

REGULAR MEETING  
TOWN OF WAYNESVILLE PLANNING BOARD  
JULY 17, 2006  
MONDAY - 5:30 P.M.  
TOWN HALL

The Planning Board held a regular meeting on Monday, July 17, 2006. Members present were Don Stephenson, Dan Wright, Rex Feichter, Lee Bouknight, Gary Sorrells, Marty Prevost, Patrick McDowell and Brooks Hale. Also present were Mayor Henry Foy, Town Manager Lee Galloway, Land Development Administrator Byron Hickox and Deputy Town Clerk Freida Rhinehart. Chairman Rex Feichter called the meeting to order at 5:30 p.m.

Approval of Minutes of May 15, 2006

Dan Wright moved, seconded by Gary Sorrells, to approve the minutes of May 15, 2006 as presented. The motion carried unanimously.

It was the consensus of the Planning Board to move the agenda item referring to creating a brownfields redevelopment to the last item on the agenda.

Preliminary Plat Review - Subdivision - David Eavenson - Chestnut Park Drive and Sylvan Drive - Chestnut Park Neighborhood District (CP-ND)

Town Staff Report:

Background: The Town of Waynesville Land Development Standards (LDS) require that preliminary plats for “major subdivisions” be reviewed and approved by the Planning Board. A “major subdivision” is defined as any subdivision of land that involves 6 or more lots for the dedication of public streets and utilities.

Review: The preliminary plat for the David Eavenson subdivision indicates subdivision of an existing 2.9 acre lot into 15 new lots ranging in size from 8,051 square feet to 13,843 square feet. The development would involve water and sewer line extension, and a 940' extension of Chestnut Park Drive from Anthony Street to Sylvan Drive, and new sidewalk and street trees on Sylvan Drive adjacent to the subdivision. Staff comments are:

1. Chestnut Park Drive needs to be shown with a sidewalk and street trees.
2. A pedestrian connection is needed between Chestnut Park Drive and Sylvan Street on the southeastern border of the development. This and the pedestrian connection shown on the northeastern border of the property are recommended by the staff and the Community Appearance Commission as alternative compliance to having sidewalks on both sides of the Chestnut Park Drive extension. These pedestrian connections need to connect with the sidewalks on Chestnut Park Drive extension and Sylvan Drive.
3. Street tree species needs to be specified on the Chestnut Park Drive extension, a “large maturing tree” is required planted 40' on center along both sides of the road. The Community Appearance Commission recommends Red Maples for the street trees.
4. Water, sewer, electrical and stormwater plans need to be submitted for staff approval.

5. Street construction plans, including profiles and cross-sections need to be submitted for staff approval. The Chestnut Park extension needs to be constructed to “street” standards (50' right of way, 5' planting strips on both sides and a sidewalk on the side adjacent to the development).
6. Optional: the staff recommends that the developer connect Chestnut Park Drive and Sylvan Street with a “lane” constructed through the development. This would reduce the amount of street to be developed and would eliminate the need for the pedestrian connections at either end of the property.

Recommendation: Planning and Public Works staff recommend that the preliminary plat be approved on condition that the additional information and revisions specified above be submitted.

Byron Hickox stated that the main concern with approval of the subdivision plat is to maintain connectivity between Chestnut Park Drive and Sylvan Drive. Mr. Eavenson would need to gravel Chestnut Park Drive around to connect with Sylvan Drive. Chestnut Park needs to be shown with a sidewalk and street trees. Option 6 with a lane constructed through the development was added in order to eliminate quite a bit of paving, eliminate the need for pedestrian connectivity and would allow the desired connectivity.

David Eavenson said he is willing to build the Chestnut Park Dr. with a sidewalk with trees on his side to the end of his property and a gravel extension to Sylvan Drive, water, sewer system, drainage system in a two phase operation. Phase 1 will be completed on Sylvan Drive with sidewalk on both sides. The water and sewer systems will follow in Phase 2 before the street on Chestnut Park is completed. Mr. Eavenson pointed out that a lane through the subdivision would probably increase stormwater runoff.

Mr. Hickox responded that this would be fine. Option 6 was only offered as an alternative.

Rex Feichter asked if it would be possible to allow for a turning area in the driveways so that residents would not have to back out into the street. Mr. Eavenson said that this probably would detract from front yards.

Patrick McDowell moved, seconded by Don Stephenson to approve the preliminary subdivision plat. The motion carried. Marty Prevost abstained.

Text Amendment - To Increase the Minimum Number of Required Parking Spaces for Multi-family Dwellings from 0.5 to 2 Spaces Per Unit - Hazelwood Neighborhood District (H-ND) - Section 154..306, Table VII - 1

Planning Staff Report:

Background: The applicant Kevin Cable has requested that the minimum parking space requirement be increased for multi-family development for the purpose of minimizing overflow parking along adjacent streets, and to make the requirement consistent with other cities' requirements.

Recommendation: "Current off-street parking standards are designed to reduce the area devoted to off-street parking, and the associated environmental and aesthetic negatives of large impervious surfaces. However, staff concurs with the applicant that for most multi-family development in most areas that a realistic minimum parking requirement should be 2 spaces per unit, since households tend to have 1 automobile per adult and additional parking space is needed for service vehicles and visitors.

Another argument for raising the minimum parking space standard is that the use of on-street parking space to meet the minimum required parking space is already built into the ordinance: in 2 districts on-street parking within 100' may be counted toward "off-street" parking requirement: East Waynesville ND and Hazelwood ND. In 3 other districts on-street parking within 400' may be counted toward "off-street" parking requirement: Hazelwood TC, Main Street ND, and Walnut Street ND. Finally, no off-street parking is required within the Central Business District.

The staff does recommend a different standard for projects designed and restricted to populations where vehicle use and ownership is less common, such as low income, special needs or elderly, and for projects designed for single room occupancy. For these projects the current standard is appropriate and should remain unchanged.

Therefore, Planning Staff recommends that the required minimum number of parking spaces for multi-family developments be increased to 2 spaces per unit for all developments other than developments restricted to persons who because of age, income or other factors have a demonstrated lower rate of automobile use than the general population, and for single room occupancy developments; for these developments the minimum number should remain at ½ space per unit."

#### Public Works Director Comments:

As a former member of the Town's Land Development Plan Steering Committee, I strongly oppose quadrupling the off-street parking space requirements for multi-family dwellings from 0.5 to 2.0 per unit. Since the standard for single family units is only one space per unit, this financially favors single family dwelling as opposed to denser housing development. Single family households that typically own their own homes are already subsidized by deducting for mortgage interest and other tax preferences. Properties rented as apartments are effectively taxed at higher rates. Many communities have little multi family housing and, in fact, discourage it. Waynesville saw the need for affordable housing and fostering denser housing development. Compact and efficient living and working patterns create a sense of community and reduce dependence on the automobile.

The Town's Land Development Standards were adopted in reaction to sprawl and conventional suburban development. Our standards are about giving people more choices. We are working to create human scale walkable communities. Other communities command and control requirements result in auto centric development patterns that lack individuality and creativity. When you always design for the automobile, you will always get an auto oriented landscape. Hazelwood has the potential to develop into a pedestrian friendly traditional walkable neighborhood but lacks the densities needed to enable more efficient use of services and resources for a more enjoyable and convenient place to live. Large expanses of surface parking and fast streets work against the pattern of development that the LDS is designed to encourage. The current parking requirement is designed to foster denser, less expensive pedestrian friendly development. Recent events of rising energy

are working to increase the attraction of denser development. Also as we age and interest rates rise, proportionally fewer people can afford the single family suburban lifestyle. Less affluent households will need affordable housing that is closer to jobs. These amendments hinder meeting the needs of the future, promote obsolete policies and favor a lifestyle possible for fewer of us. – Fred Baker

Kevin Cable stated that he submitted on behalf of himself and the neighbors in Hazelwood Neighborhood District a request to increase the minimum number of parking spaces required for multi-family housing. This is a result of a recent public hearing by the Board of Adjustment to approving a 8-unit condominium in their neighborhood which had an allowance of 12 parking spaces which exceeds current standards. The neighbors feel that the allowed 0.5 parking spaces per unit is insufficient to minimize traffic hazards and congestion in the neighborhood. Safety would be compromised with increased traffic and parking on the street.

Mr. Hickox pointed out that projects designed and restricted to populations such as low income, special needs or elderly should remain unchanged.

Marty Prevost said she felt that 2 spaces per unit is too many and Rex Feichter stated that ½ space per unit is not enough. Patrick McDowell agreed that an increase is appropriate but also that 2 spaces are too many. Mr. McDowell suggested a compromise of one space per unit as a required minimum.

Mr. Hickox also indicated that on street parking is allowed in this neighborhood and this is a further means of traffic calming. Parking is allowed on both sides of the street as long as there is a 12' driving path left available for traffic flow.

Patrick McDowell moved, seconded by Marty Prevost, to recommend to the Board of Aldermen that the minimum number of parking spaces for multi-family units be increased to 1.0 parking spaces per unit in all districts where multi-family units are a permitted use except for multi-family units specifically restricted to low income, special needs or elderly. The motion carried unanimously.

Text Amendment - To Decrease Maximum Residential Density from Unlimited to 8 Units Per Acre - Hazelwood Neighborhood District (H-ND) - Section 154.113 (B)(1)

#### Staff Report:

Background: Kevin Cable has requested that the maximum residential density in the Hazelwood Neighborhood District be reduced in response to a planned development of 8 multi-family units on a 1/4 acre lot, that the applicant argues would be undesirable and would change the scale and character of the community.

Recommendation: The staff concurs that permitted unlimited residential density in the Hazelwood Neighborhood District could lead to new development that is inappropriate in density and scale. The Vision/Goal statement for the Hazelwood Neighborhood District states that "...the goal for Hazelwood is to encourage infill development and the rehabilitation of existing structures in keeping

infrastructure, favorable topography and proximity to the Hazelwood business district, and in keeping with the goal to encourage infill development, the staff recommends that the maximum density be left relatively high. Therefore the staff recommends a maximum density of 16 units per acre be established for the Hazelwood Neighborhood District. For the development example cited by the applicant, the Staff recommendation would have reduced the maximum number of units on the 1/4 acre property to 4 units, a number the staff feels would be appropriate.

While all of the mixed use districts (districts permitting commercial development) have no minimum lot size or maximum residential density, only 1 other neighborhood district does not have a maximum density (East Waynesville). Similarly, the staff recommends that a maximum residential density of 16 units per acre be established there as well.

Currently the average lot size for the 542 residentially developed properties in the Hazelwood Neighborhood District of 0.36 acre, yielding an average density of 3 units per acre. There are 2 existing condominium developments in the district: Cypress Villas, located at South Main and Poplar, with 8 units on .9 acre, for a density of about 9 units per acre, and Main Street Villas located on Atkins Street with 6 units on .61 acre for a density of 10 units per acre. The only large apartment development, Hickory Hollow located on Killian and Old Hickory Streets has 76 units on 7.5 acres, for a density of 10 units per acre.

For the 452 residentially developed properties within the East Waynesville Neighborhood District, the average lot size is 0.55 acre with only 3 multi-family properties and no condominium development. Existing density is even lower than in the Hazelwood District. The recommended maximum density would promote higher density development while maintaining an attractive neighborhood for those that reside in the district – both are stated goals of the East Waynesville Neighborhood District.

Kevin Cable referred to the minutes of the March 20, 2006 Planning Board meeting in which Marty Prevost expressed concern about someone in the Country Club District purchasing an older house with plans to tear down the house and building condos on the property. After investigation by Paul Benson, he reported back to the Planning Board on April 17, 2006, that they might want to consider reducing the number of units per acre in the Country Club District.

In the staff recommendations, Mr. Benson recommended 16 units per acre. Mr. Cable suggested compromise on this issue as well.

Byron Hickox reviewed Mr. Benson’s recommendations and suggested that the Planning Board might want to consider keeping the density relatively high due to infrastructure, topography and proximity to the Hazelwood business district and to encourage infill development.

Marty Prevost expressed that she thinks 16 is still too high for both the Hazelwood and East Waynesville Districts.

Mr. Hickox pointed out that this issue was first raised at the Board of Adjustment meeting where a multi-family development of 8 units was approved for a 1/4 acre lot. Had the recommendation for 16 units per acre been approved prior to that, only 4 units could have been placed on the 1/4 acre lot.

The number of 16 units per acre is still not terribly high.

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Marty Prevost insisted that in neighborhood districts, this scale of density would destroy the “neighborhood feel” of the district.

Richard Miller pointed out that if the density does not remain high, we might discourage affordable housing for persons like police officers, fire fighters, teachers and service workers who serve high end growth in our community. There is a definite need for middle income housing and often the multi-family housing is the only affordable solution for middle to lower income workers. Cutting affordable housing would be a big mistake.

Patrick McDowell said that we do need some density but not unlimited. He is in favor of the staff recommendation of 16.

Gary Sorrells and Marty Prevost suggested a density of 12 units per acre.

Patrick McDowell indicated that it would be easier to set the density at 16 and then reduce if necessary but it is more difficult to increase density.

Brooks Hale moved, seconded by Don Stephenson, to recommend to the Board of Aldermen that the density of the Hazelwood Neighborhood District and the East Waynesville Neighborhood be amended to 16 units per acre. The motion carried. Stephenson, Wright, Bouknight, McDowell, and Hale voted yes. Prevost, Sorrells and Feichter voted no.

Text Amendment - To Create a Brownfields Redevelopment Conditional Use - Hyatt Creek Area Center (HC-AC)

The proposed text amendment as submitted by the developer is as follows:

**Proposed Text Amendment to the Town of Waynesville Land Development Standards:**

Article VI

Section 154.212 - Brownfield Redevelopment

Purpose and Validity

- The Board of Aldermen of the Town of Waynesville finds that it is necessary to set forth the appropriate special requirements by which major Brownfield redevelopments may be established within the Town’s zoning jurisdiction.
- A qualifying Brownfield site or redevelopment shall be the same as defined by the State of North Carolina in the Brownfield Property Reuse Act.
- The minimum property area for a qualified site under this section must be at least 25 acres.
- A Brownfield agreement must be executed between the developer and NCDENR for the subject property prior to the issuance of a Zoning Compliance notification from the Town of Waynesville.

- Where the development standards included in this section are in conflict with the standards included in a) the district regulations and uses, b) the general development standards, or c) the environmental conservation standards, the development standards within this section shall apply.
- Any Brownfield redevelopment within the Town shall be a conditional use as described in Section 154.083 of these standards

#### Design Standards

- Parking and vehicular use areas may be located on the front, sides or rear of the principal structure located on the property.
- Interior parking lots and access drives within Brownfield redevelopments shall not be considered streets or driveways as defined by these standards and shall not be subject to the applicable design standards or spacing requirements.
- There are no articulation or permeability requirements for buildings located within a Brownfield redevelopment as defined by this section
- In addition to the allowable signage in the applicable district, two combination pylon signs shall be permitted for each Brownfield redevelopment. The pylon signs shall be no greater than 35 feet in height. A highway commercial sign may be permitted up to 75 feet in height.
- A landscaped buffer strip is not required between an interior parking lot and any of the following interior elements: sidewalks, streets, alleys and interior adjacent properties.
- Interior parking lot plantings shall be allowed in islands or pits within a minimum dimension of 5' x 5'.

#### Article V

##### Section 154.117 - Hyatt Creek Area Center

###### (E) Conditional Uses

#### **Propose to add the following as a conditional use**

- Brownfield Redevelopment

#### Staff Report:

Requested Amendment: The requested amendment would create a conditional use called "Brownfield Redevelopment" and add that conditional use to the Hyatt Creek Area Center district. The amendment would essentially relax some development standards for the purpose of promoting the redevelopment of large brownfield sites as follows:

1. Eliminate the requirement that parking be only to the side or rear of principal buildings.
2. Exempt interior parking lot lanes and access drives from street design standards.
3. Eliminate the building design requirements for articulation and permeability.
4. Permit 2 additional freestanding signs up to 35' high, and 1 additional freestanding sign up to 75' high.

5. Eliminate any requirement for interior buffers.
6. Reduce the maximum size of parking lot tree islands from a minimum dimension of 8' per side to 5' per side.

The conditional use would require that the site be a minimum of 25 acres and qualify as a Brownfield site as defined by the state of North Carolina.

Background: The applicant has met with Town staff on several occasions over the past year to discuss a redevelopment project on the former Dayco site in south Waynesville. During the course of these discussions the applicant has identified specific requirements with the Town's Land Development Standards that they would like to have amended prior to development of this site.

Recommendation: The staff recognizes that some requirements within the Land Development Standards may increase the cost of development and could be a disincentive to the redevelopment of brownfield sites where development costs are typically higher and where environmental constraints may affect the placement of buildings and other development.

Accordingly, the staff recommends the requested amendment with the following modifications (numbering corresponds to the requested amendments above).

1. Allow parking to the front of interior buildings, but maintain a requirement that at least 1 principal building on every lot with 100' or more of street frontage have no parking between the front building line and the street right of way.
2. Exempt interior parking lots, parking lot lanes, and rear access drives from minimum driveway separation requirements, minimum street width, minimum right of way width and sidewalk requirements but maintain the requirement for street trees along both sides of such drives at a maximum of 8' from the traveled way, in minimum 5' x 5' tree pits at a spacing of 40' average/50' maximum on center, including any side of such drives adjacent to buildings. Further, where developments involve subdivision of land, access drives connecting public streets with interior lots and serving more than one lot, shall be developed as a street and be designed to the applicable street classification.
3. Maintain the existing articulation, scale and permeability standards for buildings adjacent to streets, with the exception of changing the articulation standards to "highway scale". For interior buildings, eliminate the articulation, scale and permeability standards; however require compatible, high quality design for buildings and improvements within the development, and the use of required "street" trees to buffer expanses of unbroken facades.
4. Signage: Allow larger freestanding signs along each public road that the development borders. These signs would identify multiple occupants of development. The staff recommends the smaller of the requested sign sizes: maximum height of 25', maximum sign face of 300 square feet, with such signs incorporating decorative supporting structures, a unified architectural design and being designed to accommodate multiple panels, each identifying a separate business. These signs shall also incorporate a name and logo for the development as a whole. The current maximum sign height and size in the Hyatt Creek Area Center is 4' and 32 square feet respectively. The staff does not recommend the requested amendment for the 75' high "highway pylon sign", because a sign of that height could detract from our mountain scenery.



Byron Hickox stated that the developers of the former Dayco site have requested an amendment to the Land Development Standards to add a conditional use to permit "Brownfield" redevelopment in the Hyatt Creek Area Center. The applicants have met with town staff several times over the past year and are ready to make their recommendation. Mr. Benson's recommendation includes the 4 items listed in the staff report.

Patrick Bradshaw then spoke on behalf of Cedarwood Development. He stated that the developers are trying to determine how the Dayco site can be reasonably re-developed. Staff recognizes that some items required by the Land Development Standards may increase the cost of the development and could be a disincentive to the redevelopment of the brownfield site. There are environmental issues present at the site that prevent residential development and industrial use is what has left it in the shape it is currently in. The reasonable use will therefore be commercial development.

Mr. Gary O'Nesti with Cedarwood Development then addressed the meeting. He said that the developers are attempting to live within the Town's Land Development Standards. They have attempted to learn what was there and what issues exist by talking to people who worked there. They understand that it played an important role in the community and they want their project to play an important role as well. This is a "brownfield" site since contamination has occurred. It is nothing that cannot be dealt with. He has worked with Mark Clasby and the Haywood Advancement Foundation. North Carolina has a very good brownfield program. When you encounter environmental challenges such as the ones on the Dayco site, you either mitigate it, encapsulate it, or build around it (sometimes buildings can be built near but not on or over a certain area). There is significant time and effort that goes into developing a brownfield site such as demolition and requirements to get the site in shape to develop. There is a set process with rules and regulations required by the state. There are areas of exposure to surrounding highways, to South Main Street and Hyatt Creek Road. The Land Development Standards are written more toward "Main Street" or downtown development as opposed to large scale commercial development. The goal is to have an active well planned development which gives consideration to actual development site with the railroad crossing, trout buffer, Allens Creek and Richland Creek. All this has resulted in a long process. Parking is important but space has been allowed for shade trees. Pedestrian access from the perimeters to the interior of the site and a trail behind the center have been considered in the plan as well. Many of these considerations will determine where and how buildings are placed on the site. This will be an evolving process in cooperation which will require cooperation and compromise between the developer and the Town since this a brownfield site. Mr. O'Nesti stated that he, Patrick Bradshaw and Chuck Christy (their engineer) would accept questions from the audience.

Chairman Feichter then opened to floor to public comment.

Philan Medford stated that she understood some of the development standards might have to be relaxed somewhat to allow for brownfield development of the former Dayco site. She said that it would be important to be able to park once and access several retail establishments. Trees and sufficient pedestrian walkways are always important considerations in parking lots for traffic calming and pedestrian safety. Ms. Medford felt that articulation scale should be for the automobile traveling at slower speeds. She said she thought that the signage could be much smaller than recommended by Town Staff since the speed limit on both South Main Street and Hyatt Creek Road is only 35 miles per hour.

Roscoe Wells said that he would like to know what additional costs will be placed on residents of Waynesville in order to develop this site. The brownfield ordinances prevent the suing of the developer. He feels that the development of a brownfield site may result in even more changes to the Land Development Standards than staff might realize. He also objects to relaxing of sign standards.

Kevin Cable asked if there is information available on the contaminants at the Dayco site as was done at the old Benfield site where HVO built. Mark Clasby explained that the Benfield site was completely different because it was a superfund site handled by the EPA rather than a brownfield site which will be dealt with by the state through DENR.

Chuck Dickson stated that we don't know how much it will cost to clean up the Dayco site. Therefore, we do not know whether our Land Development Standards are a disincentive to the developer. The Land Development Standards give us a chance to control our visual environment. That is what is important here in the mountains if we want to have people visit and live here. Big box stores will cooperate with local standards. Mr. Dickson questioned whether allowing brownfield development in the Hyatt Creek Area Center might be considered "spot zoning". He asked that the Town insist on keeping articulation standards and keep this entrance to Waynesville looking good.

Margaret Osondu said that people live and visit here because of the beauty of the Town. In 1941 there were no standards to prevent the Dayco contamination. We now have those standards. Big box stores do not last forever. She asked that the Planning Board continue with the vision for the community and not give up our standards.

Richard Miller asked if the Staff had any comment about the conditional use request. It should not be for just the Hyatt Creek Area Center but for the entire area covered by the Land Development Standards. This would constitute spot zoning. Byron Hickox stated that Town Staff is presenting this creating a conditional use of "Brownfield Redevelopment" for the entire area, but adding it to the Permitted Use Table as a conditional use in the Hyatt Creek Area Center. It could very well be added to districts as well should the need arise.

Becky Johnson asked if the sidewalk only comes down South Main Street or is it connected to the businesses. Gary O'Nesti explained that they are carrying the sidewalk down Hyatt Creek Road and around the corner down South Main Street. There will be six pedestrian ways approximately 8 feet wide down through the parking lots. Some of the parking spaces will be converted to planting areas as well. There will be connectivity between stores as well.

Marge Carpenter asked if the Planning Board has any jurisdiction in the ETJ. Byron Hickox responded that they do. The ETJ does not extend very far up Hyatt Creek. Anderson Auto is in the city limits. Ms. Carpenter's question was is the developer working with the DOT and County Commissioners for the traffic that is going to go on the opposite side of Hyatt Creek. Currently there are trucks that go down Hyatt Creek to avoid Exit 98. She anticipates that traffic volume is going to increase and she would like for the developers and the Town to take traffic patterns into consideration.

Mr. O'Nesti said that a traffic study has been done and increases will be taken into consideration.

Charles Miller said that many of the trucks from Allens Creek use Exit 98.

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Patrick McDowell asked if we have any idea how many other brownfields we might have within our jurisdiction. Mr. Hickox responded that he did not know of any at this time. There might be some existing sites which may potentially become such in the future.

Mr. Hickox also addressed the issue of spot zoning. The reason this is before the Planning Board as a proposed text amendment to create a conditional use within the Hyatt Creek Area Center is that this is what the petitioner requested. They did not ask for a town-wide addition of brownfield redevelopment as a conditional use.

Marty Prevost said at some point she would like to see the requirements for a brownfield site set by the state. Mr. Clasby said that it varies for every brownfield site. Mr. O'Nesti pointed out it all depends on the contaminants on the site. There are various guidelines for underground tanks, any type of chemical, soil, ground water, etc. Some things might have to be removed and taken to special hazardous materials facilities.

Byron Hickox said that Town Staff is hopeful that we might have some sort of a work session with the Planning Board, Board of Aldermen and the developers for further discussion.

Marty Prevost moved, seconded Gary Sorrells, to have a special meeting with the Town Staff, Board of Aldermen and developers on Tuesday, August 1, 2006 at 5:30 p.m. The motion carried unanimously.

Adjournment

With no further business, Brooks Hale moved, seconded by Dan Wright that the meeting be adjourned at 7:30 p.m.

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Rex Feichter  
Chairman

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Freida F. Rhinehart  
Secretary