CITY OF CONWAY
PLANNING COMMISSION MEETING
THURSDAY, JUNE 1, 2017
COUNCIL CHAMBERS – 229 MAIN STREET – 5:30 P.M.

Present: Brantley Green, Kendall Brown, Mark Stanley, Gloria Robinson-Cooper, Brian O’Neil, Wren McMeekin, Chris Sansbury

Absent: Chris Guidera

Staff: Adam Emrick, Planning Director; Barbara Tessier, Secretary

Others: Sign-In sheet attached to these minutes

I. CALL TO ORDER

Chairman Green called the meeting to order at 5:30 p.m.

II. APPROVAL OF MINUTES

Sansbury made a motion, seconded by McMeekin, to approve the May 4, 2017 minutes as written. The vote in favor was unanimous. The motion carried.

III. ANNEXATION/REZONINGS

A. Potomac Timber Investments #501, LLC, applicant, requests the annexation and subsequent rezoning of approximately 76.93 acres located near the intersection of El Bethel Road and Highway 378 identified as TMS # 122-00-0-034 | PIN 33700000006 from Horry County Commercial Forest Agriculture (CFA) to Low Density Residential (R-1) and High Density Residential (R-3)

Emrick said this was a request to annex and rezone approximately 111 acres of property that was located on both sides of El Bethel Road. Emrick said the R-1 zoning would be on the west side of El Bethel (Tract A) and the R-3 on the east side (Tract B). He said there was potential for multi-family and single-family on the east side with no plans for the west side at this time. The applicant asked that when plans for the R-1 side are developed that he be allowed to request different zoning designation if needed.

Emrick said the only calls he received about the property was when it was being cleared.

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McMeekin made a motion, seconded by Sansbury, to approve the request as presented. The vote in favor was unanimous. The motion carried.

B. Cannon Cory, applicant, requests the annexation and subsequent rezoning of approximately 1.38 acres located at 1617 (TMS # 123-13-05-005 | PIN 33810030012 and 1619 Church Street (TMS# 123-13-05-003 | PIN 33810030014) From Horry County Highway Commercial (HC) to City of Conway Highway Commercial (HC) – DEFERRAL REQUESTED BY APPLICANT

O’Neil made a motion, seconded by Stanley, to defer the agenda item. The vote in favor was unanimous. The motion carried.

C. Robert E. Todd, applicant, requests the rezoning approximately .303 acres at 1710 Fourth Avenue (TMS # 137-05-13-030 | PIN 36803040068) and the adjacent parcel (TMS # 137-05-13-019 | PIN 36803040069) from Low Density Residential (R-1) to Highway Commercial (HC)

Emrick said this request was for two parcels. He said the parcel to the north was landlocked. He said the property adjacent to these was currently zoned Highway Commercial. Emrick said across Fourth Avenue was already zoned Highway Commercial and behind the parcels were R-1 parcels.

Emrick said the proposed use for these properties would be for a multi-tenant commercial development. Emrick said these parcels had come before in 2006 for rezoning. The Planning Commission recommended approval, but it had been denied once the request reached City Council. Emrick said the Future Land Use Map showed these parcels as medium density residential. Emrick said his issue with the parcels being any type of residential zoning was the access to Fourth Avenue. He said you would not want an additional residential driveway entering onto Fourth Avenue.

Green asked if there would be SCDOT issues if it were zoned commercial. Emrick said the maximum number of curb cuts for this property would be one (1). Emrick said he believed the parcels would be combined with the existing Highway Commercial parcel and there would be one curb cut onto Fourth Avenue, and they would likely have to improve Apple Lane to be able to have a secondary curb cut. Emrick said they did not have any plans for the commercial building at this time.
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Green asked if there were existing sidewalks. Emrick said he did not believe there were sidewalks, and they would have to be installed.

Robinson-Cooper asked about Apple Lane. Emrick said it was dirt/gravel road that did not meet city standards, but that it was a platted road. Emrick said for a house to be built on Apple Lane, the road would have to be brought up to city standards.

Green asked if there were any utilities that ran down Apple Lane. Emrick said there were no utilities to his knowledge. He said there was a drainage easement that ran behind the parcel. He said there had been an open ditch that the city filled in a few years ago. He said there was some pooling so they would have to account for the drainage.

O’Neil asked if the current owners planned to build on it, and Emrick said the owner were trying to sell the property. He said there had been some objections from the public.

Green asked if there was anyone who wished to speak. No one came forward.

McMeekin made a motion, seconded by Sansbury to approve the request. O’Neil and Robinson-Cooper voted nay. McMeekin, Sansbury, Stanley, Brown voted in favor. The motion carried.

D. DDC Engineering on behalf of 20/20 Properties LLC and ALDI NC LLC requests to amend the existing Coastal Estates Planned District located on Highway 501 and Wild Wing Boulevard (TMS 151-00-03-074 | PIN 38300000376 and PIN 38313010075) by modifying the current student housing plan and expanding it to the adjoining parcel.

Emrick said this was the site of the former Coastal Estates student housing project. He said it was adjacent to Aldi’s grocery store and the site of a car wash that had not yet been constructed.

Emrick said there had been concern about the access onto Wild Wing Boulevard from Aldi’s traffic. He said he had assured the Wild Wing residents that if the parcel behind Aldi’s was developed, he would require a traffic study to be done. Emrick said the traffic study had been done and the outcome of the study was that no infrastructure improvements were warranted at this time.

Emrick said there would be 147 units, which would be less density, on greater acreage. He said that the structures would be single-family in style with 3-5 bedrooms per unit. He said there would be a decorative fence along this property facing Hwy, 501 and Wild Wing Boulevard with a 6’ fence at the back of the property. He said it would be gated 24/7. Emrick said the front of the homes would face Hwy 501 and Wild Wing Boulevard.

Schrowang, a resident of Wild Wing, interrupted asked how may beds there would be. Emrick asked Schrowang to allow the developer to speak and answer that question.
Charlie Volterott with Aspen Heights said there would be 147 units, all cottage style, with a mix of single-family houses and duplexes. He said there would be 514 beds. He said this was a decrease in the number of beds from the previous development plans. He said curb appeal was important and that was why they would have the housing facing Hwy. 501 and Wild Wing Boulevard. He said it would give the look and feel of a neighborhood. He said this would be a 20-acre development that included the housing along with a clubhouse pool, fire pits, sand volleyball court, a gym, leasing space and study space. He said they would be similar to craftsman style in looks. He said they would be no taller than two (2) stories.

Volterott said there would be a shuttle that ran from the housing to the university on a continuous basis.

Schrowang interrupted again to say they were trying to target college students from other locations to move into this one. He said he had spoken to the dean of the university and was told there was no future growth and no need for additional housing. Volterott said the university required all students who roomed to stay in campus housing on campus property. Volterott said there would be future growth and maybe some shifts. He said it was an underserved market. Schrowang said the previous development failed, and he did not know why they would attempt the same thing. Green asked Schrowang to allow Volterott to talk.

Volterott said the property manager would live on site. He said that the public could go to myaspenheights.com to learn about the company. He said the housing was marketed directly to students.

Stanley asked if there was a third-party management company. Volterott said they managed the sites themselves. Stanley asked about subleasing. Volterott said each person in a unit was on the lease. He said it would be one student per bedroom and each bedroom had its own bathroom.

Green asked how well the shuttle worked at other locations they had. Volterott said it worked very well and best of all, it was free to the students.

Robinson-Cooper asked about road alignment Trasher said the previous development had two curb cuts onto Hwy 501. He said the city asked them to use Wild Wing Boulevard for safety concerns. He said if an acceleration lane was needed on Hwy 501, that would be up to SCDOT.

McMeekin asked if the development would be built in phases. Trasher said there would be site work, but it would all be built at one time, but that the clubhouse, for example, would most likely take longer to build than the individual units.

Dave Sheffield, another Wild Wing resident, said the development would be 135’ off Hwy. 501 and wanted to know how far off Wild Wing Boulevard it would be. Trasher said it would be 25’ off Wild Wing Boulevard. Emrick said the city only required 20’.
Barbara Eisenhart, a Wild Wing resident, asked to speak. She said they had been opposed to the Aldi. She said Wild Wing Boulevard was a residential corridor. She said she had a petition signed by 500 people from Wild Wing who were opposed to this development using Wild Wing Boulevard for ingress and egress. She told the Board this was their opportunity to show that their voice did make a difference.

Eisenhart said that students would be coming in and out at all hours, whereas retail establishments closed by 9 or 10 p.m. She said the development looked nice, but did not want more traffic on Wild Wing Boulevard. She suggested a frontage road to Century Circle to be installed. Green asked Emrick if Wild Wing Boulevard was a city or state road. Emrick said it was a city road. He said the city required connectivity. He said it was the safest option.

FX Williams, a Wild Wing resident, had an issue with the road and the fence line, but Emrick explained the markings on the drawing and resolved the concerns. Williams said there was already construction happening, but he was told it was from the Aldi’s. Williams said he was told it was CCU housing and it was not a project of the university. He said it should not be called CCU housing.

Williams said it looked like a very nice development, and he had no objections to it being a PD, but he said many residents had used their savings to buy retirement housing here.

McMeekin said if the parcel in question remained Highway Commercial, they would have more people and more traffic. Williams said the people would not sneak into Wild Wing to fish in their ponds. Volterott said the development would have its own pond.

There was discussion about who could rent this housing. Volterott said it would be marketed to students, but the Fair Housing Act would not permit exclusion. He said they were offering off-campus housing to students. Green asked if that also meant HGTC students. Volterott said that was correct.

Sheffield asked what the cost would be to the students. The figure of approximately $800 per month per student per room would be charged. Sheffield said a family could move in for $2,400 a month then. Volterott again said the Fair Housing Act prevented them from not renting to non-students.

A question was asked about the routes that the shuttle would take. Volterott said they would be determined by the shuttle service.

Theresa Falke, a Wild Wing resident, spoke. She said none of the Board members lived in Wild Wing so they had no idea of the traffic situation. She said Wild Wing was not fully developed and yet we already let Aldi access to Wild Wing Boulevard and now there was a car wash, which was not known to them, and all this would be hurting Wild Wing residents. She said Aldi’s, the carwash and this development should have to use exits onto 501 and not Wild Wing Boulevard. Green said there was a traffic signal and they could talk to SCDOT about the timing sequences. Stanley said the proposed third lane to Hwy. 501 would help alleviate the traffic. Falke said that would not help on Wild Wing Boulevard. She said Wild Wing paid for the beautification of Wild Wing Boulevard. Emrick said Wild Wing Boulevard was a public road and was paid for by all Conway taxpayers. Emrick pointed out that the proposed student housing was residential and not commercial. Falke said they were dumping traffic
out onto a road that couldn’t take it. Emrick said part of the widening of Hwy. 501 would be a frontal road across 501. He said this would allow traffic to go straight into the Burning Ridge area and then turn right or left. Falke said that would not help get onto 501 from Wild Wing.

Erin Mattel, a Fairways at Wild Wing resident, said she did not feel that student housing was necessary. She said D R Horton built townhomes that were not selling in the Fairways and there were open units in Kiskadee. She said there was a safety issue because there was a set of railroad tracks and then the Fairways behind this development. She said since the lot was cleared she could hear the traffic and sirens from 501 much clearer that she did before that. She said there was a shooting in the Fairways about 6 months ago that had to do with college kids, but the residents were given no information on it. She said what was going to stop 514 students from coming onto her property. She said people were driving their cars right along the tracks to avoid getting on 501. She said people were using her backyard to travel from unit to unit to avoid being seen by security. She said she had three children and it was not just college kids living in these communities. Green said he did hear them say that a 6’ privacy fence would be installed and that they would have security and on-site management. Mattel said they already had a security guard and he had his hands full. She said one security guard for 514 students was not going to help.

Schrowang said what the residents had said so far was pretty real. He said 501 was a road jam and 500 students trying to go to school in the morning would be a nightmare. He said what was going to happen was that people were going to turn onto Wild Wing and drive out to Century Circle by Husted Road to go to the college driving traffic through their community. He said that was what they were trying to avoid. Schrowang said making 501 wider was not going to fix this traffic situation. He said the traffic light would just be backing more cars up. He said they were using the railroad tracks to avoid the traffic. He said students were walking on the tracks. He said this new development seemed fairly upscale so he hoped there would not be students walking on the tracks. He said if they did not have a vehicle, they would have to cross 501 to get to campus. He said there had already been deaths on Hwy. 544 from students crossing 544. Schrowang said it might not be an issue for this community because they would be offering a shuttle service.

Schrowang said he assumed City of Conway Police and Fire would be responsible for this property since it was not a part of CCU. He said this was not associated with the school and was a money-making venture.

McMeekin asked if it would make a difference if the development was owned by CCU. Schrowang said it would then be on campus. He said they were worried about the standard of living in their community. Green said the city required interconnectivity so there was more than one entry for emergency vehicles. Schrowang said it would have to be the fire department at Century Circle and he did know how they would get there. Schrowang said it appeared to him that the turn using the curb cut on Hwy. 501 would be for right turns only.

Schrowang said by the time by they took land for the additional lane on 501, etc. that the houses for this development would be right at the ditch. Green said the engineer was here and could discuss that. Trasher said there would be more than 130’ from the edge of the road to where the houses were.
Schrowang said he had a concern about stormwater. He said he was on the stormwater commission for Conway. He said this was mostly all hard surface. He said there was a pond that collected some of the runoff, but mainly it would run off in volume into the 501 ditch. Green said he did not think SCDOT was going to let any runoff into the ditch. Green said the stormwater issue was not a part of this discussion. Emrick said the pond was 2 acres and would retain water. He said it was a 50% pervious/impervious ratio. Emrick said not only was there the 2-acre pond, but a ditch at the rear of the property. Emrick said staff had not received any plans yet so it was premature to be discussing stormwater. Schrowang said the 501 ditch would have to be widened at some point to handle runoff.

Schrowang said the county was planning to connect some roads and this development put that in question. He said the city was not working with the county. Green said again that this was not the forum for this discussion. McMeekin said improvements to International Drive would help alleviate traffic for them, but the residents disagreed. Emrick said that were no firm plans to extend Postal Way, but Schrowang said that there was. Green said they needed to move on.

Sheffield said he did not think the city had duplex housing. Emrick said duplex were permitted in the city. Sheffield said when he asked for two duplexes in Wild Wing it was not permitted. Emrick said there were none in Wild Wing because it was part of the Planned District. Emrick said the new development was also a Planned District, which included single-family style homes that included 3,4, and 5 bedrooms and duplexes.

Sheffield asked how far off Wild Wing Boulevard the houses would be. Trasher responded 25’. Emrick said the city ordinance required only 20’. Sheffield said Wild Wing required 35’.

Kathy Milliran asked the date of the traffic study. The response was May 10, 2017. She responded that the students had already gone home by that time, and she felt it needed to be done again when school was open. She said it was not a fair study. She said Wild Wing was not fully completed yet and there would be 700 homes and who knew many people. She complained about the traffic that very day and trucks coming out of the Aldi’s construction site. She said four trucks went through the red light. She said they had been putting up with students driving “loop de loops” in their parking lot, fishing in their lake, and now they were talking about another 500 students. She said they were kids and would do what they wanted. She said everyone was being very defensive when the residents spoke. She said she felt as if they had already made up their minds.

Green said the Board could only approve or deny based on what the zoning ordinance permitted. He said they were not law enforcement in the case of people fishing in their ponds. She told Green that the traffic needed to be their concern.

Sheffield remarked that the traffic study did not take into account the lots not built yet in Wild Wing or this development. Sansbury said he might be speaking out of turn, but the study had already taken all that into account. He said they would take into account the total build out when they do these types of studies. Trasher said Sansbury was correct.

Trasher said they were here tonight for an amendment to change from Highway Commercial to PD. He said as it stood now, Aspen Heights could come back with plans for a mid-rise project. He said per the current zoning on the 14 acres that were zoned PD, they could have 528 beds, which had been previously approved. He said they were coming in with 514 beds on 20 acres. He said the cross access
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would still remain whether the current zoning was amended or not. He said good planning provided for
cross access. He said the majority of the student residents would be going toward the campus using the
main driveway through the gates and take a right-hand turn onto 501. He said the secondary access
would be onto Wild Wing Boulevard for a left-hand turn toward the beach.

Trasher said they were talking about a change of the PD to allow additional acreage so they
could provide less density than was currently approved. He said Aspen built high and mid-rise
complexes, but felt this plan was better for this community. He said retailers were generators of more
traffic with additional trips coming in and out. He said if the parcel is kept Highway Commercial, retail
development will come and more traffic will come and they will use the access point of Wild Wing
Boulevard that has already been approved. He said they were not asking for approval to build. He said
that had already been approved.

Sheffield said that 20% of the college was behind Wild Wing and they would not be using
Highway 501. Milliran said again that the traffic study had to be redone. She had she had an issue with
the fact that the developer did not seem to have any concern for the community they were coming into
and that was a shame.

Green said the developer was bringing in less density on more land than had already been
approved. He asked Emrick to correct him if he was wrong, but whatever went on this property, there
would be cross access. Emrick said that was correct especially since there is a traffic study to support it.
Milliran asked why they couldn’t be forced to put another entrance in somewhere else.

Emrick said the point that needed to be made was from a safety standpoint, whatever the
development was – either student housing or commercial, the safest access from this lot was to get to a
signal to get onto 501. He said if they were not allowed access to Wild Wing Boulevard would be a huge
safety issue. Emrick said Wild Wing Boulevard was a public street that was built to accommodate traffic
onto this lot. Emrick said there were large undeveloped lots at the entrance that would also tie into Wild
Wing Boulevard and it just had to be done.

Emrick said he did understand their concerns. He said he had spent hours at Wild Wing entrance
watching the traffic. Emrick said that even though there were no students living there now, the
creators of the study were able to anticipate the students. He said they were able to do that from traffic
studies from other communities, they took into consideration full build-out of residential, full build-out
of retail, and particularly full build-out of this community. The study determined that traffic could not
get any worse on 501 from this one development. He said 501 was as bad as it could get. He said they
could not fix the traffic on 501, but they could provide safe access to and from this development and
that was via Wild Wing Boulevard.

Emrick said if Coastal Estates were to come back with the development that was already
approved for the existing site, he would make them tie into Wild Wing Boulevard. He said if he didn’t, he
would have to live with the death of the person who came across 501 because that is not safe. He said
he knew this would be an inconvenience to the Wild Wing residents in some ways and he knew it was
not what they wanted, but that was what had to happen from a safety standpoint. He said he would not
approve anything that did not connect to Wild Wing Boulevard.
Eisenhardt said they wanted a frontage access road on their side of 501. She said people could then use the access road and go up to Century Circle where there was a commercial development light at Lowe’s. She said clearly an access road was needed and didn’t know why one was not being installed on their side of the road.

Schrowang said it would be better for the students to be able to go up the Century Circle and then across 501. He said the students were driving along the railroad tracks to a dirt road up to Lowe’s or going behind Lowe’s where the Postal Road would be. He said the County knew it and that was in the plan. He said the access road should be designed and approved. He said once that was done, the entire problem went away.

George Terlizzi said when you entered Wild Wing Boulevard, it was two lanes and then the second lane ended and turned into one lane. He said there would be people trying to turn into Aldi and those who wanted to go straight, and it would be a horror show. He asked if the city planned to extend the two lanes possibly farther up. Emrick said this was something that was looked at in the traffic study. He said right now the left lane went straight and the right lane tapered. He said that would be changed so that the right lane would go straight and the left lane would be for left turns only onto Aldi Way. He said there would be unimpeded travel going straight. Terlizzi asked about another lane. Emrick said the traffic study showed that there was plenty of stacking room that far exceeded any standards that were required.

Terlizzi said that they would have to stop and let Aldi shoppers out onto Wild Wing Boulevard. He said the city was restricting them and giving everyone else what they wanted. Emrick said if what happens out there is not what the city expected, they would have to re-evaluate. Terlizzi said they would be reactive then instead of proactive. Emrick said they were proactive in having the traffic study done in May. Terlizzi asked if the city was going to do anything to widen Wild Wing. Emrick said there were no plans at this time.

Sheffield asked if the study tracked going left. Trasher said since nobody lived there yet, there was nothing to count. He said the numbers were projections based on students turning right onto 501 going toward the campus and going to Wild Wing at the light when going toward the beach.

Green said it was time for the discussion to come back to the Board. McMeekin said the residents had good concerns, but there only so much they could do.

Sansbury said they had to keep in mind personal property rights. He said he heard what they said and he did understand their concerns. He said the Board lived and worked in this community. He said 501 was 501. He said this area was one of the biggest retirement destinations in the county. He said development was not going to stop. He said he could think of at least 10 cases where things were worse than what they had right here. He said this plan was probably the best case scenario for this area. He said they would really not like it if the original development happened and then they had the extra commercial property.

Chris Eisenhart said he had a very serious traffic concern. He talked about the number of accident at Garner Lacy. He said he had an issue with the cut thurs.

Robinson-Cooper said the Board was here tonight to vote on the amendment. She said the resident’s concerns were really about the original plan that had already been approved. She said their
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concerns had nothing to do with this meeting. Green said that regardless of whether or not the Highway Commercial property is rezoned, the road was there and there would be connectivity to it. Emrick said the problem with the Coastal Estate plans was that there was no connectivity and they were not going to require them to purchase the tract that would give them the access. He said the access was now there and anyone who developed the parcel will be required to connect to Wild Wing Boulevard.

One of the women said the board was there to approve the zoning change and they did not want the zoning changed. She said maybe later on the access road would be in place. She said time was on their side.

McMeekin made a motion, seconded by O’Neil, to approve the requested zoning change from Highway Commercial to PD. The vote in favor was unanimous. The motion carried.

V. PUBLIC INPUT

There had been some miscommunications with Herbert Simmons concerning the deferred agenda item C, and due to that, he was present now to speak about the rezoning at Fourth Avenue.

Simmons said in the 1970’s this property had been a little mom and pop type place. Green said this property was now zoned Highway Commercial, but there could be no metal building and that the site would have to be brought up to city specifications. Simmons said it could be any type of commercial business.

Green said that area would probably see more Highway Commercial. Simmons there was still residential homes in the area. He said allowing commercial development would devalue the residential properties.

Simmons also had a concern about how much concrete there would be and had a concern about the flow of water from all the concrete.

Green asked the Board if they cared to reconsider this item. McMeekin made a motion, seconded by O’Neil, to reconsider this item.

O’Neil said he did not think anything commercial could fit on these parcels. Emrick said they would be combined with the adjacent Highway Commercial parcel. Green asked how large the entire parcel would be then. Emrick said it would be approximately ¾ of an acre. Green asked if a house could be built on the parcel. Emrick said it could if it had a curb cut onto Fourth Avenue.

Robinson-Cooper asked who decided what could be constructed there. Emrick said whatever the ordinance permitted for Highway Commercial could be on the parcel.
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Sansbury said if the owner could not build a house on the property, then he could not do anything with the property if it was not rezoned.

McMeekin asked what the city required for buffers. Emrick said it would be a 15’ buffer between residential properties and this one and 10’ in the front.

Sansbury made a motion, seconded by Stanley, to defer this item the next meeting when the owner could be present. The vote in favor was unanimous. The motion carried.

Sansbury left the meeting at 7:50 p.m.

IV. TEXT AMENDMENTS TO THE UNIFIED DEVELOPMENT ORDINANCE

A. Amendment to the City of Conway Unified Development Ordinance (UDO) amending Article 5, Section 5.2.1, of the Unified Development Ordinance relating to parking, storage and use of recreational equipment

Emrick said that the Board had seen this amendment before and it was back with a few changes suggested by City Council.

Emrick said the new proposal would amend the ordinance to add language to also restrict the parking of recreational vehicles on the street or in the City right-of-way.

Emrick said there had been discussion about allowing recreation vehicles to be parked in side yards as long as there was a fence shielding the vehicle from the public. Emrick said the new proposal would permit parking of these vehicles in side yards with no fencing required.

Emrick said there was a new prohibition added for consideration. He said the new proposal would prohibit the parking of recreational vehicles in commercial districts unless it was being legally stored or being legally serviced by a repair facility.

Emrick said this ordinance was more flexible. He said this ordinance was complaint driven. He said there were 110 known violations, when the moratorium was put in place a year ago.

McMeekin asked the city’s view on this. Emrick said something was needed.

McMeekin made a motion, seconded by Robinson-Cooper, to approve the amendment as written. The vote in favor was unanimous. The motion carried.
VI. ADJOURN

There being no further business to come before the Board, the meeting adjourned at 7:55 p.m.

Approved and signed this 6th day of July, 2017.

Brantley Green, Chairman
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