

**TOWN OF SOUTH BETHANY
TOWN COUNCIL WORKSHOP MEETING MINUTES
NOVEMBER 17, 2011**

ATTENDANCE

PRESENT: Mayor Jay Headman; Councilpersons John Fields, Pat Voveris, Al Rae, Sue Callaway, George Junkin, and Jim Gross; and Administrative Assistant Pam Smith

EXCUSED ABSENCE: Town Manager Melvin Cusick

MEETING CALLED TO ORDER

Mayor Headman called the November 17, 2011, Town Council Workshop Meeting to order at 5:00 p.m.

PUBLIC COMMENT PERIOD

Cathy Connor (408 Tamarack Dr.) – Stated that in the summer the traffic is horrendous in Cat Hill and by at least having the road one way in the summer you can take your dog out for a walk in the morning. Otherwise you can't even get out of your driveway. Ms. Connor added that the roads are extremely narrow.

ADOPTION OF MINUTES

- **Town Council Workshop Meeting Minutes, October 27, 2011** – A motion was made by Councilman Gross, seconded by Councilman Junkin, to accept the July 22, 2011, Town Council Workshop Meeting Minutes as amended by Councilwoman Callaway as follows:

Page 1, DRAFT MEDIACOM FRANCHISE AGREEMENT, Paragraph 1: After "Mayor Headman and Mr. Cestone addressed their questions and concerns" add "In addition, when asked by Councilwoman Callaway, Mayor Headman and Mr. Cestone confirmed that all Mediacom questions and concerns expressed by South Bethany property owners on the 2011 Town Survey had been conveyed to Mediacom and considered when preparing the contract."

The motion was unanimously carried.

BUDGET AND FINANCE COMMITTEE REPORT

- **Temporary Mercantile License Recommendation**

Councilwoman Voveris and the Financial Administrator gathered information from neighboring towns that use temporary mercantile licenses and brought the information to the Budget and Finance Committee. After reviewing the information, the Budget and Finance Committee is recommending that the Council consider the creation of a temporary mercantile license with the following conditions:

- The temporary mercantile license would be for a 30 day period at a cost of \$30.
- The temporary mercantile license be allowed twice within a year (the year coinciding with the full mercantile license).
- The purchases of temporary mercantile licenses not be consecutive (not back to back).

Councilwoman Voveris stated that the temporary mercantile license would accommodate property owners who need to hire vendors for jobs that are for a short duration, in which case the cost of a full mercantile license is objectionable.

Mayor Headman asked for discussion.

Councilman Junkin inquired how much time would have to elapse between the two temporary mercantile licenses. Councilwoman Voveris stated that it would have to be at least 30 days. Councilman Gross stated that due to the possibility of bad weather, he sees no problem with allowing someone to buy two months in a row. Councilwoman Voveris stated that the spirit of the Budget and Finance Committee's recommendation is for work of a short duration – nominal jobs.

Councilman Rae asked if the temporary license fee, once paid, could be applied as a credit if the business decides they want to buy the full license. Councilman Rae believes this would be an incentive to buy the full license and is in favor of allowing it. Councilwoman Voveris stated that the Budget and Finance Committee felt that was not fair to people buying the full license and therefore concluded no. Councilwoman Voveris added that administratively it would be difficult and it could change the complexion of people buying mercantile licenses. Councilwoman Callaway believes Council should consider eliminating the second temporary mercantile license and allow businesses to apply the fee for a temporary mercantile license to a full mercantile license.

Councilman Fields stated that he thinks the mercantile license is probably the most unfair tax that South Bethany has. He agrees with offering a 30 day temporary mercantile license but believes people should be able to buy them consecutively and allow business to purchase as many temporary mercantile licenses as they want to in a year. Councilwoman Voveris stated that the Town Manager and Financial Administrator both spoke to the administrative difficulties if businesses are allowed to buy as many temporary mercantile licenses as they want.

Mayor Headman asked what amount of revenue the Town makes off mercantile licenses. Councilwoman Voveris stated that currently the budget is for \$42,250. Mayor Headman inquired what impact allowing businesses to purchase as many temporary mercantile licenses as they would like would have on businesses buying a full mercantile license. Councilman Voveris stated that the Budget and Finance Committee never addressed it past two temporary mercantile licenses per year because neighboring towns either allow one or two, but she believes it would have an impact – for example, someone could buy temporary mercantile licenses for three months and pay a total of \$90 when before they would have had to purchase a full Mercantile License for \$150. Councilwoman Voveris stated that she would not like to lose revenue that the Town has come to count on.

Mayor Headman stated that he does not hear a consensus on the issue and suggested that Councilwoman Voveris go back to the Budget and Finance Committee with Council's comments. He added that if the committee wants to bring forth a recommendation, Council can discuss it at a future Workshop. Council agreed.

- **Draft Ordinance – Chapter 6, Contracts and Bidding, to Increase the Monetary Amounts**

Councilwoman Voveris reviewed the draft ordinance.

After discussion, a motion was made by Councilman Gross, seconded by Councilman Junkin, that Council approve this to go to the first reading. The motion was unanimously carried.

TOWN OF SOUTH BETHANY APRIL 2011 COMPREHENSIVE PLAN COMMUNITY SURVEY – PRESENTATIONS OF RECOMMENDED IMPROVEMENT REPORTS

• **Landscaping Maintenance Throughout Town**

Councilwoman Callaway's written report:

Average Score was 4.23, which falls into the overall Satisfied Category:

- Very Satisfied – 278
- Satisfied – 432
- Not Satisfied – 62
- Very Unsatisfied – 16
- No Opinion – 72

List of Property Owners' Comments for Town Services: Landscaping Maintenance throughout the Town:

The Beautification Committee reviewed each comment in this category (see specific list of comments at end of document). A total of 28 Comments out of 860 Returns (3.2%) were received. The majority of comments fell within the principal issues listed below. There are a few specific comments that are responded to individually. The Beautification Committee also reviewed the scores and comments associated with Beautification (Areas D – G) within the Future Town Needs section of the Survey.

1. Principal Issue: Majority of written comments suggested improvements, greater impact, updated, more creative - particularly along the Route 1 Median areas and walkways

Recommendations:

- Route 1 bioretention project will create a much greater impact
- BC recommends adding more annuals to the welcome areas, circle beds and walkways to incorporate more color and impact that appears to be missed – perennial plugs and wildflowers attempts did not work out as hoped

2. Principal Issue: Improperly pruned tree limbs, dead trees and bushes.

Recommendations:

- Continue to promote home repair and maintenance via the spring and fall distribution of "*Beautifying South Bethany Makes Dollars and Sense*" flyer
- Work with code enforcement to follow-up on removal of dead trees and bushes from properties, canals and other related issues

3. Principal Issue: Maintenance throughout the town

Recommendations:

- All trees, limbs and bushes on town property will be trimmed by December 2011
- Beautification Committee has developed an Ocean Drive Beautification Plan (concept approved by Council on October 26, 2011)
- Potential new DelDOT funding through the Transportation Enhancement Program will focus on York Beach Mall enhancement, median circle beds and areas along the walkway.
- Adopt-A-Canal/Road End Program will help enhance the overall appearance of landscaping throughout the town

Specific Concerns/Questions Mentioned

- Removal of pine trees behind town hall.
Response: Removal of the trees was part of the engineering plan specified for drainage purposes when the new Town Hall was built.
- The need for all the maintenance equipment and vehicles.
Response: All equipment and vehicles owned and operated by the town serve a very specific purpose related to town needs such as hauling mulch, water, lifeguard stands, beach trash service, removal of bushes and trees, and cutting grass, etc.
- Quality entrance sign
Response: The welcome signs were repainted this spring. The Beautification Committee is proposing setting aside funds for new signs in their 5-year plan.
- Make our town look like Bethany Beach – hire a professional landscaper
Response: The South Bethany beautification budget was \$13,500 in FY11 and FY12: BB budget exceeds \$100,000 and they hire professional landscapers which are not within the realms of the SB Beautification budget.
- Night lights along Route 1 walkway
Response: The BC is exploring possible options for solar lighting along the walkway.
- Improve canal ends on Route 1 on the west side of walk.
Response: The canal ends along the Route 1 walkway may be adopted as part of the “Adopt-A-Canal/Road End Program.

Comments in addition to the written report:

Regarding the removal of dead trees in § 104-12 (Vegetation) of the Town Code, Councilman Junkin stated that he believes the Code should be changed to include properties that have houses on them. Councilwoman Callaway suggested adding wooded lots and improved lots. Councilman Gross stated the ordinance is unclear and should be clarified. Councilman Fields volunteered to write an ordinance amending this section of the Code.

The Town Manager’s written report:

Landscaping maintenance throughout the town had an average score of 4.23 which placed it solidly in the satisfied category. 90% of those who had an opinion were satisfied or very satisfied with the landscaping maintenance throughout the town. There were 28 written comments.

- Several comments referenced the need for improved landscaping along Rt. 1. With the Bio-retention areas and the planting of trees, this should be a huge improvement. Almost all of the work was paid for through various grants.
- The walkway and Rt. 1 median will be further improved with grant monies in the amount of \$50,000.00 through the Transportation Enhancement Program.
- Many of the past landscaping techniques were labor intensive and the plantings used required constant watering. The design developed by the Beautification Committee and the Water Quality Committee will make landscaping improvements that will hopefully require less maintenance.

- **Town Council**

Mayor Headman's written report:

Results: The Town Council average score of 4.15 places it solidly in the "Satisfied" category. 89% of those who had opinions were satisfied or very satisfied. There were 37 written comments (4.3%).

Summary of Comments

- Too many ordinances (4)
- Civility of Council (8)
- Playground related (8)

Principal Issue

Town Council Members need to be more civil to each other when they disagree.

Recommendation for Improvement

Even though there will be disagreements, Town Council members need to treat each other with respect.

Summary of cost items from the above Recommended Improvement Reports:

There were no cost items for improvement.

BLACK GUM DRIVE AND KENT AVENUE TRAFFIC RESTRICTION COMMITTEE REPORT/RECOMMENDATION (PAT VOVERIS)

Mayor Headman thanked Councilwoman Voveris for chairing the committee and he thanked the members of the committee (Al Rae, Dick Oliver, Chief Deloach, and Melvin Cusick) for the time and effort they put into this project. Councilwoman Voveris thanked the Administrative Assistant for her work on this venture.

Councilwoman Voveris stated that when she was given the task to chair this committee she wanted to make sure the committee had as much information regarding the issue as possible and she put together a packet for the committee members that included the history from 1998 to the April 2011 Comprehensive Plan Community Survey Results.

Councilwoman Voveris reviewed the following Report and Recommendations Memo:

TO: Mayor, South Bethany
CC: Town Council, South Bethany

From: Pat Voveris, Chair
 & Committee on Traffic Restriction on Black Gum Drive

Date: November 10, 2011

Subject: Report and Recommendations

Recommendation: After a thorough review, the committee recommends that the restriction currently in effect daily from 7 a.m. to 10 a.m. Memorial Day through Labor Day be retained but reduced to 7 a.m. to 8:30 a.m.

We further recommend that this change be implemented for the summer of 2012 and that the traffic again be monitored July 4th week, after which the committee will reconvene to determine the effectiveness of the revision.

Background: This committee was established in response to Mayor Headman's memorandum of July 29, 2011. He asked that the committee:

- Review the extensive and well-documented past regarding establishment of the restriction, and conduct any additional research that it feels necessary.
- Clarify previous assumptions held by the Town regarding the loss of Municipal Street Aid (MSA) if the town privatized the streets involved.
- Discuss pros and cons of continuing or modifying the current practice.

Committee Members are Pat Voveris, Chair, Al Rae, Melvin Cusick, Chief Deloach and Dick Oliver.

Mayor Headman felt that this review was necessary based on the results of the Town of South Bethany April 2011 Comprehensive Plan Community Survey. In response to the question about the barricade, 197 were for continuing it, 198 were for eliminating it, 158 favored exploring other options and 397 had no opinion. There were 114 written comments. The comments range from those angrily opposed to the barricade to those passionately defending it. Most agree that it is inconvenient, but many say that the minor inconvenience for a relatively short time confined to the summer is worth it.

Committee Process: The committee members first met on September 2, 2011. They were joined by George Junkin who had prepared a detailed analysis of the survey results including all of the written comments, as well as aerial maps and other analytical data. The committee is indebted to Mr. Junkin for his contributions and would like to thank him formally.

Pat Voveris, with the help of Pam Smith, assembled a briefing book to include extensive historical data about the barricade. The committee members drove to the intersection of Black Gum Drive and Kent Avenue and the streets involved to familiarize themselves with the actual configurations. They returned to the Town Hall and after a brief discussion adjourned to allow the members to study the materials independently.

Three committee members, Pat Voveris, Al Rae and Dick Oliver, met again on September 27, 2011 and had a general discussion of the issues and determined that reducing the number of hours was likely the best option, but agreed to study the installation of a gate at Kent Avenue which would allow residents only to enter during the restricted hours and then only if a card key or some other means was available. Dick Oliver and Al Rae drove separately to the intersection to determine if a sign limiting truck traffic was indeed in place. It was not. Al Rae took pictures which are a part of this report. Dick Oliver and Chief Deloach returned again to the intersection to look for the sign, as both remembered that there had been one at one time. Again, they didn't see one. Chief Deloach agreed to follow up with the appropriate authorities to have one put in place.

The entire committee met again on October 14, 2011. Al Rae did not attend due to the tragic death of his son. Pat Voveris presented supplemental information highlighting heaviest traffic occurred from 11-12 and 3-4 in 2003, and 11-12 and 5-6 in 2006. Further information included updated figures on projected growth in Ocean View and beyond, background material on gated communities, and the feasibility of installing an access limiting gate or E-Z pass system.

The initial cost of a gate would be \$32,145.00, with further maintenance a factor. The E-Z Pass system would cost twice that, and not feasible given the geography of Kent Avenue and Black Gum Drive. The privatization of Black Gum Drive would result in the loss of MSA funds, and

burden the Town with the maintenance of Black Gum Drive. Dick Oliver also presented artwork for the new signage on prohibiting trucks on Black Gum Drive.

After some discussion the committee decided that it would not recommend installing a gate as it is cost prohibitive as well as impractical to administer and maintain.

It also agreed to deal with the here and now rather than basing any recommendation on an unpredictable future as to traffic increases. It felt that the issue is sufficiently well documented and can be reviewed easily if the situation changes.

The committee decided that the wisest course was to recommend that the barricade be retained but the hours reduced in line with the recommendation above, and agreed with Chief DeLoach in keeping to the seven day restriction.

History, Observations and Considerations: The current restrictions have been in place since 2003. The barricade has been the subject of 4 traffic surveys since 2000. The surveys conducted in 2005 and 2006 reaffirmed the conclusion that the barricade should remain in place. The committee chose to focus on the 2011 survey results since they reflect today's reality. It should be noted, however, that the prior surveys are remarkably consistent. Even though the raw numbers may differ the percentages remain very similar. Basically, about 30% to 35% favor, 30% to 35% oppose and the remainder are either not familiar with the issue or are ambivalent.

The streets involved, Black Gum Drive, Tamarack Drive, Cattail Road, Russell Road, Canal Drive and Evergreen Road, are narrow. There are no sidewalks and no way to build them. There is considerable pedestrian and bike traffic, particularly in the summer. Though this presents a hazard, there have been no serious incidents at this writing. There is some "shortcut" traffic. This consists of some commercial and construction vehicles, as well, as private vehicles. There is currently no signage at Kent Avenue to restrict trucks or commercial traffic. It is within the Town's authority to establish such restrictions and post appropriate signage. The private vehicles are primarily South Bethany residents, property owners, their guests or renters. The town may not post signs on Coastal Highway limiting west bound traffic as there is no town property available for this purpose and DeIDOT would likely not do so.

ENTRY WEST INTO CANAL DRIVE



ENTRY NORTH INTO TAMARACK DRIVE



ENTRY SOUTH INTO BLACK GUM DRIVE



SIGN ON LEFT IS A NEIGHBORHOOD WATCH SIGN

Many residents, particularly those on the ocean side of Route 1, and almost all guests and renters have no idea that the “shortcut” even exists. Some of the “shortcut” traffic comes from people who live in Ocean View and beyond using it as a route to the beach. However, most people from outside of South Bethany are unaware that the “shortcut” route exists. Cut through traffic may increase as the economy improves and more developments are built.

The distance from the intersection of Black Gum Drive and Kent Avenue via the “shortcut” route to Evergreen Road and Route 1 is 1.7 miles. There are 5 stop signs, 5 right angle turns and 9 speed bumps. The committee concluded that, given this configuration, excessive speed is unlikely, and this is confirmed by the Traffic Surveys.

One committee member observed that to put the scope of the issue in context, there are 8760 hours in a year and current restrictions are in place about 300 hours over a 3 month span.

Pros/Cons/Recommendations: The committee acknowledged the following options in their assessment:

- A. Keep the barricade restriction in place.
- B. Modify the barricade restriction.
- C. Do away with the barricade restriction.
- D. Privatize Black Gum Drive.

- A. Keep the barricade restriction in place.

The barricade has successfully been in place since 2003. The town residents are rather evenly split between those in favor and those opposed.

In reviewing the history of the restriction, the committee found that speed was not an issue in the area but congestion and safety concerns were.

The DeIDOT Traffic Calming Expert proposed the existing restriction with the idea that a change in early morning travel would result in a change of return travel later in the day. Residents acknowledged the restriction did improve the amount of traffic (lessened it), thus resulting in a safer environment.

Traffic monitoring studies did not, however, support the early morning restriction. It would be doubtful that beach traffic would begin at 7 a.m., and the committee concluded it must be "worker" traffic – people traveling to their jobs in South Bethany or neighboring towns.

- B. Modify the barricade restriction.

On the premise that worker travel accounted for early morning traffic from Kent Avenue through Black Gum Drive, the committee reviewed traffic studies done in the years 2003 and 2006. Traffic was peak from 11 a.m. to 12 p.m. and 3 p.m. to 4 p.m. in 2003 and 11 a.m. to 12 p.m. and 5 p.m. to 6 p.m. in 2006. This seemed to point to beach traffic.

If heavy traffic resulted from worker travel, the committee concluded that most would need to be at their jobs by 8:30 in the morning. This resulted in the committee's final recommendation that the barricade be modified to half the time of its current restriction. The restriction from Memorial Day to Labor Day should be reduced to 7 a.m. through 8:30 a.m.

- C. Do away with the barricade restriction.

Since the barricade has been successful in reducing traffic congestion, thereby increasing safety, and half of our residents favor the barricade, the committee did not see fit to discontinue it. This would be a most drastic action, and the modification, instead, posed a compromise rather than a radical move to support residents who do not favor the barricade, and possibly re-open congestion and safety issues.

- D. Privatize the road.

In response to those residents who requested access to Black Gum Drive while the barricade was in place, privatization of the road was investigated.

Privatization would mean loss of MSA (Municipal Street Aid) funds to South Bethany. These funds are grants by the State for use in road maintenance and signage. If Black Gum Drive was made private, the maintenance of the street would fall on the shoulders of our Town.

Privatization would also mean establishing a system to deny access to Black Gum Drive by anyone other than South Bethany residents, who would use a card or pass for entry. Both a gate and an E-Z pass system were considered and found to be an enormous expense for South Bethany in cost, administration, and maintenance.

Respectfully Submitted By:

A handwritten signature in cursive script that reads "Pat Voveris". The signature is written in black ink on a white background.

Pat Voveris, Chair
Committee on Traffic Restriction on Black Gum Drive
November 10th, 2011

Councilwoman Voveris asked for comments from Councilman Rae and Mr. Oliver. Councilman Rae stated that the Police Chief will be posting signs restricting vehicles over two axles from entering Black Gum year round (unless they have business in the neighborhood). Councilwoman Voveris noted that these signs had previously been posted in Cat Hill but were removed at some point and never put back.

Mr. Oliver stated that the committee's work was unbiased and the committee members made a commitment early on to give this project and investigation due diligence. Mr. Oliver believes the committee's recommendation is supportable and reasonable.

Councilman Fields inquired what the problem is with traffic between 7 a.m. - 10 a.m. if the peak of traffic is between 11 a.m. - 12 p.m. and 3 p.m. - 6 p.m. Mr. Oliver stated that all of the comments were from people complaining about the traffic in the morning. He added that he does not think the amount is significantly different. Councilwoman Voveris stated that the Town does not have traffic data for the hours between 7 a.m. - 10 a.m. from before the restriction was put in place. The only thing the Town has to show for the 7 a.m. - 10 a.m. time period was the DeIDOT Traffic Calming Expert's proposal of the existing restriction with the idea that a change in early morning travel would result in a change of return travel later in the day.

Mayor Headman asked for discussion. Ms. Connor stated she has trouble with the 8:30 a.m. recommendation because she believes traffic has increased since the last traffic study. She noted that it is extremely difficult to leave Cat Hill in the morning because of all the traffic on Kent Ave. She stated that you can't take your dog out for a walk because the traffic is heavy. She said that traffic, especially on the 4th of July weekend, is horrendous. Ms. Connor believes it is a safety issue. She added that it takes less than 5 minutes to drive around the other way.

Dennis Roberts stated that there is a speed bump in front of his house and it does not slow traffic down. Councilwoman Voveris stated that from everything they read speeding has not been an issue. Councilwoman Voveris said she did question speed bumps and the Chief of Police said they are to a standard. Mayor Headman stated that with speed bumps you have to consider the impact they will have on emergency vehicles (fire trucks, police cars, etc.).

Sandi Roberts stated that this is a compromise she can live with.

Ed Nazarian stated that he was on the initial group that studied this and he recognizes that it is a tough decision. Considering the combination of traffic and pedestrians using those streets, Mr.

Nazarian believes it is a situation that should be left alone. He thinks it has helped immensely the way it presently is.

A motion was made by Councilman Junkin, seconded by Councilman Fields, that Council go with the Black Gum Drive and Kent Avenue Traffic Restriction Committee's recommendation. Mayor Headman stated that the recommendation is to change the hours, put the signs back in, and do a traffic study July 4th weekend. There was no further discussion. The voting was as follows:

FOR THE MOTION: Mayor Headman and Councilpersons Fields, Voveris, Rae, Callaway, Junkin, and Gross

AGAINST THE MOTION: None

The motion carried with a 7-0 vote.

Mayor Headman thanked everyone and said he appreciates the people who came to voice their opinion.

DISCUSSION OF ORDINANCE 158-11 TO AMEND CHAPTER 42, BUILDING CONSTRUCTION, TO UPDATE 42-5C TO AGREE WITH 145-68A(6) (JAY HEADMAN)

Mayor Headman stated that the second reading of Ordinance 158-11 will be at the December 9 Town Council Regular Meeting with no changes from the first reading.

DISCUSSION OF ORDINANCE 159-11, TO AMEND CHAPTER 145, ZONING, TO ALLOW PERMEABLE PAVERS WITHIN THE TOWN RIGHT-OF-WAY (JIM GROSS)

Councilman Gross said the one question on his mind was the discussion at the November Town Council Regular Meeting suggesting that this apply only to the east side of Route 1.

§ 145-14.3C: Councilman Rae suggested delete the words "by the Town or any others".

Regarding the use of numbers in the Town Code, check with the Town Solicitor to see if legally it is required to use both the numeral and the number spelled out in parenthesis.

Councilman Fields believes a reference to the Interlocking Concrete Pavement Institute (ICPI) is valuable in this ordinance and should be left in. Mayor Headman stated that after talking to the Town Manager and the Code Enforcement Constable he is okay with taking out ICPI because with technology changing there are other guidelines and standards regarding installing permeable pavers.

A motion was made by Councilman Junkin, seconded by Councilman Gross, that in § 145-14.3C remove the words "by the town or any others". The motion was unanimously carried.

A motion was made by Councilman Junkin, seconded by Councilman Gross, to strike the line "by Interlocking Concrete Pavement Institute (ICPI)" in § 145-14.3A. The motion was approved with a vote of 6 to 1.

A motion was made by Councilman Gross, seconded by Councilman Junkin, that the revisions Council approved today be included and a draft otherwise be presented for the second reading at the next meeting of the Town Council. The motion was approved with a vote of 6 to 1.

YARD WASTE UPDATE

Mayor Headman stated that yard waste, recycling, and trash will be discussed at the December Workshop Meeting. A representative from Allied Waste will be present and it looks like Allied is interested in a proposal for the Town's yard waste as well as trash and recyclables. Council had copies of the Yard Waste Cumulative Totals 2011 – 2012 worksheet (attached). Mayor Headman noted that November yard waste was down, but the Town is now \$16,000 over budget.

Councilman Junkin asked Mayor Headman about the recycling grant award breakdown worksheet that Council received in their boxes earlier in the week. Mayor Headman apologized to Council for not including an explanation with the worksheet and stated that the worksheet is a breakdown of where the State grant monies regarding recycling went.

PUBLIC COMMENT PERIOD

Mr. Nazarian commented on the discussion regarding the recycling grant award breakdown worksheet.

ADJOURNMENT

A motion was made by Councilman Fields, seconded by Councilman Gross, to adjourn the November 17, 2011, Town Council Workshop Meeting at 6:15 p.m.

phs:Workshop Minutes.11.17.11

Attachments: Yard Waste Cumulative Totals 2011 – 2012 worksheet