

CITY OF NORTH SALT LAKE
PLANNING COMMISSION MEETING
JANUARY 28, 2020

FINAL

Commission Chair Ted Knowlton called the meeting to order at 6:30 p.m. and Kent Kirkham led those present in the Pledge of Allegiance.

PRESENT: Commission Chair Ted Knowlton
Commissioner Stephen Garn
Commissioner Kent Kirkham
Commissioner William Ward
Commissioner Brandon Tucker
Commissioner BreAnna Larson
Commissioner Alisa Van Langeveld

STAFF PRESENT: Sherrie Llewelyn, Community Development Director; Kate Werrett, Planner; Andrea Bradford, Minutes Secretary.

OTHERS PRESENT: Tracy O'Connor, Phillip Sheppard, Hardwoods in Harmony; Robert Daughtery, Julia Coronado, The Vest Guy; Taylor Spendlove, Brighton Homes; Dee Lalliss, Chris Jacobs, residents.

Chair Knowlton introduced Commissioner Alisa Van Langeveld. Commissioner Van Langeveld commented that she had lived in the City for twelve years and was a professor at the University of Utah in the Family and Consumer Studies department. She said part of her studies was in urban planning and how it impacted families. Commissioner Van Langeveld also said she had served on the Parks and Arts Board for three years with two years as the chair.

1. PUBLIC COMMENTS

There were no public comments.

2. CONSIDERATION OF A REQUEST FOR A CONDITIONAL USE PERMIT FOR AN APPAREL MANUFACTURING BUSINESS, THE VEST GUY, AT 215 NORTH REDWOOD ROAD UNIT 8, ROBERT DAUGHTERY, APPLICANT

Kate Werrett reported that the applicant, Robert Daughtery, was proposing to relocate a vest making business from 400 West to 215 North Redwood Road. The applicant would be moving to the current Brighton Offices in order to have a retail space and showroom as well as a larger sewing area. "Apparel Manufacturing" would be a conditional use in the General Commercial (CG) zoning district.

Business activities at the site will include the manufacturing of reflective safety vests, photography vests, bean bags, soft sided storage and organization, and window coverings for vehicles. The onsite equipment will include sewing machines, a heat press and cutting tables with two 12-foot cargo trailers, which would be kept at the site. The retail hours would be from 9:00 a.m. to 3:00 p.m. and by appointment with the manufacturing hours from 6:00 a.m. to 4:00 p.m. weekdays, and 5:00 a.m. to 10:00 a.m. on Saturdays. The Vest Guy employs five people, which would all be present during the highest shift. The applicant anticipates two to three customers would visit the store per day.

The 4,879 square foot building would be divided into office and sewing space with a retail display area. Per the City code each use would require a certain quantity of parking. The retail use would require 3.68 stalls per the one stall for every 200 square foot regulation. The manufacturing use would require 5 stalls per one stall for every 1,000 square feet or one per employee on the highest shift. The office use would require 8.57 spaces for every one stall for every 250 square feet. The total parking stall requirement would be 17.25 spaces. There are currently 16 parking stalls in front of the building, two of which are ADA compliant, with an additional area behind the building for parking which is not currently striped.

The Development Review Committee (DRC) recommended that striping of the parking area behind the building be a condition of approval. The combination of parking in the front and rear of the building would meet or exceed the number of required stalls. The DRC also recommended that the existing dumpster be brought into compliance with current City standards. Section 10-1-33-D8 of the code requires that all "new or expanded uses" on parcels allows for trash enclosures to be brought up to the City standard that requires "a solid, opaque enclosure constructed of brick, masonry, or concrete wall panels of at least six feet in height".

Commissioner Tucker asked how parking was configured for the suite and if there was a shared parking component for the entire building. Kate Werrett replied that the applicant submitted a parking plan showing sixteen stalls.

Robert Daughtery, The Vest Guy, commented that this portion of the building and parking lot were for their exclusive use and the other end of the building was used by another business, Fastenal.

Commissioner Tucker said that the applicant would most likely not use the required number of stalls but felt there needed to be ample parking retained for Fastenal.

Commissioner Garn asked the applicant when they planned to be operational at their new facility. Robert Daughtery replied approximately April 1st after Brighton had finished moving out.

Commissioner Kirkham asked about the trailers to be stored onsite. Robert Daughtery replied that they would be stored near the rear dumpster.

Taylor Spendlove, Brighton Homes, commented that Brighton currently occupied the three bays on the end, Units 7, 8 and 9, and would be moving out before the applicant moved in.

Commissioner Van Langeveld asked if the noise from machinery used for sewing would be prohibitive to the other tenants in the building. Robert Daughtery replied that the machinery was very quiet.

Commissioner Garn moved that the Planning Commission approve the conditional use permit for The Vest Guy located at 215 N Redwood Road, suite 8 with the following conditions be met prior to issuance of a business license:

- 1) The parking stalls behind the building are to be striped in accordance with the City's minimum standards.**
- 2) The outdoor trash receptacle must be brought up to City standards, including the construction of a dumpster enclosure.**

Commissioner Kirkham seconded the motion. The motion was approved by Commissioners Knowlton, Kirkham, Garn, Ward, Tucker, Larson, Tucker and Van Langeveld.

3. CONSIDERATION OF A REQUEST FOR A CONDITIONAL USE PERMIT FOR A CUSTOM CABINET AND FURNITURE MANUFACTURING BUSINESS, HARDWOODS IN HARMONY, INC., AT 780 NORTH 700 WEST, TRACY O'CONNOR, APPLICANT

Kate Werrett reported the applicant, Hardwoods in Harmony, was proposing to locate a custom cabinets and furniture business at 780 North 700 West, unit 7. She explained that this unit was an add-on to the building. "Wood product manufacturing" is a conditional use under "Manufacturing" in the Manufacturing-Distribution (MD) Zoning District. Services would include design, construction, and the installation of cabinets and furniture. Onsite equipment would include wood working equipment such as table saws, dust collectors, planers, bores, air compressors, and other tools. The hours of operation would be from 7:00 a.m. to 5:00 p.m.

The applicant intends to park two trailers and a 40 foot shipping container on the site. The shipping container would be placed to the east of the building and used for storage. As the shipping container would remain as a permanent storage structure, the DRC recommends that the conditional use have a condition that the shipping container placement and construction details be approved by the building official. The building official will likely require a building permit be submitted for the shipping container.

Per the Code, manufacturing requires “1 stall per 1,000 square feet of gross floor area or 1 stall per employee on highest shift, whichever is greater”. The gross floor area is 1,800 square feet and there will be five employees working at this location, with five on site during the highest shift. The applicant has five parking stalls, which would meet the code requirements.

The DRC also noted that as this is a manufacturing business this would require specific review and final approval from the fire marshal as a condition of approval.

Commissioner Kirkham questioned if there would be a paint booth for finishing products. Tracy O’Connor, Hardwoods in Harmony, replied that they would like to have a paint booth in the future but would finish products offsite at this time.

Commissioner Kirkham then asked if there would be a showroom. Tracy O’Connor responded that they did not have a showroom and did not expect regular customers onsite.

Commissioner Kirkham asked if there was space at this location for a paint booth in the future. Tracy O’Connor replied affirmatively.

Commissioner Tucker inquired about the shipping container and what would be required for approval. Kate Werrett replied that the building official would want to review how the shipping container would be affixed permanently to the site. She said after speaking with the building official he would likely not be requiring a building permit for the shipping container.

Tracy O’Connor clarified that the shipping container did not have wheels and was currently sitting on railroad ties.

Commissioner Larson moved that the Planning Commission approve the conditional use permit for Hardwoods in Harmony located at 780 North 700 West, unit 7 with the following conditions:

- 1) Final approval from the fire marshal prior to business license approval.**
- 2) Shipping container plan approval from the building official.**

Commissioner Garn seconded the motion. The motion was approved by Commissioners Knowlton, Kirkham, Garn, Ward, Tucker, Larson, Tucker and Van Langeveld.

4. CONSIDERATION OF A SITE PLAN APPROVAL FOR VILLAGE STATION AT EAGLEWOOD AT 421 AND 422 SOUTH ORCAHRD DRIVE, TAYLOR SPENDLOVE, APPLICANT

Sherrie Llewelyn reported that Brighton Homes was in the process of purchasing the last three lots of the development. The proposed application is for buildings 1, 2, & 3. Buildings 1 and 3

are residential apartments and building 2 is a mixed use building with apartments and commercial retail space on the first floor. The City and the developer entered into an agreement amending the Eaglewood Village Development Agreement on August 6, 2019. The agreement provides for construction of various buildings containing 27,000 square feet of commercial/retail, 16,000 square feet of office space and up to 424 dwelling units in four story buildings.

The four story buildings include amenities for a swimming pool and clubhouse, bike and ski equipment lockers and extensive landscaping. The developer would be required to improve the area between the property line and the curb along Highway 89, which includes the City trail, with lawn and trees. Brighton Homes was in agreement as this would improve the visual entry to their development.

Sherrie Llewelyn said the DRC was recommending that Orchard Drive, south of Eaglegate Drive, be vacated as a public street to restrict gravel truck traffic on that street. She said to help facilitate slower traffic within the site, a parking area would be included between the drive lanes on Orchard Drive. Mrs. Llewelyn commented that the DRC suggested that the Planning Commission recommend this as a condition of approval to the City Council.

Commissioner Tucker asked if the access of Highway 89 would be closed there as well. He said his concern was that drivers would illegally use the access road to access this road. He suggested an island or other traffic calming to avoid the use of this road as a thoroughfare.

Sherrie Llewelyn then spoke on the 319 proposed parking stalls on the first submittal and said the plan had been revised to 382 parking stalls, which would exceed the minimum parking requirement. She then spoke on landscaping which the Development Agreement required to be 25% of the site but could be reduced to 20% if the UDOT parcel along Highway 89 was landscaped by the applicant. The applicant was proposing 21% in addition to the UDOT parcel. There would be several pedestrian connections to the trail as well as crosswalks for circulation.

Mrs. Llewelyn reported on the proposed architecture, which would be brick, masonry, and stucco with metal accents and balconies for a contemporary modern style that would meet the standard in the development agreement. The architecture would be consistent with the existing apartments in the vicinity. She spoke on building 1 and explained that there would be a leasing office, swimming pool, pool house, and bicycle/ski storage. A bicycle/ski storage area would be in each residential building. Building 2 would consist of a business center, reception area, and commercial space on the main floor with apartments in levels two through four. The architecture for this building would require more glass on the first floor elevation for a more commercial feel. Building 3 would be exclusively apartments with garages on the first floor. Mrs. Llewelyn then showed those present the location of carports, surface stalls, and garages on the site plan.

Sherrie Llewelyn reported that one of the issues for the property was the hillside above the development, which was contained on the portion of lot 3 contained a rock fall hazard. The geotechnical analysis required the removal of large boulders on the hillside, and the addition of a protective barrier, such as a retaining wall or netting, for any additional rock fall that may occur to protect damage to persons and property on the site. The lots must also be recombined or a plat amendment filed designating the area as permanent open space.

Mrs. Llewelyn said the DRC recommended approval of the site plan for Village Station at Eaglewood with seven conditions. She said the conditions to convert on-street parking on Eaglegate Drive be changed to parallel parking, confirmation of the landscaping percentage, and the addition of 51 parking spaces had been met.

Commissioner Garn asked in regards to the two parcels of land north of the service station. Sherrie Llewelyn said that those parcels were not included in this application but was included in the development agreement.

Commissioner Garn asked if all the residential units would share the swimming pool. Taylor Spendlove replied that they wanted to gauge the use to see if there was a need for more than one. He said they were still reviewing options for another apartment building, a hotel, or more commercial uses.

Commissioner Van Langeveld asked if there was a requirement in the code for the amount of landscaping and if it was to be aesthetic or useable/open space. Sherrie Llewelyn replied that it was a combination of both. She said the code required 10% but the City negotiated with the developer for 25% unless they obtained approval from UDOT to improve the right of way. The cumulative would include all the improved landscaping on the site.

Commissioner Van Langeveld asked if there was useable open space. Taylor Spendlove replied that there was space behind building 2 and the intent of the UDOT parcel was to put up a split rail fence along the trail to provide useable space.

Commissioner Van Langeveld also spoke on the pond adjacent to the property and said it was a safety hazard. She asked if there was any concern or consideration for the pond. Taylor Spendlove replied that it was not on their property so they had no control.

Commissioner Van Langeveld asked who would be responsible to mitigate the rock wall hazard long term. Sherrie Llewelyn responded that it would always be the property owner's responsibility to maintain the hillside and improvements to mitigate the rock fall hazard there.

Chair Knowlton spoke on the parking requirement and the potential to convert twelve excess parking spaces to landscaping to soften the look of Orchard Drive and improve and enable the

pedestrian connection. Taylor Spendlove responded that he would be willing to replace four to six stalls in that area with landscaping. He felt that there needed to be enough parking spaces in that area for the commercial use.

Commissioner Kirkham asked if speed bumps would be a deterrent to through traffic in the area. Taylor Spendlove replied that their intention, if the road was vacated, would be to install some barrier to through traffic while still allowing City access for snow plowing.

Commissioner Tucker said that the on-street parking north of the roundabout had not been a deterrent but the parking island would help to slow traffic in that area.

Commissioner Kirkham then asked if the garages would potentially be used for storage. Taylor Spendlove said the intent was one assigned covered parking stall, either garage or carport, per unit. This would be monitored by the management company to ensure the garages were only used for parking.

Chair Knowlton asked about any potential risk to privatizing the road. Sherrie Llewelyn replied that if the road was not vacated there would not be enough parking for the development. She then spoke on the cons and said the public works department felt that on-street parking was a traffic hazard and made it difficult to plow snow; however, the vacation would reduce through traffic and require traffic to slow down. Ms. Llewelyn said the vacation of the street would still need to be negotiated with the City Council.

Taylor Spendlove commented that angled parking would result in the same number of stalls. He said they would like to road to be vacated for on-street parking unless the City would allow the proposed parking configuration with a public road.

Commissioner Kirkham asked if these would be for lease units. Taylor Spendlove replied they would be for lease. He said two of the three buildings would be closed corridor and all would have elevators.

Commissioner Garn suggested that the road could be closed at the end. Taylor Spendlove said if the road was vacated they would prefer the road to be blocked at Eagle Gate Drive to deter heavy truck traffic.

Commissioner Tucker asked if there was any affinity for the street to remain public. Chair Knowlton said that he did not want a private street when it was adjacent to a development that the City would want individuals to move through such as a bicyclist, pedestrian, etc. He also said there were public streets with similar parking configurations such as Provo Center Street.

The Commission also talked about potential issues with a private road with on-street parking including snow plowing, emergency services, and access to the pond.

Commissioner Van Langeveld asked in regards to the improvement of the UDOT property. Sherrie Llewelyn clarified that Brighton Homes would be improving land that was not part of their property and in return the City would be reducing their landscaping requirement. She said the applicant would be maintaining the UDOT property as well.

Commissioner Ward moved that the Planning Commission recommends to the City Council the approval of the requested site plan for Village Station at Eaglewood at approximately 420 South Orchard Drive with a recommendation of:

- 1) Orchard Drive at Eaglegate roundabout to the Frontage Road being vacated for the conversion to a private parking and driveway facility as depicted on the attached parking exhibit and subject to the following conditions:**

Conditions:

- 1) Lot 3 that had been separated for taxing purposes will be re-combined or a plat amendment approved;**
- 2) The rock fall hazard will be mitigated to the satisfaction of the City engineer and City geological consultant by removing the largest rock fall hazards and providing barriers for any future rock fall; and**
- 3) Correction of engineering redlines.**

Sherrie Llewelyn said that Chair Knowlton suggested a condition to increase the parking on Orchard Drive to be decreased at the landscaping ends to provide a crosswalk at the midblock area.

Taylor Spendlove commented that he would be amenable to the reduction of minimum four and maximum six parking stalls.

Commissioner Ward amended his motion to include the additional condition 4) In the vacated Orchard area to increase landscaping and provide a pedestrian crosswalk at midblock.

Commissioner Garn seconded the amended motion.

Taylor Spendlove commented that he was fine with the road remaining public as long as the development could have on-street parking.

The Commission then discussed vacating the road with concerns that a private road could restrict movement in the area, preventing through access to truck traffic, allowing public parking on a private road, and City access. They held an informal poll to determine who was in favor of a

private or public road with the parking configuration to remain as presented. Five commissioners were in favor of retaining the public road with three in favor of a private road.

Sherrie Llewelyn commented that if the road remained a public road with on-street parking the City Council could adopt an ordinance that restricted specific traffic from a street based on the size and weight of a vehicle.

Commissioner Van Langeveld asked if the vacation could include a stipulation that the private road not be closed to city (public) traffic. Taylor Spendlove said the road would be private property if it was vacated which would be a liability for the property owner to allow public use.

Commissioner Ward amended and restated his motion for a second time as follows:

Commissioner Ward moved that the Planning Commission recommends to the City Council the approval of the requested site plan for Village Station at Eaglewood at approximately 420 South Orchard Drive with a recommendation of:

- 1) Orchard Drive at Eaglegate Dr. roundabout to the Frontage Road not be vacated and remain a public street with the allowance of on-street parking as depicted and configured in the proposed site plan.**

Conditions:

- 1) Lot 3 that had been separated for taxing purposes will be re-combined or a plat amendment approved;**
- 2) The rock fall hazard will be mitigated to the satisfaction of the City engineer and City geological consultant by removing the largest rock fall hazards and providing barriers for any future rock fall; and**
- 3) Correction of engineering redlines; and**
- 4) Within the on-street center parking on Orchard Dr. that the landscaping islands be increased in size and a pedestrian crosswalk be provide at midblock thru the island at the driveway intersections.**

Commissioner Larson seconded the amended motion.

Commissioner Van Langeveld commented that if the road remained public the City would be required to plow the street. She said she did not see a lot of pedestrian traffic at this location. Commissioner Larson replied that long term there would potentially be increased pedestrian and bike traffic through this area as there was a large development coming in across the street and future bus rapid transit.

The motion was approved by Commissioners Knowlton, Kirkham, Garn, Ward, Tucker, Larson, Tucker and Van Langeveld.

5. PUBLIC HEARING-CONSIDERATION OF PROPOSED AMENDMENTS TO THE CITY'S LAND USE ORDINANCE REGARDING THE R1-7, RM-7, AND RM-20 ZONES, SUBDIVISIONS AND PUDS

Sherrie Llewelyn reported that last August the City Council imposed a moratorium in the R1-7, RM-7 and RM-20 to address some issues related to density, lot sizes, and the calculations of density. She said the proposed changes to Chapter 10 Residential and Multiple Residential Districts would address the moratorium, which expired on February 7th. The first change would clarify that subdivisions were a permitted, and not conditional, use as required by State code. Other changes and additions included making residential swimming pools a permitted use, providing for temporary model homes, sales pavilions or construction trailers as permitted uses, clarifying the lot size requirements for the residential zones, clarifying the allowed density for PUDs, and common development plans (more than one building on a single lot in multi-family developments), removing the Multiple Use (MU) zone from the code, clarifying where the minimum width of a lot is measured, clarifying setbacks for accessory structures and swimming pools, requiring certain infrastructure to be completed prior to issuing building permits in multi-family developments, and adding definitions for "Dwelling, attached" and updates the definition of a "Dwelling Unit".

Mrs. Llewelyn then provided an outline and highlights of the proposed amendments to Title 13 Subdivision Regulations, which included: Chapter 1, General Provisions defines subdivisions, clarifies the purpose the regulations, and provides appeal procedures. Chapter 2, Administration and Application defines what land changes require subdivision approval, the penalties for not obtaining approval and the requirements for building permits. Chapter 3, Conceptual Plan defines the process for obtaining conceptual plan approval, required document submittals, and public notice. All concept plans must be recommended for approval by the Planning Commission and approved by the City Council. Chapter 4 Minor Subdivisions provides a streamlined approval process for small subdivisions 10 lots or less, with no required street dedication. Chapter 5 Major Subdivisions provides the process for all other subdivisions including preliminary and final plat approval and bonding. The proposed ordinance empowers the Planning Commission to grant these approvals as these actions are administrative in nature and cannot be denied if the applicant meets the minimum standards of the ordinance.

Chapter 6 addresses Planned Unit Developments, RV & Mobile Home Subdivisions and Condominium Subdivision. The proposed changes related to PUDs included: 1. Minimum street standards for private streets; 2. Requiring sidewalk and park strip on at least one side of the street; 3. Calculating density based upon net acreage (not including streets or other infrastructure); 4. Perimeter setbacks of 15' and 5. Building setbacks from other buildings

The proposed changes to Condominium Subdivisions included: 1. Updating to meet fair housing requirements and 2. Matching the process for regular subdivisions.

The proposed changes to RV & Mobile Home Subdivisions including: 1. Updating to meet fair housing requirements and 2. Adds requirements for capital facility and maintenance funds of common areas.

Chapter 7 Plat Amendments streamlines the process for simple plat amendments and routine lot line adjustments. Chapter 8 General Requirements outlines the standards required for subdivisions related to layout, design, blocks, lot shapes, street widths, utilities and easements, and public dedications. Significant changes include prescribed right of way widths for private streets, requiring private streets or other private infrastructure to be built to the same standard as public improvements. The changes also consolidate the bulk of the subdivision regulations, provide modernization, conformance to state code, and reduces the maximum grade of new roads to comply with Fire Code standards. Chapter 9 Essential Improvements provides the direction to the city standards and specifications, specifically prepared for all essential infrastructure whether public or private. It further describes the required infrastructure to be installed by the developer and provides a mechanism for payback agreements, where the developer can recover certain costs for upgraded infrastructure from future developers who will benefit from the installation of said improvements.

Chair Knowlton opened the public hearing related to the proposed changes to the City's residential zones R1-7, RM-7, and RM-20 zones, subdivisions and PUDs at 8:17 p.m.

Dee Lalliss said his concern was the change in density on Main Street in the visualization changed the courtyard area and could create dead space behind properties. He felt spaces like this could collect garbage and asked if there should be something in the code to require that the property owner maintain the open space.

Taylor Spendlove commented on HOAs and said that requiring the developer to fund the first three years of maintenance may not be the best way as there was not really much degradation in the first few years. He recommended that an investment fee be collected from the homeowners at closing which would go into a savings account. This would be in addition to the percentage from the monthly dues that would go into the savings account per State law. Sherrie Llewelyn said that was a good idea. She said that her purpose was to ensure the developer had setup the mechanisms to collect the correct amount of money to pay for long term improvements.

Chair Knowlton closed the public hearing at 8:24 p.m.

The Commission then reviewed each page of the Chapter 10 Residential and Multiple Residential Districts revision, which included a table of use regulations as permitted or

conditional or the linear or square feet required in the R1-12, R1-10, R1-7, RM-7 and RM-20 zones.

Chair Knowlton commented that assisted living and group homes were now permitted uses. Sherrie Llewelyn replied that any area where residential housing was allowed must also allow residential buildings for the elderly and disabled per the Fair Housing Act.

Commissioner Garn moved that the Planning Commission approve the proposed amendments to the Chapter 10 Residential and Multiple Residential Districts.

Commissioner Tucker seconded the motion.

Commissioner Garn amended his motion that the Planning Commission recommend to the City Council approval of the proposed amendments to the Chapter 10 Residential and Multiple Residential Districts with the following findings:

- 1) **The proposed amendment is in accord with the comprehensive general plan, goals and policies of the City.**
- 2) **Changed or changing conditions make the proposed amendment reasonably necessary to carry out the “purposes” stated in this title.**

Commissioner Tucker seconded the amended motion. The motion was approved by Commissioners Knowlton, Kirkham, Garn, Ward, Tucker, Larson, Tucker and Van Langeveld.

Sherrie Llewelyn recommended tabling Title 13 until a later date for further review and consideration by the Commission.

Commissioner Larson moved to table the recommendation regarding the Title 13 Subdivision Regulations until the next Planning Commission meeting. Commissioner Kirkham seconded the motion. The motion was approved by Commissioners Knowlton, Kirkham, Garn, Ward, Tucker, Larson, Tucker and Van Langeveld.

6. REPORT ON CITY COUNCIL ACTIONS ON ITEMS RECOMMENDED BY PLANNING COMMISSION

Chair Knowlton reported on an item related to the active transportation plan and said that he reviewed UDOT’s list of communities that requested bicycle funding. He said there was not a lot of competition for the UDOT funding match. Sherrie Llewelyn reported that the City Council adopted the active transportation plan at their January 21st meeting.

7. APPROVAL OF MINUTES

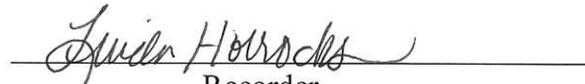
The Planning Commission meeting minutes of January 14, 2020 were reviewed and approved. **Commissioner Tucker moved to approve the Planning Commission minutes for the January 14, 2020 meeting as written. Commissioner Garn seconded the motion. The motion was approved by Commissioners Knowlton, Kirkham, Garn, Ward, Tucker, Larson, Tucker and Van Langeveld.**

8. ADJOURN

Chair Knowlton adjourned the meeting at 8:41 p.m.



Chair



Recorder