



**AGENDA**  
**CLEVELAND MUNICIPAL PLANNING COMMISSION**  
**REGULAR MEETING**  
**TUESDAY, JANUARY 20, 6:00 PM**  
**CLEVELAND MUNICIPAL BUILDING 190 CHURCH STREET NE**

The regular meeting of the Cleveland Municipal Planning Commission was called to order by Chairman Ben Berry at 6:00 P.M.

Commissioners present included: Walt Vineyard, Jarrod Casteel, Bill Estes, Clarke Taylor, Blake Allison, Ben Berry, Maryl Elliot, Alma Dotson, and Bonnie Cretton

Staff present included: Robert Varnell, Senior Planner, Erica Bevis, Senior Planner, Jay Miller, Planner II, Jonathan Jobe, Assistant City Manager/Director of Development and Recreation, Joel Prince, Planner II/Code Enforcement Supervisor, and Christy Rogers, Administrative Coordinator

Legal Counsel present included: John Kimball, Attorney for the City of Cleveland.

Others present included: See Attached Sign in Sheet

**November 18, 2025, Regular and December 9, 2025, Special Called meeting minutes were presented for approval.**

**Maryl Elliot made a motion to approve the November 18, 2025, and December 9, 2025, minutes seconded Bonnie Cretton. A vote of 8-0 passed the motion. Yes-9, No-0, Recused-0, Absent-0**

**In Public Hearings,**

No Public Hearings

**Consent Agenda,**

No Consent Agenda

**Old Business,**

No Old Business

**In New Business,**

- a. request by P&B McManus Holdings GP for consideration of approval for a cluster preliminary plat for about 3.02 acres, more or less, of property located at Foxfire Rd. (also described as Tax Map 050D Group E Parcel 013.00) and located within the R-1 Zoning District.**

Robert Varnell: Let's see thank you Mr. Chairman and members of the Commission yeah, no consent don't have that many plats today. All in new business this is an R1 cluster development and if you all remember we made some adjustments to the cluster development standards regarding density and I'm going to tell you upfront that this one does meet those new standards. It's 17 buildable lots includes a sidewalk on the interior drive as well as on Foxfire. The lot here at the end of the cul-de-sac is all open space and it meets the standards with the few labeling exceptions in engineering there's some notes that need to be included transportation. Discussing the mail kiosk which will be talking about later and then on the planning side we've got some sidewalk and other labeling requirements based on setbacks outside of that there's no issues from staffs perspective but I'm happy to answer any questions if there are any.

Ben Berry: Any questions for Robert? Any questions or motion?

Blake Allison: It's hard to see if there are sidewalks on the southeast side.

Robert Varnell: One of our comments is that sidewalks have to be included on both sides of the cluster so the updated PUD that will be submitted will reflect sidewalks on both sides as well as out on Foxfire.

Blake Casteel: And I don't see the comments on the mailbox kiosks. What was the comment on that?

Robert Varnell: Well, it's not shown on the plat where it is and if it is you know going to be somewhere it has to be 100 feet in from Foxfire Road so, you're not

turning in and stopping right there and some of that's in that mail kiosk discussion we're going to have later. Just because I've seen it the site plan does reflect the mail kiosk in the open space in the cul-de-sac, but it's not shown on the plat yet.

**Clarke Taylor made a motion to approve the request by P&B McManus Holdings GP for consideration of approval for a cluster preliminary plat for about 3.02 acres, more or less, of property located at Foxfire Rd. (also described as Tax Map 050D Group E Parcel 013.00) and located within the R-1 Zoning District. Seconded by Blake Allison.**

**Clarke Taylor-Yes, Blake Allison-Yes, Walt Vineyard-Yes, Jarrod Casteel-Yes, Bill Estes-Yes, Maryl Elliot-Yes, Alma Dotson-Yes, Bonnie Cretton-Yes**

**The motion was passed. Yes-9, No-0, Recused-0, Absent-0**

- b. request by multiple property owners for consideration of an ordinance to abandon a section of ROW lying between Parker Street and Trunk Street and includes Tax Map 049M Group S Parcels 001.00, 002.00, 018.00, 021.00.**

Robert Varnell: Yes, this is an unopened right away alley abandonment request these go through the process come here they'll also get City Council approval before being finalized. Reviewing the location here's the survey itself, it's really difficult to see so Erica did a good job with the map. We're currently right over here if you want to know where we are, that's City Hall, it's the alley by the old laundry just down the street right here. It's unopened and obstructed and it will be equally divided between all property owners when I look at something like this. It's an unopened right away but if the whole block wanted to redevelop in the future this would be something they'd have to do at that time I mean it's from a redevelopment standpoint I think it gives more property to the private property owners in the area we have no plans in my opinion to ever open that or utilize it so staff saw no issues and recommended approval if there's any questions I'm happy to answer.

Ben Berry: Is everybody here in the audience to speak on this item? Any questions for Robert or a motion?

**Bill Estes made a motion to approve the request by multiple property owners for consideration of an ordinance to abandon a section of ROW lying between Parker Street and Trunk Street and includes Tax Map 049M Group S Parcels 001.00, 002.00, 018.00, 021.00. Seconded by Bonnie Cretton.**

**Bill Estes-Yes, Bonnie Cretton-Yes, Walt Vineyard-Yes, Jarrod Casteel-Yes, Clarke Taylor-Yes, Blake Allison-Yes, Ben Berry-Yes, Maryl Elliot-Yes, Alma Dotson-Yes**

**The motion was passed. Yes-9, No-0, Recused-0, Absent-0**

- c. request by Lake Mantooth for consideration of a plan of service for about 33.07 acres, more or less, of property located along Wilkinson/Brock Rd. and includes a portion of Tax Map 043 Parcel 012.00.**

Ben Berry: Items C and D will be discussed together.

Robert Varnell: Yeah, and just to kind of give you an idea this will be eventually absorbed into the existing PUD there but we're not quite to that point. We wanted to move forward with the annexation by default when something's annexed and doesn't come with zoning it does get zoned RA that is what our existing and approved ordinance states so this will be zoned RA until we come back in front of this body with a future absorption into the existing PUD there. This is Michigan Avenue Wilkinson Road, and you've got Brock Road which is here. The development will likely connect from the interior, but we'll see at this point we're not quite there on all those factors yet so it's coming in the plan of service. You know dictates it connects through that existing neighborhood. Staff recommends approval of both but I'm happy to answer any questions if there are any. I think we'll have more of a lively discussion with zoning in the future. Any questions for me?

Ben Berry: Does anyone in the audience want to speak on this item? Any questions for Robert? The fire department kind of had a new lengthy memo in there.

Robert Varnell: Thank you for bringing that up they did. That and those numbers you see are reflective of the fire station that will be built on Stuart Road as a part of the Hardwick Farms development. They were included in this plan of service and I would expect moving forward to have similar responses

from that department but that is reflective of something we've already got in the works planned but what this does once the City Council approves that plan of service it puts the City of Cleveland on the clock to build that within an 8 year period.

Alma Dotson: You're talking about the.

Robert Varnell: It's the \$7.2 million expense I am.

Bill Estes: So, I need to talk with Joe really and Chief Bates about getting an engine ordered today because they 3 to 4 years.

Robert Varnell: It does and so I think.

Bill Estes: We'll just throw it in their laps and in the council 's lap okay.

Robert Varnell: Right, I think in that discussion it's probably a good opportunity to bring that up.

Bill Estes: Yeah, okay I'll make sure that comes up.

Ben Berry: Is there a motion to approve item C.

**Blake Allison made a motion to approve the request by Lake Mantooth for consideration of a plan of service for about 33.07 acres, more or less, of property located along Wilkinson/Brock Rd. and includes a portion of Tax Map 043 Parcel 012.00. Seconded by Jarrod Casteel.**

**The motion was passed. Yes-9, No-0, Recused-0, Absent-0**

- d. request by Lake Mantooth for consideration of a resolution to annex about 33.07 acres, more or less, of property located along Wilkinson/Brock Rd. and includes a portion of Tax Map 043 Parcel 012.00.**

**Bill Estes made a motion to approve the request by Lake Mantooth for consideration of a resolution to annex about 33.07 acres, more or less, of property located along Wilkinson/Brock Rd. and includes a portion of Tax Map 043 Parcel 012.00. Seconded by Blake Allison.**

**The motion was passed. Yes-9, No-0, Recused-0, Absent-0**

Ben Berry: Item E I am going to recuse myself so Clark can pick up.

**e. request by Steve and Linda Williams for consideration of an ordinance to zone about 89.67 acres, more or less, of property located at Holloway Rd. from IH Heavy Industrial to PUD and includes Tax Map 065 Parcels 015.00, 15.07, 003.13.**

Robert Varnell: That's correct. Thank you, Mister Vice Chair. This property was annexed in several years ago zoned heavy industrial at the time after working on the property over the course of several years there's a portion of it that is fairly flat and it used to be slope in that area some industrial users did look at it look at it for potential business expansion of some kind but nothing ever came. Resident interest there is strong and the applicant is requesting to rezone it for residential purposes to a PUD. From the standpoint of the PUD itself they're asking for a minimum of 46-foot-wide lots one thing I want to point out about this PUD. It entails includes the entire parcel but this development and the unit count. Here it is not reflective of the entire acreage. My expectation in the future is that some further expansions to the neighborhood would likely occur. So, it does include stub outs at 3 different locations. Some of the language in the PUD includes some architectural requirements I do believe there's some comments and questions about that there's also some infrastructure improvements on Holloway Road. In reviewing the proposed development with the traffic engineer one thought was to require a traffic impact analysis but in doing so we would probably pull it from the agenda and wait till we had that back. Before presenting it to you all because we wouldn't have what it says to require. So, he and I went round and round on that and because we are concerned with the downward slope and there's 2 visibility issues going each direction. The addition of the turn lane as you all know, on 20th Street we've got an 88-lot development. Where we recently required a turn lane and then on Freewill Road, we've got one that that's closer and number to this one my expectation is that number continues to go up on the lot count at some point so when looking at it with the traffic engineer that's the determination that we came to within the PUD. From a standpoint of open space and the usability of it it does require some amenity I believe it's a little pavilion and playground it's not as large where you might want to require some kind of pool or clubhouse. We're not at that threshold but it does have some amenity to it as aside from just the open space. Otherwise, you know in analyzing the request it is up against the industrial park. It's also up against a number of existing residential homes and from kind of a standpoint of the usability long term the residential component did kind of fit and staff recommended approval of that. I'm happy to answer any questions if there are any concerning that. If not, I know Mister Berry is speaking on behalf of the applicant as well.

Blake Allison: Often when we down zone we reach out to the Economic Development Board the market clearly controls this right. I didn't know if Doug had anything to say.

Robert Varnell: Well, you know obviously in Doug 's line of work he'd love to see this develop from an industrial standpoint but most of the people who ended up looking at it never got far enough along that it seemed a viable use, and it has been sitting ready to develop and move forward. He was a little understanding of that but he's not against it but not you know we certainly have a need for industrial land, and they will be and we're actively working on some other opportunities that will be coming. Probably before this body hopefully soon to answer that question.

Blake Allison: I'm not saying that this shouldn't be a residential subdivision it works.

Robert Varnell: No yeah, it's a good question. It's a valid question.

Clarke Taylor: So, it's already industrial.

Robert Varnell: It's been that way for a while, and it's pad ready so it it I think the other thing is the primary access point that's going to be utilized one way or the other is off Holloway Road and there's a home right here and another one there and there. I think they'll probably be better suited or happier with the residential development than the possibility of the alternative. Any other questions for me or I'll get out of the way and hand it over to Ben?

Ben Berry: Hey Ben Berry so this one is the PUD mostly looks good we had a couple of things that we'd like to look at there was a requirement for a full left turn lane on Holloway Road it was mentioned you know 20th Street and Freewill Road as examples of where this was added you know those are streets with a lot more traffic than Holloway. The biggest problem with Holloway is the site distance and this is something I feel like we need to study more so it's hard to say that it's not required or it is required I think something is required whether it's a turn lane or clearing or you know we just don't know I'd love for the there to be some flexibility in this.

Robert kind of talked a little bit about if it is instead of just saying in the zoning a left turn lane is required if a study is required and if a left turn lane is warranted then it will be built it kind of a if then kind of thing but that's some flexibility we'd love to throw out there and get your thoughts on. I think you know it was if it's required if it's needed, they're willing to put it in.

Jarrold Casteel: What about saying left a left turn lane will be provided unless a study says that it's not warranted.

Ben Berry: I think something like that you know something like that where if it's if staff agrees you don't have to come all the way back and and do all this it's not a traffic issue it's a road doesn't have traffic it's more of a safety exercise that's something we go through anyway like if we weren't even going through rezoning. We would look at sight distance and all those things as part of the site review process and it would get resolved on its own and so if there was a way to have that you know that kind of built in it might provide some flexibility otherwise we might have come back which not the end of the world but something yeah. Kind of the biggest thing we have is the architectural standards on this PUD it does prohibit vinyl siding we've done that before so we've had several PUDs that have had that but they're very different than what we're looking at here you know this is a site that is situated right next to the industrial area of town this is mark this is geared towards the workforce housing to be affordable and part of that is utilizing materials and a design that keeps cost low this is a marketed more to families and the. Builder will be here to explain this but marketed to families that need a more square feet for their dollar and one of the ways to do that is the being having some flexibility on the vinyl siding this was done this would be consistent with a neighborhood that was approved on Westland Drive which just right across the it's over near the Coca-Cola plant near Peytons it's right across the bypass from this site the. You know I was talking to Robert about you know how do we we've had a few that we've approved with no vinyl siding you know and and the really the big ones are you know Hardwick Farms was approved no vinyl siding that's we're aiming that's a different market than what this is aimed at Newman Farms at exit 20 was approved with no vinyl siding. That really is a gateway into our city there's a lot of public dollars that was put into that to make it a buildable area this this needs to be different I think it's important that we have a variety of housing options in Cleveland we have those neighborhoods, but we also have neighborhoods where you can do. Kind of some commonsense thing, I mean vinyl siding is super common you know we'd never tell City Fields to never use vinyl siding as an example like it's it's a common building element I think there's a place and time for that I think this is one of those places. I'd love to have that language be revised to be consistent with Westland Drive really what that means is vinyl siding on be allowed on the sides and rear the front would still be stone brick or Hardy so that's that's our main request I do think there's other people here that want to speak if you want to hear them I'm here to have if you have any questions.

Maryl Elliot: Are you talking about making an exception for this property or changing the ordinance?

Ben Berry: No so each PUDs reviewed individually and so I think it's I think that's a good thing I think we we can look at this site individually and say

that based on its location based on the fact it is very isolated you can't see these homes unless you live in this neighborhood and if you live in this neighborhood you've chosen that that this property specifically. Having the flexibility to have vinyl siding is warranted and it's not inconsistent with other decisions that have been made with Hardwick or with Newman Farms it's just it's a different property with different circumstances and all so all we're asking for is you know for this property to be consistent with there's other developments have been like this like Westland Drive and there's been others. There's a subdivision behind the new Dollar General in South Lee Highway Pleasant Grove Church Road and you go back all those roads are named Pleasant Grove Church Road I don't know which one but we had one back there that was the same way so I think we've approved PUDs both ways and we're asking for the one that allows the vinyl siding.

Bonnie Cretton: Ben, I'm curious about the development being right next to the Industrial Park, has there been any like environmental studies on the soil? I know that Robert just mentioned like a playground you know probably a lot of young families in the neighborhood.

Ben Berry: Like yeah it it's not been used as industrial, so it is adjacent it's up on a mountain this site 's been actively graded for 15 years maybe longer so it's clean it's higher it was forest it's you know one of the things that I do want to point out like on our site plan. Well, there's several common areas that are strategically located we actually took away several buildable lots what would otherwise be buildable lots and reserved some common areas right in the middle of the neighborhood one on the east and north side one on the south side and so we've got. You know it's one thing to have common area that's just around the perimeter and everybody's backyards it's another thing where it's right in the middle of development everybody can see it and use it and that's where the playgrounds would be so I don't think the soils were concerned but we've also with the playgrounds and that in mind you know sidewalks on both sides of the road that's an add from a normal code the pavilion the playground that's an add the common space. In the middle of the development that's something extra that this development is doing so just kind of adding a lot of that stuff.

Clarke Taylor: Ben, to help answer that question we as a part of our due diligence we did perform a phase one environmental on the site and that came back clean so just.

Jarrold Casteel: Ben so I agree with you at least. What I believe you're saying is that it's important that we're providing not only these high end developments with significant price tags per home but also you know providing the opportunity for you know everyday folks to be able to buy homes in Cleveland so I don't have any issue with the concept of allowing

vinyl siding on 3 sides to bring the price of those homes down so that they're more affordable and I don't know that there's an answer or a fix to this at this moment but my only concern with that is that we agree in this instance and approve vinyl siding where we haven't in other situations and then there's sort of no guarantee other than we would just maybe expect market forces to guarantee it but there's no guarantee that these are going to be affordable. Priced homes, right there's no you know I think you understand what I'm saying so I don't know how we address that or how we resolve that but that sort of where I'm going.

Ben Berry: Yeah, I mean there is no guarantee of price point and vinyl siding is used on homes that are \$200,000.00 to \$600,000.00 or above it's commonly used you know I think this it's just another building product that's used in Cleveland and it's a tool in tool somebody may come in this and decide to build all Hardy I don't know I doubt it but.

Clarke Taylor: If it's not written if we're going to use the PUD it's not written in our code. I always say error on the side of the use of the land I mean that's kind of that's what you're saying to you is really I agree that's but. There's a saying this stuff, but where this is if we had it wouldn't be I mean I think you'd have this you can't compare this to Hardwick felt like you were saying I don't think you really can compare it to. You mentioned the Newman Farms that's kind of a whole different area demographic my opinion. I don't really think it makes sense not to have vinyl where this is at nothing I mean I just think that Hardwick Farms. This is two different things.

Walt Vineyard: Just quick question a couple of questions one different grades of vinyl siding you know appearance wise material wise deciding person but I'm assuming that there's cheap vinyl siding that doesn't last very long and weather very well and then there's higher end vinyl siding. Can you give me some insight on that?

Ben Berry: I have a builder here that can. I cannot there's one up here and one back here, so I'll let this one speak on that I don't know.

Walt Vineyard: And I don't think that there's ever been any, let's say a specific type of product to deal with I don't know if we've done something like that in the past and kind of leads into the second part of my question is. Is it a direction that the cities and maybe it's for Robert that we're heading in to not allow vinyl siding on this and was the reason behind it why do we have some that we've allowed some that we have it I think it's a it's a slippery slope when you start picking certain areas that you're going to allow it and that you're not going to allow it.

Jarrold Casteel: I've got the same question I thank you for asking.

Robert Varnell: Answer your question on the vinyl first and. I can follow up.

Ben Berry: Can I pass this along to the home builder?

Clarke Taylor: Well, what's in our R1 or even R 2 material this purely to we have that. We will you pick and choose I mean? Whatever is in the R1 or this I guess would be built to our R2 standards.

Bill Estes: The trade off discussion on the trail for us you're giving up a lot of density in a PUD, so it has to be different than an R1 and R 2.

Kelly Martin: I would like to answer your question first of all my name is Kelly Martin with Dr Horton Chattanooga I grew up just down the road in Apison East Brainerd and actually came from the planning side from that side of the table so it's a little bit surreal when I'm on this side of it and I would like to get around to answering your question. If you indulge me for just a second to get to that what I'm talking about here is that you know I'm an 80s kid I grew up in the 80s riding our BMX bicycles all over the place and the joke was there's kind of an arms race or legs race I guess with a bicycle you get the nicer bicycles that you want the Chrome Molly this and all that and we got to be a joke. That these BMX bicycles as kids you know paper route is not going to cut it we what are they made of they were becoming more and more frequently that you they're out of our reach they were made out of what we joked to be unobtainium what happened just to the basic bicycle they're all made out of unobtainium now and that draws the parallel with what I'm thinking with housing obtainability you know we talked about affordability obtainability you know that we're you know semantics there but what happened to the basic entry level bicycle the one that's going to get you around from woods to field and back home again before the street lights come on if you even had street lights. So that's what I'm talking about is that is DR Horton we do build a range of home types that from the entry level you know the first time buyer which those you know all the way up through a mid-range you know some luxury products in some markets and the problem that we've gotten and that every builder is facing is that that entry level home those prices are creeping up and when they're really not creeping they're really have zoomed up in the last 5 years and a lot of that is land cost. By the time you get all the infrastructure in all the earth work done in the land acquisition costs you're already in you know in some cases in Hamilton County \$140,000.00 just for a finished lot before you even go vertical with a house that is nearly impossible if not impossible to create that basic bicycle for somebody who just needs to be able to get around town you know that sort of thing ride around. That's what we're missing right now and that's what's so much more difficult to obtain so in this case what we're doing in this particular

location is one of the reasons that it did that. It is so appealing to us is because it does offer the opportunity to build a product that is affordable that is obtainable in that location Newman Farms you know that is not that's a different market even though they're very close the market changes very quickly the I think they're calling it Appalachian something there the other on Holloway that was the commercial piece that the other PUD that was approved recently that's a much more central and integrated visible location. Just like Newman Farms so finding the locations for quality housing but that does not have to become unobtainable where that is more and more difficult this site meets those that criteria very very well and what does creep into unobtainable is the difference in cost and coming circling back around vinyl is a material that's used all over Cleveland some municipalities will have a minimum thickness standard you can't really specify a brand you know like James Hardy it would be you know cement fiberboard such as you can't specify a particular brand and there are different brands you can I mean there are minimum. Thicknesses of I think it's 0.4 and then 0.44 those are the 2 most common I can't stand here from my perspective saying that you know is it discernible from the street to the owner to the neighbor I can't really say that but that is one option if you do want to look at a minimum standard 0.40 and 0.44 are the most common and that would be something that you might want to consider so to try to circle back around to you know be able to use vinyl but not make it unobtainable. Did that help answer some of those questions how we're kind of viewing this is it say mix you have your you know all the way down you know through the affordability scale and this is the this is the basic bicycle that we all joked that was no longer obtainable and I don't know 1985 I'm dating myself?

Maryl Elliot: Do you have a ballpark on the regular mid-on one of these houses? How much would be saved by having 3 vinyl walls opposed to hardy is that the next?

Kelly Martin: Hardy or brick or stone or a mixture of those is an option and that's you know we use that on plenty of products and plenty of markets even here in Cleveland for a home of this. The home range, not the plans that we would be looking at, the difference would be between a vinyl and then the brick stone and Hardy. The swing could be as much as \$16,000.00 more expensive and in some cases up beyond \$20,000.00 more to use those we call that sticks and bricks what are the cost of your sticks and bricks, and we seen a lot of inflation in those costs as we all know anybody who's ever had to spec. This and that's not my you know central role at at DR Horton I'm more in the land and in the dirt but I did take time yesterday to get with Matt Bond he is with me also with Dr Horton we both wanted to drill down on this and say what is the this cost swing and it is average \$16,000.00 but in some cases it far exceeds \$20,000.00 just you know in price difference.

Jarrold Casteel: So, is the vinyl a threshold issue for Horton on this deal.

Kelly Martin: I wouldn't say that it is a you know before I answer that let me get some clarification by threshold issue.

Jarrold Casteel: Does it pencil if you are required to build as the you know not using vinyl or are you walking away?

Kelly Martin: Well, you know I can't make that decision necessarily we would have to look at that, but it would make it much more difficult to develop this site and to sell actually houses I mean ultimately at the end of the day I deal in lots and dirt and raw land but ultimately we are a construction company we are a home builder and that's where the cost centers are going to be so what will happen and just going off of some you know parallels that I've seen that price would increase we could still pencil that in we could still absolutely build in there but those prices instead of being 329, 319, 339, 349 they're going to creep into the mid fours and they're going to sit there and no one is going buy them and that is not good for us it's not good for the city to have that happen and I've seen other areas where other builders have crept into that unobtainium and it does show in vacancies and sales rates and absorption you know absorption rates the demand is not at that price range the demand is at that price that I just mentioned to you the 320 that's where we want to be 329 349 you know what have you the mid threes that is where families are telling us they can't afford that they can't afford that payment interest rates are have you know fallen just enough where they can get into those houses at this 459 469. That is just not the market that is demanding a home right now.

Clarke Taylor: I was just looking at household income for that track that they're on a 3-mile rate is 44,000 a year. Bradley county it's 63 thousand. So, it's definitely lower.

Kelly Martin: Median house price and then median household income that delta that gap is has continued to spread and you know we try to scramble to keep that from happening and it's a constant battle we do have higher in communities that are selling but they are much more let's say at a relaxed pace compared to where people are clamoring say you know this is what we need don't build these 500 low fives we need something we can't afford that.

Maryl Elliot: Would we be setting a precedent? Then this would be each time a builder would come and possibly requested and we have to take it on?

Blake Allison: That's kind of how the PUDs are right now and that's kind of just without having all the standards set black and white in R1 R2 R3

whatever else the PUD does give flexibility to the developers because our current R1 standards state that we need 75 feet for road frontage for a lot and we're down to 46 on this so that allows them to have much more lots the trade off and I'm just regurgitating information right the tradeoff is hey we want to have some design standards and minimum standards I'll speak to we've built we as an Epperson Allison Homes built 400 homes in the Freewill area and all of them have had vinyl on them. It's a higher-grade vinyl it's a beautiful product and we're selling them between 450 to 550 now we've done it with vinyl on all 4 sides we've done it with vinyl on the back 3 our next subdivision in that area is 101 lots and it is Hardy on all 4 sides. Is this kind of a PUD to your requirement and it was just moving into that direction? Doesn't say it's right personally now putting the personal hat on I think it's a very slippery slope when we start moving into you can do this on some on exterior materials and you can't do this, I understand it's the really the world and that's how we have to police. But it's very difficult because all right well if we start letting people use vinyl let's start looking at thicknesses of vinyl and there's no way to really police it, I understand the thought process trying to find common ground but often what helps control all of this which does not help in this discussion is the market. If they can build it to \$330,000.00 and have vinyl there should be some buyers that say I don't want vinyl on the house not going to go somewhere else there's going to be some buyers that that's the only house I can afford we want housing affordability we're moving into the house I personally think in this location and that's the slippery slope that Walt talked about we're looking at all these different locations and who's to say this location is competing against another one for the same house. We have there is a track record of yes you can have vinyl in this location Ben said the name of the subdivision Westland Drive because it was the same argument. This is going to continue. So, a decision is going to have to be made about where we're at, I personally think let the market control it, but I have it on my personal house and it's we've put it on Stone Creek Kensington Park Cumberland Hills Brooke Moore Creekwood.

Clarke Taylor: No, I don't think vinyls all that bad.

Bill Estes: So let me jump in here and I'm going to be careful. When I drive through certain neighborhoods new neighborhoods in Cleveland that are built in mass and there's a problem. What's the first problem you, see? Starts with a V ends in inyl.

Clarke Taylor: Yeah, but Bill it's about the market when people can't I think the arguments more.

Bill Estes: First comment when you when I drive in the last 5 years to 10 years. New developments by large, massive builders.

Clarke Taylor: It was directed to the people living there to afford it there at that time.

Bill Estes: Let me let me go down my path alright it's not you know. It's always the vinyls coming off. I had a friend we used to call him growing up your metaphor of a bicycle we called him pro. It was short for proletariat because he was so poor we thought we were bourgeoisie he was the proletariat. He had holes in his shoes I thought that was pretty yeah. He had holes in his shoes and his bike didn't work. It was such a cheap bike. So, he was spending more time on tubes, spending more time on a new seat. They put more in keeping his bike to even function rather than doing it right the first time and buying a Mongoose or if you're from Apison you know light speed them. You know titanium okay, but your metaphor goes both ways.

Kelly Martin: Yep

Bill Estes: You're not Better Business Accredited. I have had more complaints about this kind of setup personally even before I was on planning commission. And I'm not just speaking of DR Horton there's other there's other groups like this. It gives me pause particularly with 46-foot fronts and we are allowing more density for more building for the pencil to work even sharper. It just personally excuse me pausing so sometimes yeah you can save money on the short end but then there's 2 losses you lose you lose going forward keeping it up and then you don't keep it up there's not like a lot of room to move things into the back and the storage you got 5 feet on each side minimums how you can put a boat in or a 4 Wheeler on a on a trailer there's that's the kind of thing you know if you were talking about and just this. It is a subjective opinion. Decision I'm making every PUD. Maryl, I think falls or stands on its own it's. I don't look I'm not totally absolute other than sidewall right you know. It's subjective and so this just gives me pause because of what I've seen in the last decade and I'm just speaking to you and I'm speaking to staff well and so you know.

Robert Varnell: Why do we always recommend cement fiber siding because it's it holds up longer it's a better product it looks better all the time it's more durable it's fire there's a number of reasons we do we've got density? And that's one of the trade-offs that we've been linking to it is and we're going to continue pushing that direction citywide and that this is this is a standard we've kind of set and we're moving further in that direction. The affordability question is difficult I put some time over the past few days and looked at houses for sale, and I looked at what they were made of I don't see a big difference in the price. In our existing subdivisions. Maybe a few but I didn't see that.

So, I would love you know there are many you know cities and states that allow cities to require percentage of affordable being whatever that number is. You know we haven't done that. I spent my morning, you know, with the Homeless Coalition. The City Council put together affordable housing is a massive point but making a decision like this will not dictate it to 3-billion-dollar company.

Bill Estes: Even 20,000 home gets absorbed in half a percentage point in mortgage rates going down. Overnight the FEDs can do it in accord.

Robert Varnell: I think it's a conversation worth happening materials you know. I do like the durability of it, but you know that's the standard we've been moving towards so that's why. It's in all PUDs if it comes out it's because it comes out at this level you know through these discussions.

Kelly Martin: You know I do have a thought about that if you don't mind is that you know and I appreciate what Robert saying and you know these costs so much as in the so much of the cost is baked into the land before you know the house comes out you know that's one of the problems we've got. Some developments that you know sometimes it's a matter of timing though that land had been held and it was before or you know prices had increased and so they're able to be more flexible with their you know with the products that happened we mean it cuts both ways we that happens for us it happens for others then we also get bitten by that as well and to Robert 's point. You know I think you know and somebody 's touched on this earlier is that the value of the PUD the built in value of the PUD is to take each site based on its as is where it is and those conditions because every piece of property in the city of Cleveland is not the same zoning straight zoning you know if you did want to have you know R1 and R2 with the certain standards I mean that treats every property as exactly the same. Under the law, because the zoning ordinance is law every time you change the zone you're changing the law. And so, you know and so I can see the consistency need for consistency and that painted sometimes planners into a corner when you know you have so many varied landscapes and market submarkets within a jurisdiction and so the PUD does give that flexibility and so what you know. What I'm asking here is you know if it is not appropriate anywhere in the city, I mean it was appropriate 8 or 9 months ago on Westland you know and obviously if that's the direction you know the city wants to go there are tools that you know you can explore down the road and I think to your point the PUD is a tool current tool that is in in the toolbox and it fits this bolt. And you know and that's why the PUDs were you know innovative tool you know 50 years ago it was novel to be able to say hey this property is which one of these is not like the other which ones are similar we'll treat these the same way these have similar characteristics we'll just treat these little more the same way for consistency because that's what zoning strives to do is some consistency

and this gives flexibility within that framework. And so that's why you know if there's a case for you know having vinyl on 3 sides versus you know 50% Hardy brick stone what have you on all 4 sides that's what I'm asking for that's that flexibility I would not ask this for Hardwick I would not ask this if we were building a Newman Farms I would not ask over there at the corner of Holloway where Smith Douglas I believe one of our competitors is you know coming in and they've already have their on their website so I would not be asking that because those are distinctly different? From this particular site and as I said earlier these are hard to find where it does the conditions do line up in my opinion that do make them more advantageous and more amenable to a relaxed standard on the exterior features vinyl you know is. Is that recognized material recognize everybody's concerns you know or preference in you know one over the other some prefer is fine some you know that not? My thing the market ultimately decides that if the market tells us we don't want vinyl we're going to have to pivot but you know at this point they're telling us we want affordability we want more square footage versus brick all over this this house yes it would maintenance issues aside that's what we're getting. Every time we you know we're looking at this particular price point, we want square footage over brick.

Clarke Taylor: I was looking here together at Newman Farms mile radius median household income 70,000 this is 46 and then from Hardwick Farms is 68,000. That the reason I as you know dirt costs the same to move the dirt cost the same put really a lot of the heat and air the opponents over.

Robert Varnell: Where are you at for that Clarke that's a 20,000 difference in a mile that I can see on the that.

Clarke Taylor: Well, Newman Farms isn't very dense or it's so very yeah but here is a 46-foot-wide box.

Ben Berry: The secret sauce here is affordability also with occasional views up here on this it's actually you know you do have some that doesn't happen very often at all.

Maryl Elliot: Is there any way to consider the median income of an area that these PUDs are being planned for?

Robert Varnell: No that gets really slippery.

Maryl Elliot: I mean you almost already are because they're saying a different but I'm saying we almost are because we're seeing a different standard. Hardwick Farms than in another areas.

Bonnie Cretton: I think affordable housing is really important. Pretty phenomenal we build that for community to be able to thrive, and I don't actually have a problem with vinyl being on homes that are high quality like Blake mentioned and places that Clarke is talking about but to circle back to your bike metaphor, I think the problem comes in when people are saving to buy that basic bike and that's what they're working for because they know that's what they can obtain and then when they buy that basic bike the wheels fall off. And it happens because they can only go to a certain store that they have access to and then that bike pulled apart so I don't have an issue with vinyl being on like 3 sides of the house.

But your reputation precedes you and so my issue is that people need high quality basic bikes. So, if they can so this idea of relaxed standards based on location and people 's income yeah, they need affordable housing, but they need affordable housing that is actually like going to last at least 10 years 20 years I mean it's not, so I don't how much you.

Jarrold Casteel: They're going to get 30-year mortgages.

Bonnie Cretton: I have an issue with all the corners that are cut. Massive developments that really play profit over people in undesired neighborhoods or in these low incomes development. I just want to speak to these mass developments that happen and say that I think that on behalf of the quality of our community that it's really important that if we're saying hey we're not creating this unobtainium then we're creating this basic bike that everyone can afford that thought basic bike is actually like rideable that it's not the pros bike that's falling apart.

Kelly Martin: Yes, ma'am we're not lightspeed we are huffy. Those bikes are built to last brick does not guarantee quality to construction on the inside so that's you know that's kind of I just I'm thinking the bike and now I probably I should have thought that one through because you can you know you could go down to I do too but I'm glad because I do too and I always try to do that but you know. Yeah, you can send it another way and this has been a great conversation and I say I say that sincerely about you know seeing from your perspective and also I like you know that we I can share our perspective as well the difficulties of meeting a demand that is out there if we don't do it you know one of the benefits is that if you do have folks working in Cleveland or in Bradley County but in Cleveland specifically but they live elsewhere because of affordability they're taking that paycheck and they're sending it to Polk County or Meigs County or even beyond and so this does give an opportunity to have you know a live work a lot closer to where you work and that money stays here that's one of the benefits of it among many I mean we could have a whole academic discussion on it and you know that all started with. How much vinyl but you know be that as it may you know I do sincerely and respectfully ask that the conditions you know be expanded to include vinyl on 3 sides Hardy or the brick or stone on

the front. And you know we can we can we can comply with that and with no problem with no complaint no heartburn whatsoever and that to me feels like a middle ground between the previous kind of approach with Westland Ridge and then this new approach that you're headed toward and that is understandable so that's my ask here tonight and I don't want to you know belabor the point but that's essentially what I'm asking you know you all respectfully tonight.

Walt Vineyard: I don't have any problem with vinyl either, but my concern is let's picking and choosing and having every single builder come back to us in the future because if we do something different than I don't know if there's been. No vinyl vinyl no vinyl and the things that have been passed over the last 3 or 4 years or year and a half of that matter but if we're going to steer in the direction and maybe City Council steer this in the direction with an ordinance on this versus a PUD plan I don't know the answer to that either but what would bother me is having to talk to every PUD that comes in and make a decision based on where it is or what it backs up to yeah or nay on that that that concerns me to differentiate different areas. For vinyl or no vinyl, I have no issues with this using vinyl in Cleveland, but we need direction in that to decide for every single PUD that comes in. That's because builders are looking to save money too when they come in and build up and if they can do \$16,000.00 less on one then they can do \$16,000.00 less on one or whatever that number is but us having to make a decision based on where it is or someone that can convince us that it's the right spot for it. I have been looking for possible guidance from the from the council itself I don't know if. That's the right proper way. To do it or if it's just a policy of the of the city or the planning department that does that, I don't know the answer to that.

Clarke Taylor: I do feel like the burden of demonstrating this location does fall on me standing before you for what it's worth you know and I do understand your concern for consistency going forward.

Walt Vineyard: I get the argument backed up right up against an industry, but does that mean that you can use vinyl there or not. Somewhere else I just don't know the answer to that, and I'll link to a board towards are we going to consistently move forward with no vinyl on these except for in the special board or whatever, but I think I made my point on that I'm concerned about.

Bill Estes: Walt I'm going to respond to you as someone who's been on both boards. I currently sit on both boards I think Planning Commission needs to do what Planning Commission needs to do and just do it. Because 4 votes are all it takes to override us and you've seen the council with pure raw political power. Take our unanimous decisions and go 4-3 another way all right so you have once it leaves here. So, let's just focus right here and we

can't control what happens at the next level at the end of the day 4 votes moves the courthouse right and there's raw political power that's a lot that operates different than here. So, it's really weird having both hats right you know when I'm here, I try to be present here and do what's right here and have it in record. And try to make I try to do and try to be a liaison. So that's a very raw answer to your query.

Maryl Elliot: So, what you're saying is no matter what we decide tonight even if it's 4-3 favor or not it's not in favor it can be changed in the council.

Bill Estes: Unanimous here it can be.

Robert Varnell: State of Tennessee the legislative body next month yeah.

Bill Estes: And council's legislative fight.

Robert Varnell: No, you're making a recommendation to them I make a recommendation to them, it doesn't mean they're going to listen to me or you.

Maryl Elliot: Okay so it's not final what we decide? It's a recommendation.

Jarrold Casteel: Can I try to put a point on this? I'm going to make a motion to approve as is.  
Okay I don't know that I have to even say anything beyond that motion to approve as currently written.

Maryl Elliot: To approve their request.

Jarrold Casteel: No, its staff approval as it is currently provided to us.

Blake Allison: Aligning with the staff recommendation.

Jarrold Casteel: Correct.

Clarke Taylor: I got motion.

Bill Estes: There's no flexibility on the left turn within the PUD as written to do this. It's just required straight.

Robert Varnell: What the language reads? Yeah. Bill Estes: Yeah, this is not the whole map I will add.

Kelly Martin: And that being an engineering matter you know that's a kind of compartmentalize that as far as you know an engineering versus the you know the yeah so, we'll.

Bill Estes: Same thing that's a numbers game.

Maryl Elliot: Jarrod will you explain the motion we are voting to make an exception?

Jarrod Casteel: No, to follow the city staff's recommendation as is provided.

**Jarrod Castell made a motion to follow the city staff's recommendation as provided on the request by Steve and Linda Williams for consideration of an ordinance to zone about 89.67 acres, more or less, of property located at Holloway Rd. from IH Heavy Industrial to PUD and includes Tax Map 065 Parcels 015.00, 15.07, 003.13. Seconded by Bill Estes**

**Jarrod Casteel-Yes, Bill Estes-Yes, Walt Vineyard-Yes, Clarke Taylor-No, Blake Allison-Yes, Maryl Elliot-Yes, Alma Dotson-No, Bonnie Cretton-Yes, Ben Berry-Recused**

**The motion was passed to follow the city staff's recommendation as provided. Yes-6, No-2, Recused-1, Absent-0**

- f. request by City of Cleveland for consideration of an ordinance to amend the Cleveland TN Zoning Ordinance, Appendix C section 2.22.3 Conditional Uses to reduce the minimum square footage for the first unit in a multi-family structure and remove the 3 unit maximum requirement and to amend section 2.22.2.B to add the requirement of 7,500 sq. ft. minimum for the first unit and 1,500 sq. ft. per additional unit.**

Robert Varnell: Yeah, so recently I brought forth zoning designation to be used in our urban corridors and as an allowable use you can do residential above commercial. That's allowed. The conditional use stated that it maxed out at 3 units okay, but what I didn't think about is I might have a 10-acre piece of property I don't but let's say a 3-acre piece of property on one of these specific urban corridors that were specifically discussed in the zoning. And they may want to do commercial on the bottom, but they are restricted to 3 units when they could fit 10 based on any other zoning classification. So what we did is try to bring in a more practical way that the idea behind that development MUBC which was designed for Inman Street Dalton Pike there's several others is it have a little bit more of an urban feel okay well if you can only get 3 units and you've got space to do more and parking and all that and you can adequately. Does it feel like we have taken every opportunity that to have infill urban style housing in this manner so? I wrote it and didn't think that part through all the

way to the end and then once I started looking at the practicality of it, I said I need to fix this so that's where I am, that's what we're asking today.

Clarke Taylor: Robert when I first read this I was thinking. This is the R3.

Robert Varnell: No, it's MUBC so it's a mixed-use so it's.

Clarke Taylor: R3 as well.

Robert Varnell: Well, we fixed parts of it, but we've got a whole overhaul coming but this is an immediate fix that I think we need because I've got some things that when I look at it, I'm like that be really cool.

Clarke Taylor: Where is this?

Robert Varnell: Inman Street it replaced the Inman Street east so it's Inman Street east Wildwood there's a couple other locations there's some really neat opportunities to do housing above commercial and I just don't want to get in the way of it.

**Ben Berry made a motion to approve the request by City of Cleveland for consideration of an ordinance to amend the Cleveland TN Zoning Ordinance, Appendix C section 2.22.3 Conditional Uses to reduce the minimum square footage for the first unit in a multi-family structure and remove the 3 unit maximum requirement and to amend section 2.22.2.B to add the requirement of 7,500 sq. ft. minimum for the first unit and 1,500 sq. ft. per additional unit. Seconded by Blake Allison.**

**Ben Berry-Yes, Blake Allison-Y, Walt Vineyard-Yes, Jarrod Casteel-Yes, Bill Estes-Yes, Clarke Taylor-Yes, Maryl Elliot-Yes, Alma Dotson-Yes, Bonnie Cretton-Yes**

**The motion was passed. Yes-9, No-0, Recused-0, Absent-0**

- g. request by City of Cleveland for consideration of an ordinance to amend the Cleveland TN Zoning Ordinance, Appendix C by adding section 3.2.E concerning regulations for cluster mailboxes in new developments.**

Robert Varnell: Yeah so 2017 Postal Service for new developments required the cluster mailbox units instead of the individual mailboxes at each house. The city at that time looked at a few options for passing an ordinance that never occurred. We've got to the point where we've got to get something on the books that dictates and guides for new developments you know a lot of times in the PUD, we'll put stuff towards that this is for other infill opportunities as well it requires off street parking based on a unit count. It requires sidewalk access it requires. Certain distance from different types of roads so you're not turning in a neighborhood off of the. Collector and. Boom your rear end of the guy who stopped to get his mail it's got to be in a little bit further there's some other criteria in there and I know there's some discussion to take place on this so I'm just going to kind of open it up and see what kind of questions you all have on.

Ben Berry: I think there should be an exemption for smaller developments to not have any parking so for example if you. If you can park in your driveway and walk 250? Parking your driveway.

Robert Varnell: You know there could be a number threshold I'm not against that it's just picking that number what is it like 25 is too high.

Ben Berry: As written, you know at 4 lot subdivision would. Have to have 2 parking spaces?

Robert Varnell: So, I think maybe 10 or 15 we start getting into that ballpark, you know or maybe it's 20 like we need to get these people off the road.

Bill Estes: So, if we saw the cluster development earlier, I thought it was interesting that the boxes were at the end of the cul-de-sac.

Robert Varnell: Well, we don't want them at the front because then they're getting rear-ended and we've got.

Bill Estes: I couldn't think of one.

Robert Varnell: We've got a few coming through site to be review right now which is what led Dave Sheely said to me we've got to do something.

Ben Berry: This ordinance prohibited that.

Robert Varnell: Will prohibit yeah?

Bill Estes: Yeah, that's where I'm going but it makes since with that cluster doesn't it?

Robert Varnell: It does it makes.

Blake Allison: What's the negative of having it in the cul-de-sac?

Robert Varnell: The fire department and things like that they don't like it if the mail guys parked in the cul-de-sac.

Blake Allison: If you're requiring off street parking then it's still off street? You could turn around.

Robert Varnell: Well, that's different that's not in the cul-de-sac that's in a on a parallel parking space that would be off.

Blake Allison: Well, aren't we requiring off street parking so wouldn't.

Robert Varnell: But if you're so my assumption is that the request to allow it in a cul-de-sac would remove the requirement of off-street parking because it's in the street. In my opinion. The cul-de-sac is in the street.

Blake Allison: You can typically park straight ahead because it makes it easier.

Robert Varnell: You can but that's not. That's not the cul-de-sac to me that's off-street parking.

Blake Allison: The way I've read it was that you can't have it anywhere touching the cul-de-sac essentially.

Robert Varnell: Well but again if you and maybe that's a clarification of language if you've got let's go let me go back to that.

Blake Allison: Because that lends itself to be the perfect spot for it just have off street parking to the north.

Robert Varnell: So, I mean if there was spaces here that were off street out of the turning movement of any kind of bigger vehicle.

Ben Berry: Same as a residential driveway like there's a house there that has a driveway. If there's not a house, you just, have it?

Robert Varnell: I think that to me meets what I'm trying to do is get these people out of the road.

Blake Allison: Bingo and I just didn't pick.

Robert Varnell: That up so well and maybe like I said it's a clear we need to make sure the language is saying what we intended to say.

Bill Estes: Exactly so instead of I don't like when you say throw a driveway off there it's almost like I'd rather see a turn lane.

Robert Varnell: We've got one where it's separated. So, there's like actually a little grass strip in between.

Bill Estes: There we go. This is what I'm gonna do when I go. I'm gonna whoop it in you know I'm gonna whoop in backwards I'm going to drive backwards because my drive my steering wheel is on the left so I can get out and hit the mailbox.

Blake Allison: The mailboxes you have there you can't access them from your you have to get out of your car.

Bill Estes: Now what I'm not gonna walk around my car.

Robert Varnell: You're going to hop out and be right there.

Bill Estes: I used to live in an apartment in Chapel Hill, I did that all the time.

Blake Allison: I guess my thought was just to make sure that the parking would make sure that the parking is off street if it's in a cul-de-sac.

Bill Estes: And what does it mean off street you know you I know I know you.

Blake Allison: Perpendicular.

Bill Estes: So, I'm just saying not saying something like this or you have something like that with a strip of grass here in the mailboxes here, so you come in.

Jarrold Casteel: Do we care so long as they're off the street like does it matter does it matter one way or another whether it's parking spots or?

Bill Estes: This takes up less space than okay.

Walt Vineyard: What about the neighbor that the person that lives right next to it that parks on the city street right there in locks everything out anyway?

Robert Varnell: Well, we can do something about that if there's a problem the police can put up signs that say no parking but if we put a mailbox on there then we can't do that.

Blake Allison: I feel like as long as it's on a platted lot it's off the street and it has adequate parking and it's set back from the collector I don't care about screening shrubbery. Now we just built one of the most beautiful ones with

retaining wall stone and spent \$40,000.00 on it but the homes are there are 900 K ranch home so speaking on both sides of my mouth but honestly, we can get off the street it's safe fire trucks can turn around you can get your mail.

Robert Varnell: That's what I'll tell you all and what I'll tell the council eventually when we talk about it is we took a pretty good analysis of existing ordinances across the state and there's a lot of different stuff in it I've removed some of it already that because I am a market driven person whether you believe it or not I believe that the market does dictate a lot. I'm okay with adjusting this a little bit but the key is the safety.

Bill Estes: Do you have time for to bring us sorry? Pictures.

Robert Varnell: There may be a few in here. Yes.

Bill Estes: Okay. They're not in our packet so.

Robert Varnell: No and so like this is what we don't want. We don't want. That's right on the road it's anyway these are just different ones you can find I you know if you're going to have bigger neighborhood in the PUDs we're going to say that needs to be covered I've lived in a neighborhood that had one of these in Atlanta. I liked it being covered because it rained and I didn't want to stand out in the rain and get wet I mean it's the obvious thing I'm coming at it from the homeowner standpoint. Because that's my job and so these are just random pictures but they're all over the place.

Blake Casteel: On the most recent PUDs we haven't been requiring covered off street parking on most all of them. Yeah, there's subdivision off of Freewill Road and they have that let's say they have 5 different locations throughout I've heard residents like it because it's they don't have to walk as far to their home.

Robert Varnell: No and this one talks about distance from the house.

Blake Allison: A novel approach there but the only way they were able to work was because it was in the right way they didn't give lots per each one.

Robert Varnell: We can all thank the Postal Service for dropping this in our lap and not letting us just have you know mailboxes at our house.

Blake Casteel: Right now, an AHB is actively making headway on this at the national level so whether that happens or not.

Robert Varnell: I'll be glad to delete this thing if it goes away.

Clarke Taylor: Can I get a motion?

Blake Casteel: I'd like to review it review it.

Robert Varnell: You need to put something in the motion one way or the other.

Bill Estes: I don't think that Mr. Kimball likes motions to table under old business.

Robert Varnell: Does everybody agree that's what they want to do? I just want to say like I get but we've got safety issues we're dealing with every day, and I really don't want to I mean this isn't. You want to take the aesthetics out and make your recommendation you know I need the protection for the homeowner about the distance from the collector streets and getting out of the road. I really don't want to kick the can down the street because of aesthetics take them out.

Blake Allsion: But when it says that these brick stone fiber cement are recommended. I can hear recommendations all day long whether they are they required are they not and then what's a cut-off fixture on lights so does it have to have a switch. A solar does it have to because then we're CU is then bringing a pedestal that every single lot.

Robert Varnell: No, I think it's solar.

Clarke Taylor: So, Robert, you need this passed tonight?

Robert Varnell: I'm just saying the safety part of it's important if it wasn't.

Ben Berry: I mean that's I would love to see a simplified version I know this is. This is something that's been done in other places it's just there's a lot of detail in here that I don't really think is necessary you know I like I agree with you about like what's important the setbacks from the collector 's getting it out of the right away off street parking some of those kind of things was boiled down to eliminate some of the maintenance.

Robert Varnell: Well, the lighting I think isn't safety for the person getting their mail at 2:00 in the morning who works those things are important.

Ben Berry: But you do have streetlights too you know what if it's you know. Those can't regulate every single thing. I feel like we're over regulating this. I would love to see the fact that you know a threshold at the bottom end for parking is not required can be you know out of the right of way but accessible by the sidewalk you know if there's a 4-lot subdivision. They don't need 2 parking spaces, some of those commonsense things. I don't know.

Jarrold Casteel: Can you make a specific motion to remove those things?

Ben Berry: I can make a general thing and just let it go to City Council I think it's supposed to like item by item.

Blake Casteel: You're trying to boil it down 4 pages.

Ben Berry: Yeah, if it can't fit on one page I don't know it's just it's a mailbox.

Bill Estes: So, you want it this month why?

Robert Varnell: Because I'm we review plats every day I've got I've got people who are putting mailbox these things right next to collector streets and telling me why can't I put it there you have no ordinance on file.

Ben Berry: But David Sheely makes me move these things all the time during the site plan review.

Robert Varnell: No, I know.

Bill Estes: We could do it on the fly I just do it whatever we think about on the fly I would rather see a picture say hey here's what's acceptable here's what the parts represents and here's what's not I'd like to visually see that.

Robert Varnell: Okay well I'll tell Dave just to be mean to people and they can.

Bill Estes: That's my opinion. If y'all want to move on, move on?

Ben Berry: I think stick to your guns with this things are. I mean I know from experience you and David. When I submit a plan, he's asked me to get the mailbox out of the cul-de-sac and do it I can just stick to your guns for a month?

Robert Varnell: We will.

Ben Berry: Alright I vote to defer this until next month. If it's going to be deferred, then everybody just say something? Do you do you want to vote on?

Bill Estes: No, we don't. Put it on next month.

**Request by City of Cleveland for consideration of an ordinance to amend the Cleveland TN Zoning Ordinance, Appendix C by adding section 3.2.E concerning regulations for cluster mailboxes in new developments moved to next month.**

Robert Varnell: So, I have a quick comment before we end, I just want to introduce Jay Miller he's the newest member of our team he's right over here Jay comes to us from the Atlanta metro area he has a degree in business. Correct me if I'm wrong it's landscape architecture from the University of Georgia and so we're going to lean on him pretty heavily on some of that stuff, but we're pleased to get all the help we can get around here so welcome Jay.

**Chairman's Report**

None

**Director's Report**

None

**Adjourn** 7:19 PM

DRAFT