 2 or 3 months down the line would make sense; but to me I would like to see the whole picture because we might get 3 or 4 people voting against it now, and it might be a moot point having the number of spaces.

Mayor Kurtz said I think it's always going to be part of a process.

Vice Mayor Grendel said I understand that. My mind says it would like to see the whole process. That was my thought. If we looked at the whole issue at one time, and then bring a total package, it would make more sense to me than bringing up something now. If you see the overall picture that we are reducing the number requirements, and then the variances won't be as many. I understand, but I don't know if other people understand. I would hate to see this go down to defeat if they are not willing to get the whole picture.

Councilperson Veverka said my only comment related to that, it's an excellent thought. To me, if the need for a bank or whatever facility is no longer 5, would it not make sense to go with the 4 spaces or 3.5 spaces and adjust the number of spaces first, and then examine the size of the space. I mean if you have a lower requirement with the number of spaces, then it would make sense for that other piece of the puzzle.

Vice Mayor Grendel said we should eliminate the number of spaces first before going to the size of the space.

Councilperson Trakas said I can support the legislation the way it is currently, but I think if we maybe went to our business community to kind of find out a little bit more about some of their needs, we might be able to come up with a package that might make a little bit more sense. Not that this is not sensible, I think there needs to be some compromises. I understand some of the intent behind the legislation, but I also think this is money, this is cost. When you are forcing developers to pay for an additional foot, that's big money for them that they can't charge somebody for right. So, office space is at a premium, and you can charge for office space. You can't charge for outdoor space. So, if there was a way we could come together with something

that was packaged, it was compromised. If we approach our developing community, and then kind of consider this altogether, I think that might be an approach that might be a little bit more thought provoking for the developers.

I just kind of think of my own property, and I am trying to figure out what to put there, and also now I have to spend more money on parking lots. I am thinking about something else maybe. So, I just think maybe we should do that, but I would definitely do it by incorporating those thoughts and not just our kind of thoughts. These are good discussions, and I don't think there is any ill intent or anything like that, but I just think we maybe get that feedback before we can consider this.

Mayor Kurtz said and I think Jess you can address this because we have been inclusive.

Economic Development Director Hyser said so one of the reasons why we are trying to pull this apart right now is because we had these discussions with developers, and when the developers look at our parking code, they said well your parking code says that. So, that's why they have moved ahead, and so as projects continue to come before the Planning Commission, we don't have nothing to say hey we want these larger parking stalls. So, it takes time to make sure we are evaluating today's requirements in the parking environment to make sure that we are taking into consideration the way the world works today to reduce those numbers; but we want to make sure we are not missing out on the opportunity to create the best experience for the people coming into this community. We pride ourselves on being a premier community. A lot of our neighboring communities have taken the extra step just to make a little bit wider room and a little bit more accommodating experience. We want to make sure that the people who are coming to visit Independence have that same experience, and I have never seen it as a hardship. As you are aware, I worked for the City of Green for a number of years, and there is only one instance where somebody asked us to make a reduction of the parking size, and that was when Target came in. The reason why was because we as Americans are rude, and we try to shove parking carts, not into the cart caddies, but in between cars. So, otherwise it was a great experience for those coming into that community to know that your car wasn't going to get dinged. It was easy to get in and out of the vehicle. It was easy to get kids in and out of the vehicle, and honestly I mentioned it before at the last meeting, it hasn't been that many years since I have had to get an infant carrier out. You cannot get an infant carrier out in 9 foot parking spaces, and I am not driving a honking SUV either. It's just your average sedan or at that time it was a Honda CRV. So, it's a challenge, and as a premier community, I want to make sure that people have that expectation and that experience.

Mayor Kurtz said Vice Mayor, if I am hearing correctly then there is a concern, Building Official Gero, how quickly, if we would pass this tonight; I think there is a concern that, or the question is when is the next step? Can you shed some light on defining the timetable so that it raises the comfort level in some of Council's eyes?

Building Official Gero said we have already been looking at some of the other communities as far as parking requirements for other uses. Just in comparison when we have done it over the last few months, and considering the fact that we were looking at larger more comfortable

parking size, we were taking this as the initial step. We could have something put together next month in November, that's Election Day, I don't know if you want to do that or not. We could have something for December. By the end of the year we could have something. This Council is not changing into next year, so we may be able to do something definitely by December.

Mayor Kurtz said so I guess the question is Vice Mayor and Members of Council, now we pass this tonight. We then begin working on the next phase of our parking code, realizing that the Planning Commission is the body that has to pass all developments, and so if they grant variances; it's easier to get a variance than deal with some of the developers that come in and expect to follow our code, and our code doesn't satisfy the needs or the requirements or the expectations of some of our customers. So, I think that there is an opportunity to let this pass or fail, or whatever it's going to do, and then we will go back to the drawing board or we will continue our process of redefining our parking and the expectations of when developers approach the City; but it came from the Planning Commission. It should be acted on by Council, and then we can go from there.

Councilperson Togliatti said I personally don't see the rush. We have worked on this code for decades, and to wait 2 more months to get a comprehensive package with the changes, I would be in favor of that.

Also, really was impressed with Jim's suggestion of getting a roundtable of developers, brokers, building owners to see what their feedback is based on some of these changes before we actually implement them because they are the ones that are going to be ultimately affected by this.

Mayor Kurtz said well the best part about this is that most of these development agreements are brought to Council anyways, so if there is a unique situation or something that deviates from the code, we know that we always have the Planning Commission, and we have City Council to support any modification necessary to bring a high-quality end-user, developer, builder to our City. So, this is just one step, and the dialogue that we are having is reinforcing the fact that we don't incrementally do these things and make decisions, then it will just go around in a circle and catch our tail like some of the history.

So, I would prefer just vote it up or down, and let's go from there. This is a recommendation from the Planning Commission.

Councilperson Walchanowicz asked is there a way with this that we can meet in the middle? I say that like say you have a lot that has 100 spaces, can we do a percentage of them at 10 foot wide and keep a percentage at 9 foot wide?

Mayor Kurtz said so that was suggested, and you know what Planning Commission can always do that; but it's where do you start? If you start at 10 feet, it's easier to go down than it is to go up because the developer then controls the dialogue in terms of your code says this. That's what we face. So, by establishing a code with wider spaces, if there is a situation that comes up, they don't need as many, they can articulate that; and their customers have to live with their decisions. The bottom line is we end up with something that is good for them, and the Planning

Commission can grant a variance. That is the strategy behind it. Let the Planning Commission grant a variance after a thorough understanding of the expectation of the developer, and the impact on the community.

Economic Development Director Hyser said of particular hardships.

Mayor Kurtz said the bottom line is it has to be good for the customer, the developer, the end-user, and the experience has to be something that is sustainable.

Councilperson Togliatti said and one of the most common variances granted by the Planning Commission is a parking variance because there are never enough spaces to accommodate the size of the building or the use of the building. So, we always grant a variance allowing them to actually construct fewer spaces, and by revising this without changing the specifications for the square footage is going to make it ever so much more difficult for developers during this time.

Mayor Kurtz said I think the new code would put in place with our experience, going back to what was referenced earlier by Alex, then it puts us in a position to maybe we split it. Maybe we do half 10 foot, half 9 foot, find some way to be more flexible and fluid; but when a developer comes in, they have already done their homework. They know our code, there's no flexibility on the City's side. This creates that opportunity to create that hybrid. It gives us a lot more flexibility. That hybrid parking lot might be the solution long-term, but it's tough to ask somebody to do something more when it exceeds the code.

Vice Mayor Grendel asked Councilperson Narduzzi if he had any comments. We have heard from most of Council.

Councilperson Narduzzi said I am voting on the side of Jess. We are living in today's world with huge SUVs. Anybody who goes to Drug Mart, that is worst parking lot I have ever been in all my life. I watch old people struggle to get out of their cars, and their car door always seems to be on the car next to them. I don't know what size those spaces are, but an extra foot would be a blessing.

This is not cast in stone. If we see in 5, 10 or 15 years down the road, we might bring back smaller cars, then the Council at that time could revisit it. At some point, somebody came up with 9 foot as good enough, and I think all Jess is saying is that in today's world, 9 foot isn't good enough. So, we are just trying to make it more accessible for everybody to be able to park and exit their cars and get back in their cars, and I think that at some point it becomes an issue about variances. We always grant variances. We could go to three-quarters of lot, and 25% are intended, or 50/50; but we will work that out sooner or later. We are not going to lose a customer, or have a customer (inaudible) because of a foot in a parking lot; let's be reasonable.

I understand where Mike is coming from, and I understand where Jess is coming from; we have to start at a point and work backwards and everything will fall into place. If we don't start doing something, we aren't going to do nothing. So, I am in favor of passing it, and in the coming

months, work to improve it at that point and time.

Vice Mayor Grendel said thank you Tom. Mike, I am counting on you then to within a couple of months to have that proposal in front of us so this makes a whole lot of sense. We are revising every aspect of the parking situation.

Vice Mayor Grendel asked any other comments or questions before we close the Public Hearing?

Councilperson Veverka said it just strikes me that we are kind of working backwards. It seems like there's going to be an adjustment in the number of spaces, we should establish that before we move in the direction of the size of the spaces. I think we are operating a little backwards in my opinion, and also the fact that we have a City Planner comment about the negative impact. I think that voice should be focused on.

Vice Mayor Grendel said when the whole entire package is done, it will make a little more sense. I think it's the first step and hopefully I am trusting Mike and Jess to give us the guidance to update the parking requirements so that this all makes sense. Having a wider space, I know having grandchildren and what my wife went through with the broken hip, sometimes you can't find a handicap parking spot; and the hardship like Christine mentioned. Some places are not as accommodating as our Civic Center that has a lot of handicap parking. There are a number of places that only have a couple.

So Mayor, I think we will close out the Public Hearing, but I appreciate all the comments that were made from Alex and Members of Council, and Christine your comments. I appreciate those.

Resident Tim Lesh said I would just like to state that I think Jessica made some fantastic points, you have made fantastic points. I do agree that some of these parking spaces are extremely a little too tight, especially if you do have trucks, and you have the mirrors and stuff like that. As Jessica stated with the kids, trying to get them in and out. There is a lot of reasons that these parking spaces should be a little bit larger. I was down at Drug Mart the other day, and I was parking my truck; and someone was trying to wiggle their truck in. By the time he got in, I couldn't get out of my door, so I had to move. So, I think it's a good idea, but I can understand everyone else's opinion as well. I do think this is a better idea though.

Vice Mayor Grendel said thank you Tim.

We will entertain a motion to adjourn the Public Hearing.

Moved by Trakas, seconded by DiGeronimo, to close the Public Hearing of October 11, 2022. Council polled: 7 yes/0 no; motion carried.

There being no further business, the public hearing was adjourned at 5:40 p.m.

Debra J. Beal, Clerk of Council
**MINUTES UNAPPROVED AT TIME RELEASED
OCTOBER 12, 2022**
