

**Exhibit D-**  
**Proposed Text Amendments – Drive-through Service Windows**

Proposed Code Amendments for Drive-Through Service Windows

Original Code with Proposed Changes in Blue:	Reasoning:
<p><b>21A.62.040: DEFINITIONS OF TERMS:</b></p> <p><del>DRIVE-THROUGH WINDOW: A facility which accommodates patrons' automobiles and from which the occupants of the automobiles may make purchases or transact business.</del></p> <p><b>DRIVE-THROUGH FACILITY:</b> A facility which by design, physical facilities, service or packaging procedures encourages or permits customers to transact business, receive services or goods, or be entertained while remaining in their motor vehicles.</p>	<p>"Drive-through window" is too narrow when dealing with this type of land use. For example, banks have ATM's and Pneumatic Tube Transport hubs (PTT) through which one conducts business, not necessarily a window. Also, car washes and gas stations do not necessarily have windows, but they are types of drive-through facilities. Also, it makes the term more adaptable for future uses that may arise.</p> <p>Also, this conforms with the term that is already in use in Section 21A.44.060 (Off-Street Parking Requirements)</p>
<p><b>21A.40.060: DRIVE-THROUGH SERVICE WINDOW FACILITY REGULATIONS:</b></p> <p>A. Purpose.</p> <p>The regulations of this chapter are intended to allow for drive-through facilities by reducing the negative impacts they may create. Of special concern are noise from idling cars and voice amplification equipment, lighting, and queued traffic interfering with on-site and offsite traffic and pedestrian flow. The specific purposes of this section are to:</p> <ul style="list-style-type: none"> <li>• Reduce noise, lighting, and visual impacts on abutting uses, particularly residential uses;</li> <li>• Promote safer and more efficient on-site vehicular and pedestrian circulation;</li> <li>• Reduce conflicts between queued vehicles and traffic on adjacent streets.</li> </ul>	<p>Conform with change of term. (See above)</p> <p>Need to include the reasoning behind such regulations.</p>

<p>Districts should be capitalized and the 2 newer districts should be included in the language. (Overlay District need not be listed.)</p> <p>This clause provides additional safeguards for the city and the adjacent land owners in the permitting process.</p> <p>It also addresses the problem of excessive litter typically generated by such businesses.</p>	<p>B. Applicability and Permit Requirements.  <b>Drive-through service windows</b> facilities may be authorized as accessory uses to permitted uses or conditional uses as listed on the tables of permitted and conditional uses set forth in Part III of this title, specific district regulations for #Residential, eCommercial, #Manufacturing, and #Downtown districts, Gateway, and Special Purpose Districts when developed in accordance with the following standards of this section:</p> <p><b>A- C. Site Plan Required.</b> Additional Application Materials Required.  In addition to the Site Plan and standard application requirements as set forth in chapter 21A.58 of this title, an applicant for a business with a drive-through facilities shall submit a site plan that includes: a parking and circulation plan, driveway locations, placement of audio equipment (if this type of equipment will be used) and a litter clean-up plan. A litter clean-up plan shall address litter clean-up on-site and off-site and shall include, but not be limited to, a litter pick-up schedule and a map of the clean-up area.  <b>A site plan shall be submitted and approved for all proposed accessory drive-through service windows in accordance with the procedures and requirements of chapter 21A.58 of this title.</b></p> <p>D. Findings Required for Approval.  The approval of a drive-through facility shall require that the review authority first make all of the following findings:</p> <ol style="list-style-type: none"> <li>1. The proposed location of the drive-through facility will not result in adverse impacts upon the vicinity after giving consideration to a litter clean-up plan, the hours of operation, noise and light generation, traffic circulation, and the site plan;</li> <li>2. The proposed parking and circulation plan will provide adequate area for safe stacking and maneuvering of vehicles, and the site design will provide adequate buffering of the use from adjoining land uses;</li> <li>3. When a drive-through use adjoins any residentially used or residentially zoned property, a minimum 6-foot-high masonry wall or solid fence shall be erected and maintained along such property line;</li> </ol>
<p>(D.) and (E.) provide for lessening the impacts on adjacent properties, particularly Residential.</p>	

<p>Stacking Lane Standards need to be more specific and tailored to include other facilities that have stacking lanes.</p>	<p>4. A traffic study addressing both on-site and off-site traffic and circulation impacts may be required as part of the permit application.</p> <p>E. Stacking Lane Standards.</p> <p>These standards ensure that there is adequate on-site maneuvering and circulation areas, ensure that stacking vehicles do not impede traffic on abutting streets, and that stacking lanes will not have nuisance impacts on abutting residential lots.</p> <ol style="list-style-type: none"> <li>1. Gasoline pumps. A minimum of 36 feet of stacking lane is required between a curb cut and the nearest gasoline pump;</li> <li>2. Other drive-through facilities.       <ol style="list-style-type: none"> <li>a. Primary facilities. A minimum of 120 feet for a single stacking lane or 60 feet per lane when there is more than one stacking lane, is required for all other drive-through facilities.</li> </ol> <p>A stacking lane is measured back to the point of service or final service window. Stacking lanes do not have to be linear.</p> <li>b. Accessory facilities. A stacking lane is not required for accessory facilities where vehicles do not routinely stack up while waiting for the service. Examples are window washing, air compressor, and vacuum cleaning stations;</li> </li></ol> <p>3. Stacking lane design and layout. Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation; and</p> <p>4. Stacking lanes identified. All stacking lanes must be clearly identified, through the use of means such as striping, landscaping, and signs.</p>
<p>It was unclear exactly where to find the "major street plan."</p>	
<p>Text replaced with Lane Stacking Standards above.</p>	<p>B- F. Traffic Circulation Requirements.</p> <ol style="list-style-type: none"> <li>1. Only one driveway providing vehicular access to and from the drive-through window or service area shall be provided from any local street, as defined in the city's major street plan of the Salt Lake City Transportation Master Plan;</li> <li>2. The driveway providing access to the service windows shall be at least fifty feet (50') from the back of the curb of an intersecting street measured to the centerline of the proposed driveway; and</li> <li>3. <del>The amount of stacking space for automobiles awaiting service shall be at least five (5) spaces on-site per service window based on single line stacking; and</del></li> <li>4. Internal traffic circulation patterns on the lot shall be adequate to keep traffic from backing into a street or blocking access to any required parking spaces located on the lot.</li> </ol>

6. G. Noise Levels: Noise emitted from drive-through service windows and related features (such as remote ordering equipment at outdoor menu boards at fast food restaurants) shall not exceed the levels as established by the Salt Lake Valley health department. Noise generating equipment includes, but is not limited to, items such as speakers, mechanical car washes, vacuum cleaners, and exterior air compressors.

Additional text added for better clarification specific to drive-through uses.

Barry Walsh, comments:

The basic section 21A.40.060 is rather limited and direct.

There is also section 21A.44.060 noting signage.

And there are several areas addressing restricted or permitted use in that zone.

The most recent is the idling restriction.

12.58.030 Idling Restriction Within City Limits:

M. Where drive-through service is a component of a private business's operations the business will be exempt from enforcement of this ordinance on its property, if the business posts signs acceptable to the City informing its customers and the public of the city's time limit for idling vehicles engines.

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Over the years there has been many discussions, and my main one is the blanket "Five" car stacking per window.

A discussion memo in 1999 is attached.

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I have noticed that in our One Stop reviews we have had a problem with defining the differences. (One window and multiple windows)

One window 5 spaces, simple and clear.

Two windows in a row. the 5 spaces need to be counted from the first window.

Two or more windows for the same use get bad in trying to justify the overall impact and peek impacts.

The more windows, the more complex and the further the impact issue of how many access drives to the site, where the site is located and when is the impact generation most critical. (Pay Day at a 4 bay bank teller windows or one window at a Wendy's down town Friday lunch?)

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I feel that there needs to be a break from the hard line of 1 window 5 spaces, to a progression? Two windows 5 and 3,- Three windows 5, 2 and 2. etc. And at a point? A traffic impact evaluation to determine site by site the needs and conditions.

As shown in the trip generation different uses generate different demands. The fast food is twice that of a bank and five times that of a pharmacy.

#### Trip Generation with Drive Through Windows

Time	Pharmacy trips/1,000 Sq. ft.	Bank trips/1,000 Sq. ft.	Fast Food trips/1,000 Sq. ft.
Average day	88.16	246.49	496.12
A.M. Peak (7 -9)	2.66	12.34	53.11
P.M. Peak (4 - 6)	8.62	45.74	34.64
A.M. Peak of Generator		31.99	54.81
P.M. Peak of Generator		53.46	46.68

Let me know how things are going and if I can help.

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**Exhibit E –  
Proposed Text Amendments – Outdoor Dining**

**Proposed Code Amendments for 21A.40.065: Outdoor Dining**

Original Code with Proposed Changes in Blue:	Reasoning:
<p><b>21A.62.040: DEFINITIONS OF TERMS:</b></p> <p><b>OUTDOOR DINING.</b> A dining area with seats and/or table(s) located outdoors of a restaurant, brewpub, microbrewery, social club, tavern, market, deli, and other retail sales establishment that sells food and/or drinks, and which is either: (1) located entirely outside the walls of the building of the subject business, or (2) enclosed on two sides or less by the walls of the building with or without a solid roof cover, or (3) enclosed on three sides by the walls of the building without a solid roof cover.</p> <p><b>SMOKE or SMOKING:</b> Means and includes possession, carrying, or holding a lighted pipe, cigar, or cigarette of any kind, or any other lighted smoking equipment, or the lighting or emitting or exhaling of smoke of a pipe, cigar, or cigarette of any kind, or of any other lighted smoking equipment.</p>	<p>Outdoor Dining is not currently defined.</p> <p>Also reduces redundancy in current code.</p> <p>Also, "Taverns" and "Private Clubs" are no longer used in the city code and have been eliminated from the language.</p> <p>The term "smoking" is not defined specifically in the zoning ordinance. It is defined in Title 15: Parks and Recreation though. (This definition is simply borrowed from 15.30.010. and may not be necessary.)</p>
<p><b>21A.40.065: OUTDOOR DINING:</b></p> <p>Outdoor dining, as defined in Chapter 21A.62, <del>in conjunction with a licensed indoor restaurant, tavern, brewpub, microbrewery, private club, market, deli, and other retail sales establishment that sell food or drinks,</del> is shall be allowed within the buildable lot area, in all zoning districts where such uses are allowed, as either a permitted or conditional use.</p> <p><del>Outdoor dining, in conjunction with a licensed indoor restaurant, tavern, brewpub, microbrewery, private club, market, deli, and other retail sales establishment that sell food or drinks, is allowed within the required landscaped yard or buffer area, in all commercial and manufacturing zoning districts where such uses are allowed. excepting.</del> Outdoor dining is allowed in the RB, CN, MU, and R-MU, RMU-35 and the RMU-45 zones through the provisions of the Special Exception process (see chapter 21A.52 of this title). All outdoor dining shall be subject to the following conditions:</p> <p>A. All requirements of chapter 21A.48 and section 21A.36.020 of this title are met.</p> <p>B. All required business, health and other regulatory licenses for the outdoor dining adjoining <del>indoor restaurant, tavern, brewpub, microbrewery, private clubs, market, deli, and other retail sales establishment that sell food or drinks,</del> have has been secured.</p> <p>C. A detailed site plan demonstrating the following:</p> <ol style="list-style-type: none"> <li>1. All the proposed outdoor dining activities will be conducted on private property owned</li> </ol>	<p>By defining Outdoor Dining, we can eliminate this redundant phrase throughout this section. (3 times)</p> <p>"shall be" added for clarification.</p>



or otherwise controlled by the applicant and that none of the activities will occur on any publicly owned rights of way unless separate approval for the use of any such public rights of way has been obtained from the city;

2. The location of any paving, landscaping, planters, fencing, canopies, umbrellas or other table covers or barriers surrounding the area;
3. The proposed outdoor dining will not impede pedestrian or vehicular traffic; and
4. The main entry has a control point as required by state liquor laws.

D. The proposed outdoor dining complies with all conditions pertaining to any existing variances, conditional uses or other approvals granted for property.

E. Live music will not be performed nor loud speakers played in the outdoor dining area unless the decibel level is within conformance with the Salt Lake City noise control ordinance, title 9, chapter 9.28 of this code.

F. No additional parking is required unless the total outdoor dining area ever exceeds seating capacity ~~is being increased by more than five hundred (500) square feet. Parking for outdoor dining areas in excess of five hundred (500) square feet is required at a ratio of three (3) two (2) stalls per one thousand (1,000) square feet of outdoor dining area. This requirement may be waived as a special exception, subject to subsection 21A-52.100F of this title, or if the outdoor dining is approved as part of a conditional use, chapter 21A-54 of this title.~~ No additional parking is required in the D-1, D-2, D-3, D-4, TSA, or G-MU zone.

G. Smoking shall be prohibited within the outdoor dining area and within 25 feet of the outdoor dining area.

H. The proposed outdoor dining complies with the Environmental Performance Standards as stated in section 21A.36.180 of this title.

(Ord. 13-04 § 19, 2004; Ord. 12-01 § 1, 2001)

*“total outdoor dining area ever exceeds” -*  
 Clarification that this applies to initial design as well as future additions.

2 stalls per 1000 feet is consistent with parking requirements stated throughout other sections of the code, including 21A.44.060.

This code reference to the special exceptions subsection is no longer valid and should be eliminated.

TSA zone added since last revision of this section.

(G.) Applying the smoking restrictions to the outdoor dining areas. Public Health and Safety.

(H.) Applying the Salt Lake Valley health regulations to outdoor dining areas. (Specifically with respect to regulating noise levels, as well as other potential impacts)

**Exhibit F –  
Public Comments**

# Land-Use Tables Amendment

*The Planning Division is proposing changes to the individual land use tables. Are there uses that are proposed or not proposed for a given zone that should be changed?*

Public comments as of September 4, 2012, 11:14 PM

All Participants around Salt Lake City

Comments sorted chronologically



*As with any public comment process, participation in Open City Hall is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*

# Land-Use Tables Amendment

*The Planning Division is proposing changes to the individual land use tables. Are there uses that are proposed or not proposed for a given zone that should be changed?*

## Introduction

The Land Use Tables are an important regulatory tool used to identify what types of uses are allowed in the various zones across the City. For example, a factory would be allowed in a manufacturing zone, but would not be allowed in a residential zone (which allows for housing and some very low intensity commercial activity). The purpose of the Land Use Tables is to specify where in the City land uses are appropriate or not, given the overall objective to minimize conflict between land uses of varying intensity.

# Land-Use Tables Amendment

*The Planning Division is proposing changes to the individual land use tables. Are there uses that are proposed or not proposed for a given zone that should be changed?*

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As of September 4, 2012, 11:14 PM, this forum had:

Attendees:	281
Participants around Salt Lake City:	14
Minutes of Public Comment:	42

## Land-Use Tables Amendment

The Planning Division is proposing changes to the individual land use tables. Are there uses that are proposed or not proposed for a given zone that should be changed?

### All Participants around Salt Lake City

Jessica winters outside Salt Lake City

August 21, 2012, 7:14 PM

I really wish something would be done to the sugarhouse park. The pond is so disgusting, the ducks wont go in it, ducks are dying, the pond has a bunch of film of gross stuff and all those ducks wont go in the water. You guys spend lots of money upkeeping the gardens but not the pond. HELP THE DUCKS and make the park a better place to go.

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Karl Hegbloom in District 3

July 19, 2012, 1:19 PM

I would like to see the vacant lot across from the Wild Grape Restaurant and the Einstein's Bagel shop, on South Temple at 500 East, be turned into a Community Garden. I think that with the new shopping mall downtown, there's not really any need for any commercial construction there. The lot is very close to both the Open Classroom School as well as the Madeleine Choir School. It is also very close to both of the Oddessey House locations. Students from there could easily walk to the garden and back in a small amount of time, leaving enough time at the garden for lessons. It is within easy walking distance from many apartment residences nearby. It would give apartment dwellers a chance to grow some food.

The lot is owned by Zion's Bank. I believe they may be amenable to having this lot become a Community Garden. From what I could gather, the former owners, who are deceased, were a man who was a philanthropist, and a woman who loved to garden.

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Name not shown in District 3

July 12, 2012, 8:35 PM

Drive-thru's are the further californication of the country at-large. Conditional uses are seldom reversed and once built are hard to change. I hope these are good changes and suspect there will always be challenges.

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Kathy Adams in District 7

July 9, 2012, 9:40 PM

This brings up the question of buildings all over the city that are in non-compliance. Re-working the language in the land use tables should include forcing the many structures all over the city to follow the zoning laws. For example the KMart now Walmart on 2100 South was ALWAYS in non-compliance which allowed Walmart to push (fortunately unsuccessfully) to rezone the plot, which would have pushed it even further out of compliance. So maybe the first step is to make sure all the buildings are in compliance.

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Scott Kisling in District 7

July 9, 2012, 3:59 PM

Thanks for putting this on the agenda.

Just looking through the tables quickly, thinking of both the Walmart property, 2300 E. 2100 South, and 21st and Twenty First (the three major CB zoned business areas within walking distance for me) my comments include:

1- Large wind energy system should not be permitted, if referencing a wind farm.

## Land-Use Tables Amendment

The Planning Division is proposing changes to the individual land use tables. Are there uses that are proposed or not proposed for a given zone that should be changed?

### All Participants around Salt Lake City

- 2- Communication towers should not be permitted unless they are better incorporated in the building design.
  - 3- Drive through restaurants should not be permitted in this zone, but I am probably in the minority on that.
  - 4- Drive through retail services should not be permitted. In my opinion the retailer can help someone unable to access the store, as a service if not a competitive advantage.
  - 5- Drive through retail goods should not be permitted, with the same argument.
  - 6- Schools, professional and vocational, should be better defined, for the same reason that Walmart got upset with the tables allowing a hypermarket (albeit in a very small building). I'm not sure I want a large vocational school in a CB zone, though a small one would be fine.
  - 7- I'm happy to see live theater performance venues permitted.
  - 8- I'd like to see small movie theaters permitted. The market is being driven toward upscale theaters with dining either within or nearby, as people make an evening of it.
  - 9- I'd like to see more drinking establishments permitted, to allow friends and nearby office workers to get together for a drink before dinner (or visit a bar before or after the theater) without having to drive.
  - 10- I don't know enough about Boarding Houses to have an opinion as to whether they should be permitted.
  - 11- I didn't see "Gyms" included in the CB zone, but the Anytime Fitness at 2300 E. 2100 South fits very nicely into this zone at that location. Larger gyms, primarily due to their large traffic generation, would not fit well in the CB zone.
- Thanks again for the opportunity to speak to this issue.

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Martin Cuma in District 6

July 9, 2012, 3:00 PM

This is probably not really to the topic you want a comment on, but, the "motor vehicle" in drive-through wording somewhat struck me:

"DRIVE-THROUGH FACILITY: A facility which by design, physical facilities, service or packaging procedures encourages or permits customers to transact business, receive services or goods, or be entertained while remaining in their motor vehicles."

I move around the town on a bicycle and on occasion use the drive-through window while on a bike. I have yet to be rejected there but I know people who were.

So, would not be better to modify the wordings not to refer specifically to "motor vehicles" but rather to "vehicles" - among which bicycles belong, or something that would wrap together cars and bikes? This may also encourage the drive-through businesses to accept bicyclists as legitimate users of their facilities.

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Scott Christensen in District 2

July 9, 2012, 12:28 PM

The Proposed change for Drive through Window, "DRIVE-THROUGH FACILITY: A facility which by design, physical facilities, service or packaging procedures encourages or permits customers to transact business, receive services or goods, or be entertained while remaining in their motor vehicles."

## Land-Use Tables Amendment

The Planning Division is proposing changes to the individual land use tables. Are there uses that are proposed or not proposed for a given zone that should be changed?

### All Participants around Salt Lake City

This would put banks in the same category as a drive in theater. Clearly they aren't the same entity but wouldn't they now be held to the same zoning qualifications. I think many of changes over the years were put in place for very important reasons. I think many if not all of these zoning definitions were put in place for specific reasons. People need to not just look at the definition and go, Oh it's bad lets change it. They need to look at why was it defined that way? What were the conditions for the definition?

Changing them could undo good work by good citizens. Potentially it could require us to come back later and put them back in place, wasting everyone's time, including those great citizens that put them in place to begin with.

This was just the first thing I found in doing a quick skim through the proposals. If the rest of the proposals flaws are this obvious and easy to spot someone on the planning commission isn't thinking this through very well.

I think I would also check and see who is making these proposals and why. Is someone benefiting underhandedly from this? Is the change for the betterment of people or the betterment of business?

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Steve Boulay in District 3

July 9, 2012, 6:30 AM

I appreciate the effort that has gone into, and logical approach to constructing, these tables. As most of the businesses/uses involved are not ones I am familiar with I would encourage two things:

1. Include a statement of reasonableness to address conflicts within these definitions or for the inevitable uses that arise that do not fall under these definitions. IE: City will endeavor to apply a reasonableness standard when addressing potential undefined uses or uses which are not clearly addressed in these regulations. Reasonableness is defined as .....
2. Reach out directly to businesses in Salt Lake City via a mailing to entities on the existing tax roles encouraging their participation in this review. Better to get feedback now then later when somebody does pay attention and disagree with some definition or another.

Steve Boulay

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Name not shown in District 2

July 8, 2012, 10:08 PM

East of Redwood rd. and California has become a mix of industry (heading further west and north) and residential. There are conflicts in noise here for the people who live here since the building of many homes and apartment and condo developments. We listen to the railroad tie place crashing the rails onto each other. It has a neat facade on redwood road but the back area abuts the Jordan Canal and homes and noise can start very early in the morning. As an established business the Health Department deemed the noise tolerable. These areas should be studied further.



## Land-Use Tables Amendment

The Planning Division is proposing changes to the individual land use tables. Are there uses that are proposed or not proposed for a given zone that should be changed?

### All Participants around Salt Lake City

The complexity surrounding the definitions needs further refinement. For example, is a violin maker an artist or someone engaged in light manufacturing? Since there is no special designation (definition) for crafts it is left to the person at the permits counter to make a determination. For example if a cabinet maker making one-off pieces is categorized the same as a company making kitchen cabinets then the craftsman is treated like a manufacturer, even though the work and products are of different scales with different environmental impacts (noise, fire hazards, etc).

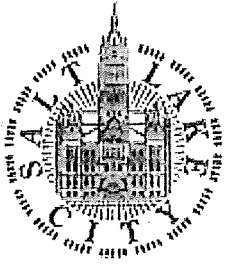
A bit more craftsmanship with the definitions is needed throughout these revised tables. While good changes are being offered, there is much to be refined. The definitions should be aligned with performance rather than just umbrella categories. A small coffee shop performs differently than a restaurant in many cases; how can we hone in on a specific case without subjecting a citizen to generalizations that may not reflect performance?

Tough work ahead, but needed if we are to invite more and more creative people into our city. Protecting adjacent properties is critical, but a clear understanding of the way we integrate a mix of uses into every part of our city will add to our economy, safety and uniqueness.

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**Exhibit F –  
City Department/Division Comments**

**Exhibit G –  
City Department/Division Comments**



# Work Flow History Report

## PLNPCM2009-00169

Date	Task/Inspection	Status/Result	Action By	Comments
11/4/2010	Staff Assignment	Assigned	Traughber, Lex	
11/23/2010	Staff Assignment	In Progress	Traughber, Lex	
2/16/2012	Community Open House	Complete	Traughber, Lex	
2/27/2012	Planning Dept Review	In Progress	Traughber, Lex	
2/27/2012	Staff Assignment	Assigned	Traughber, Lex	
2/28/2012	Staff Assignment	Routed	Traughber, Lex	
3/2/2012	Engineering Review	Complete	Weiler, Scott	Engineering has no comment.
3/16/2012	Fire Code Review	Complete	Itchon, Edward	
3/20/2012	Public Utility Review	Complete	Stoker, Justin	no comment
3/20/2012	Transporation Review	Additional Information	Walsh, Barry	<p>Transportation review comments area as follows:</p> <p>We see no impact or conditions to transportation issues per the proposed revisions other than per the -</p> <p>Outdoor dining 21A.40.065 revision from the three stalls per 1,000 sf requirement to a reduction requiring two stalls per 1,000 sf. seams appropriate and,</p> <p>Drive-Through Service 21A.62.040 with changes to 21A.44.060 and 21A.40.060 to revise the five car stacking for each drive too - suggested revisions</p> <p>1. Gas pumps at 36 feet (= 2 car stacking) needs to be from property line or back of sidewalk, not curb.</p> <p>2. Other ... a. Primary facilities. A minimum of 120 feet (7 car stacking = 115.5') lane for a single lane or 60 feet (4 car stacking = 63') per lane .... more than one lane.</p> <p>A stacking lane length is measured from the point of service or final service window.</p> <p>Please call if you have any questions or thoughts.</p> <p>Sincerely, Barry Walsh (7102)</p>
4/17/2012	Final Draft	In Progress	Traughber, Lex	
4/17/2012	Police Review	Complete	Traughber, Lex	Replied with "no comments".
4/17/2012	Transporation Review	Complete	Walsh, Barry	
8/30/2012	Planning Dept Review	Complete	Traughber, Lex	
9/5/2012	Building Review	Complete	Traughber, Lex	Provided no written comments
9/5/2012	Community Open House	Complete	Traughber, Lex	Open House held on 2/16/12
9/5/2012	Zoning Review	Complete	Traughber, Lex	Provided no written comments