

City of Red Bank
Municipal Planning Commission

WORK SESSION AGENDA

August 16, 2022

12:00 pm

Red Bank City Hall

3105 Dayton Boulevard

I. CALL TO ORDER

II. ROLL CALL – Secretary

☐ Commissioner Browder

☐ Commissioner Smith

☐ Commissioner Luther

☐ Commissioner Skonberg

☐ Commissioner Millard

III. Agenda items for the August 18, 2022 regular planning commission meeting:

A. CONSIDERATION OF THE MINUTES

1. July 21, 2022

B. NEW BUSINESS

1. Lane configuration of Dayton Blvd from Browntown Rd/Wickley Rd to the city limits at Gadd Rd
2. Construction of hiking/mountain biking trails along the undevelopable ridge near the Red Bank Swimming Pool and Community Center.
3. Request for right-of-way changes to accommodate new school at Red Bank Baptist Church
4. Any properly presented new business

C. UNFINISHED BUSINESS

1. Any properly presented unfinished business

D. OTHER BUSINESS

IV. ADJOURNMENT

City of Red Bank
Municipal Planning Commission

REGULAR MEETING AGENDA

August 18, 2022

6:00 pm

Red Bank Court Room

3117 Dayton Boulevard

I. CALL TO ORDER

II. ROLL CALL – Secretary

☐ Commissioner Browder

☐ Commissioner Smith

☐ Commissioner Luther

☐ Commissioner Skonberg

☐ Commissioner Millard

III. INVOCATION – Commissioner Millard

IV. PLEDGE OF ALLEGIANCE – Commissioner Browder

V. CONSIDERATION OF THE MINUTES

1. July 21, 2022

VI. NEW BUSINESS

1. Lane configuration of Dayton Blvd from Browntown Rd/Wickley Rd to the city limits at Gadd Rd
2. Construction of hiking/mountain biking trails along the undevelopable ridge near the Red Bank Swimming Pool and Community Center.
3. Request for right-of-way changes to accommodate new school at Red Bank Baptist Church
4. Any properly presented new business

VII. UNFINISHED BUSINESS

1. Any properly presented unfinished business

VIII. OTHER BUSINESS

IX. ADJOURNMENT

Hollie Berry
Mayor



Martin Granum
City Manager

MUNICIPAL PLANNING COMMISSION

MINUTES
July 21, 2022
6:00 p.m.
Red Bank Courtroom

I. CALL TO ORDER

Commissioner Browder called the meeting to order at 6:00 PM.

II. ROLL CALL

Commissioner Luther called the roll. Commissioners Browder, Millard, and Smith were in attendance. The Commission's planning advisor from the Southeast Tennessee Development District (Ashley Gates) was also present. Additional attendees are listed on the sign-in sheet.

III. INVOCATION

Commissioner Millard gave the invocation.

IV. PLEDGE OF ALLEGIANCE

Commissioner Smith lead the Pledge of Allegiance.

V. CONSIDERATION OF THE MINUTES

A. June 16, 2022 Meeting Minutes

Commissioner Browder asked for any corrections to the minutes. Commissioner Millard motioned to approve the minutes. Commissioner Smith seconded the motion. The motion passed.

VII. NEW BUSINESS

1. Revised Final Plat for Downer Estates Lots 3, 4, 9-12

Mr. Jason Craven presented the plat for these lots. He stated that the previous owner, Mr. Downer, had added on to the existing home and that it encroached on the adjacent lots. The new plat provides access to Lot 11 via Lot 17.

Staff recommended approval subject to all required signatures.

Commissioner Millard made a motion to approve subject to all required signatures. Commissioner Smith seconded the motion. All voted in favor. The motion carried.

2. Request to Rezone 2626 Berkley Drive from R-1 Residential to R-T/Z Residential Townhome/Zero Lot-Line

Staff stated that the two adjacent lots had been rezoned to R-T/Z previously, but did not take the 25-foot wide buffer requirement into account. She stated that having additional property zoned R-T/Z would help to address this error. Staff recommended approval of the rezoning, and stated that the Planning Commission could place restrictions on the type or density of homes if they wished. Staff stated that she had received comments to read into the record.

The applicant, Mr. Jim Higdon presented his request. He stated that there is a 25 by 200 foot section of his property that is below the grade of his home. He stated that the rezoning will allow this property to be used, which would otherwise sit vacant.

The developer of the adjacent property, Mr. Steve Pickett, stated that he would not pursue the townhomes as an option due to the neighbor's concerns. His only request is that the Planning Commission not limit the number of homes. He would like to whether or not three homes would be possible.

Mr. Wade Cook of 2619 Berkley Drive state that the rezoning letter was unclear. He stated he was not opposed to development and had previously spoke in favor of the original proposal for two homes. He stated that denying the request and allowing two detached single-family homes would be the best outcome and that detached single family homes should be the only type of home allowed.

Staff clarified that the letter included the intent that she had understood from a conversation with the owner. She stated that she had not received the proposed site plan at the time that the letter was required to be mailed, so she could not provide much detail in the letter.

Ms. Lauren Meredith Chester of 2602 Berkley Drive stated that she would welcome more neighbors but was worried that townhomes would be built. She stated that she supported limits being placed on the rezoning.

Ms. Phillis Neal of 2700 Berkley Drive stated that she was opposed to townhomes and felt that developers wanted to bulldoze Red Bank and build only apartments.

Ms. Lucretia Cook of 2619 Berkley stated that she was opposed to rezoning to allow three homes. She stated that when she first moved there into a new home that was built as a cottage-style home that fit in with the rest of the neighborhood. She stated that three homes would be too many and that it should not have even been proposed.

Mr. James Higdon, the applicant, stated that when he applied for this rezoning it was only to rezone his property from R-1 to R-T/Z. He stated that he's not asking for any waivers, and that the staff planner had misunderstood his intent from the phone call. He states that he intends to continue living at his home and is not a developer. He is only asking for an option to sell land to the developer and allow development within the same guidelines.

Commissioner Browder said that Red Bank is welcoming to infill development, and feels that protection of the existing neighborhood is important. Commissioner Luther stated that he also wanted to encourage infill development, but only if it is done responsibly. He stated that Berkley Drive is one of the nicest streets in Red Bank and the new home should fit in with the existing development.

Commissioner Browder suggested having the same restriction of only two units, as the adjacent properties. Staff stated that proposed restriction would allow Mr. Higdon's existing home and an additional.

Commissioner Browder stated that was not her intent and suggested limiting it to single family detached homes with no restrictions on the number and density. An audience member asked if that would effectively limit the developer to two homes. Staff stated that she would need to see the proposal. If a home were to be built fully on Mr. Higdon's property and not encroach on the adjacent lots, it may be possible to build three, but it was unlikely. Staff stated that more than likely the property owner would need to apply to have the zoning restrictions lifted from the previous rezoning in order to fit three homes.

Another audience member asked if the 25-foot buffer was the only thing preventing three homes from being built. Staff stated that she could not be certain not knowing the home dimensions and site topography.

Commissioner Smith said that they have to go by what rules are in place now, and that the Planning Commission has no control over the 25-foot buffer requirement.

Commissioner Luther Motioned to recommend approval the rezoning of 2626 Berkley Drive from R-1 to R-T/Z subject to the following condition:

- 1. Limit the use to only single family detached residences.**

The motion was seconded by Commissioner Millard. All voted in favor. The motion carried.

3. Request to Rezone 1014 & 1018 Lullwater Road, & 2510 Leaning Tree Lane from R-1 Residential to R-2 Residential - Planned Unit Development

Staff recommended approval of the proposed rezoning to R-2 Residential with restrictions. She stated that restrictions could be placed on the rezoning to protect the steep slopes, and that the PUD proposal would allow for more of the hillside to be preserved.

Mr. Joe Ingram, the applicant, stated that he agreed with the PUD rezoning option over the initial R-T/Z proposal. He stated that he most likely not be building in areas with a slope that exceeds 25%, but agreed to the conditions should the land disturbance overlap with areas with slopes exceeding 25%. He stated that he would provide a geotechnical report to determine the nature of the possible sink hole at the front of the property.

McKenzie Walker of 1005 Lullwater Road stated that Lullwater is a peaceful street and all the neighbors value Lullwater as it currently is and feel safe on the road. She stated her concern that traffic would increase significantly and would prefer that the neighborhood have two entrances and exits for safety purposes. She expressed concern regarding the ponding at 1006 Lullwater Road for the continual destruction of wildlife habitats. She stated that the community is opposed to the rezoning and that the property should remain R-1.

Adam Francescon of 1028 Lullwater asked when construction might begin if the rezoning is granted. Mr. Ingram replied that it would be at least a year until construction could start due to the permitting and design process.

Commissioner Millard asked whether these homes would be for sale or for rent. Mr. Ingram stated that they would be for sale and that he had specifically confirmed that with the owner since it came up at the previous meeting.

Mr. Ingram went on to state that, like a lot of new construction in Chattanooga, the development was being funded by a real estate investment fund. He stated that the developer wants to get 30 lots, but Mr. Ingram has let him know that that would be the ceiling for the number of units on this property. He stated that developer is understanding of the topographic challenges of the sites and would not push the engineers to design something unsafe.

Commissioner Luther stated his concern for the potential sink hole or spring. Mr. Ingram stated that he would do a drilling study to determine exactly what is going on at that portion of the site before proceeding.

The Commission asked about what type of homes would be built. Mr. Ingram stated that the homes would not be slab homes, but rather have either a crawlspace or garage situated to make up the slope to the main floor of the home.

Ms. Mckenzie Waler of 1005 Lullwater Road reiterated her desire to keep the integrity of the neighborhood and opposition to the rezoning.

Commissioner Smith made a motion to recommend rezoning 1014 & 1018 Lullwater Road, & 2510 Leaning Tree Lane from R-1 Residential to R-2 Residential subject to the following conditions:

1. The use shall be limited to a Planned Unit Development with single-family detached dwellings
2. The developer shall provide a geotechnical report from a qualified engineer regarding the geology and hydrology of the site
3. The Planned Unit Development (PUD) Plan shall include the following for any portion of land disturbance that will occur in areas with slopes exceeding 25%, defined as the determined by dividing the vertical rise in elevation by the horizontal run of the same slope and converting the result to a percentage value:
 - a. The exact size, shape, and location of the lot, and the existing drainage pattern
 - b. Contours at vertical intervals of no more than two feet taken from aerial photography or field survey
 - c. The extent of natural tree cover and vegetation

- d. A tree survey identifying the size, species and location of all trees having a diameter at breast height (DBH) of six inches or greater, within the area of land disturbance.
 - e. The exact area where any natural vegetation is proposed to be removed
 - f. The location and extent of colluvial and slippage soil areas as determined by a qualified soil engineer
 - g. The location, slope, cut, fill, and finish elevation of the surfaces to be graded
 - h. Vertical profiles of all proposed roads, driveways, and utilities
 - i. Engineered plans for all retaining walls over 48 inches
 - j. A jurisdictional waters report from a licensed Qualified Hydrological Professional and Hydrologic Determination from the Tennessee Department of Environment and Conservation
4. For any structures to be built on portions of the land with a slope exceeding 25%, a certification as to the stability of the proposed structures and slope and compliance with sound construction methods for areas with steep slopes and landslide problems by a registered geotechnical engineer, shall be submitted with the building permit application.

4. Community Center Park and Trail Discussion – 3620 Tom Weathers Drive

This item was tabled until the next meeting.

VI. UNFINISHED BUSINESS

No unfinished business was presented.

VIII. OTHER BUSINESS

No other business was presented. Commissioner Smith motioned to adjourn. Commissioner Millard seconded the motion. The meeting was adjourned at 7:51 PM.

Chairman

MEMORANDUM

To: Members of the Red Bank Planning Commission

Cc: Greg Tate, Public Works Director

From: Ashley Gates, Regional Planner

Date: August 10, 2022

Subject: Lane configuration of Dayton Blvd from Browntown Rd/Wickley Rd to the city limits at Gadd Rd.

Description of Project

TDOT PIN: 130155

Current Project Phase: Design

Average Daily Traffic Count: Under 5,000 - See Analysis section

Project Scope: Repaving and re-striping along Dayton Boulevard from Browntown Rd/Wickly Rd to the city limits at Gadd Road.

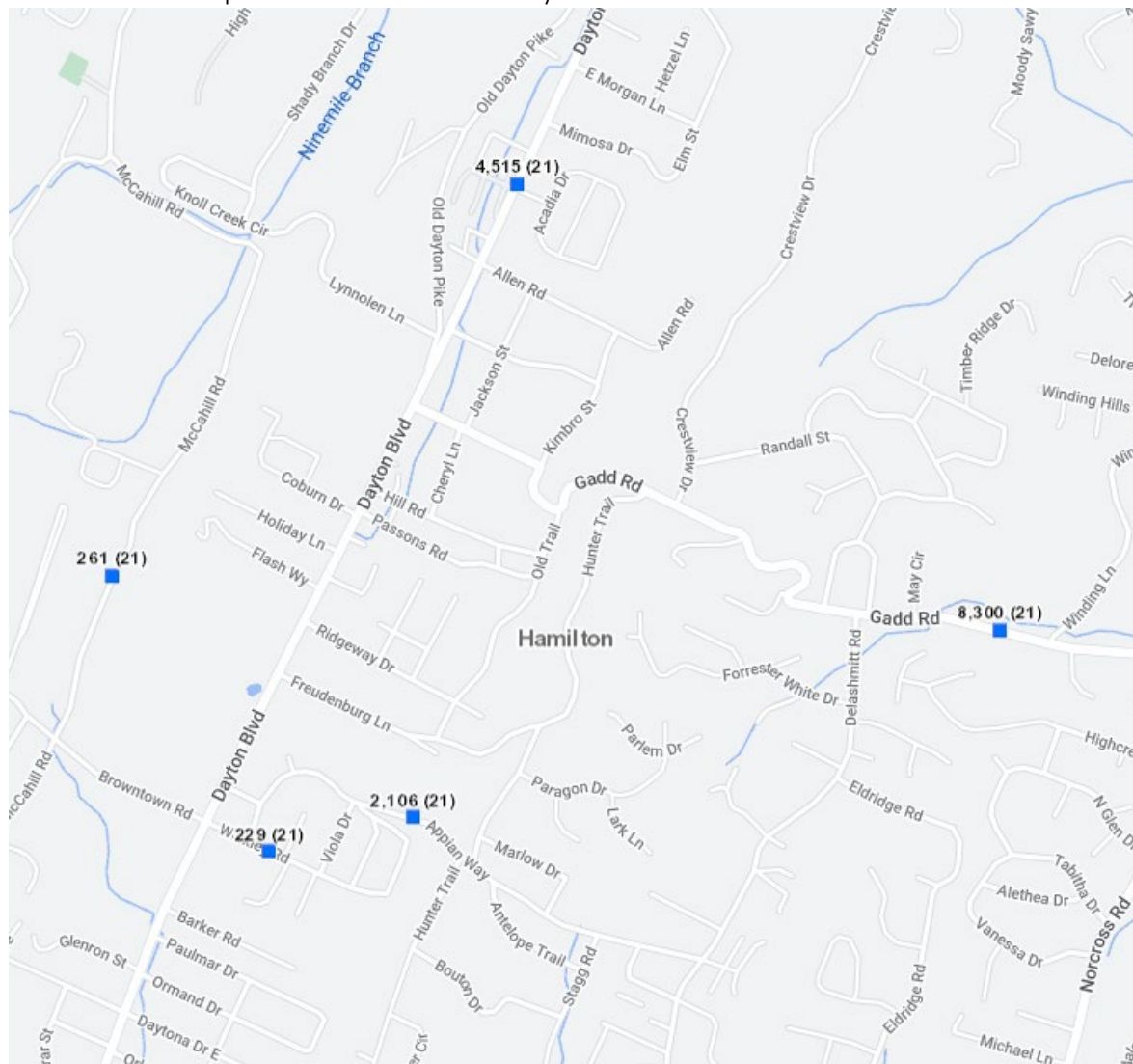
Description: Design has begun on the repaving project from Browntown Road to the city limits at Gadd Road. The current lane configuration includes two travel lanes in each direction with double yellow lines in the center. City staff and the consulting engineers have recommended that the lanes be reconfigured to one travel lane in each direction, and a center turn lane for the entire length of the project. Right turn-lanes will be included at Browntown Road and Appian Way. The proposal includes future sidewalks from the new Hartman Hills subdivision, but these sidewalks are not currently funded through this project.

Please see the 11x17 renderings included with your packet.

Analysis

Traffic Counts (Source: TDOT)

Note: Number in parenthesis indicates the year of the traffic count.



The Public Works Department has recommended this reconfiguration for the following reasons:

- This will allow us to create a turn lane that will end at the city limits without the need to purchase ROW
- It will calm speed on the north end while giving drivers a safer turning lane
- Currently the turn lane on Dayton Blvd ends at Fire Station 2 which causes a risk for drivers trying to turn in to the Hamilton County Recycle Center and the State of Tennessee Department of Motor Vehicles as well as the new Hartman Hill subdivision and the ongoing side streets of Ridgeway, Coburn, Passons, Hill and eventually Gadd.
- The outer lanes will be restriped to be utilized in the future for multi-modal transportation and sidewalks without the need for the City of Red Bank to purchase additional right-of-way

- e. Volkert Consultants are beginning the design phase of the Browntown Rd to Gadd Rd resurfacing project, and they have provided the attached preliminary design.

Staff Recommendation

Planning staff concurs with the assessment by Public Works. The reduction of lanes would be considered a “road diet” and if properly designed, can improve safety, and have a positive economic impact. In a report from the Smart Growth Institute at the University of Maryland, road diets along roads with traffic counts under 15,000 do not typically have negative traffic impacts if designed appropriately.

Staff recommends approval, pending the final design of the project. In reviewing the final design, staff recommends review of the considerations listed below, with input from the engineer.

1. Coordination with Chattanooga may be needed for the transition from the proposed configuration to the existing configuration north of this project in Chattanooga.
2. Design of the road shoulder, particularly in how it may be modified for future multi-modal use, should be reviewed closely. In particular, the width of the paved area, any gravel shoulders, and rumble strips should be thoughtfully designed so that the right-of-way may be repurposed if needed.
3. Ingress/egress to high traffic generators, such as the Recycling Center and Citgo Station should be reviewed closely. The engineers may consider whether right turn lanes would be needed based on their assessment of the traffic patterns.
4. Many businesses have parking that requires vehicles to reverse onto Dayton Boulevard and have no curbs, and therefore no marked ingress/egress. This project will likely improve the safety of these parking lots by providing more of a buffer between the parking lot and the travel lane. However, future multi-modal paths could require reconfiguration of these lots. This may be beyond the scope of this project, but if there is opportunity to reconfigure these lots during this project, staff would recommend exploring that option. By working with the business owners, it may be possible to reduce the costs of re-paving and re-striping those lots if they are completed at the same time as the road. See the photos from Google Street below for examples.

Note that this is not intended as a criticism of these property owners – these properties were developed under different standards and different traffic and development patterns. Rather, staff is pointing out this project may create an opportunity for collaboration and improvement.

Examples of parking lots with no curbs

5202 Dayton Blvd



5210 Dayton Blvd.



5026 Dayton Blvd.



5299 Dayton Blvd.



City-Owned Property - Tom Weathers Dr.



Disclaimer: This map is to be used for reference only, and no other use or reliance on the same is authorized. This map was automatically generated using HCGIS Mapping System. Parcel lines are shown for reference only and are not intended for conveyances, nor is it intended to substitute for a legal survey or property abstract.



0 400.0 800.0 Feet
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 © Latitude Geographics Group Ltd.



- Legend**
- Parcels
 - Floodway
 - 100 Year Flood
 - 500 Year Flood

Red Bank Baptist Church Property



Legend
□ Parcels



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© Latitude Geographics Group Ltd.

This memo from 2017 discusses the closure of Bank Street. Bank Street goes through the Red Bank Baptist Property, and the information here may be relevant to the discussion of their requested right-of-way improvements.



Southeast Tennessee Development District
Community Development
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Phone: (423) 266-5781 Fax: (423) 267-7705
www.sedev.org

MEMORANDUM

To: Members of the Red Bank Municipal Planning Commission
From: Brian Taylor, SETDD Regional Planner
Date: August 8, 2017
Subject: Road Closure / Barrier on Bank Street

SUMMARY

Proposed Action: Closure or barrier on Banks Street at northern entrance onto Ashland Terrace
Applicant: City of Red Bank
Location: Bank Street intersection with Ashland Terrace, 300 to 400 Ashland Terrace
Background: Close Bank Street to prevent dangerous left turns onto Ashland Terrace
Recommendation: Staff recommends alternative design or signage measures to prevent left turns onto Ashland Terrace. The street should be closed to vehicle traffic if alternative measures are not effective or feasible. The right-of-way should not be abandoned.

ANALYSIS

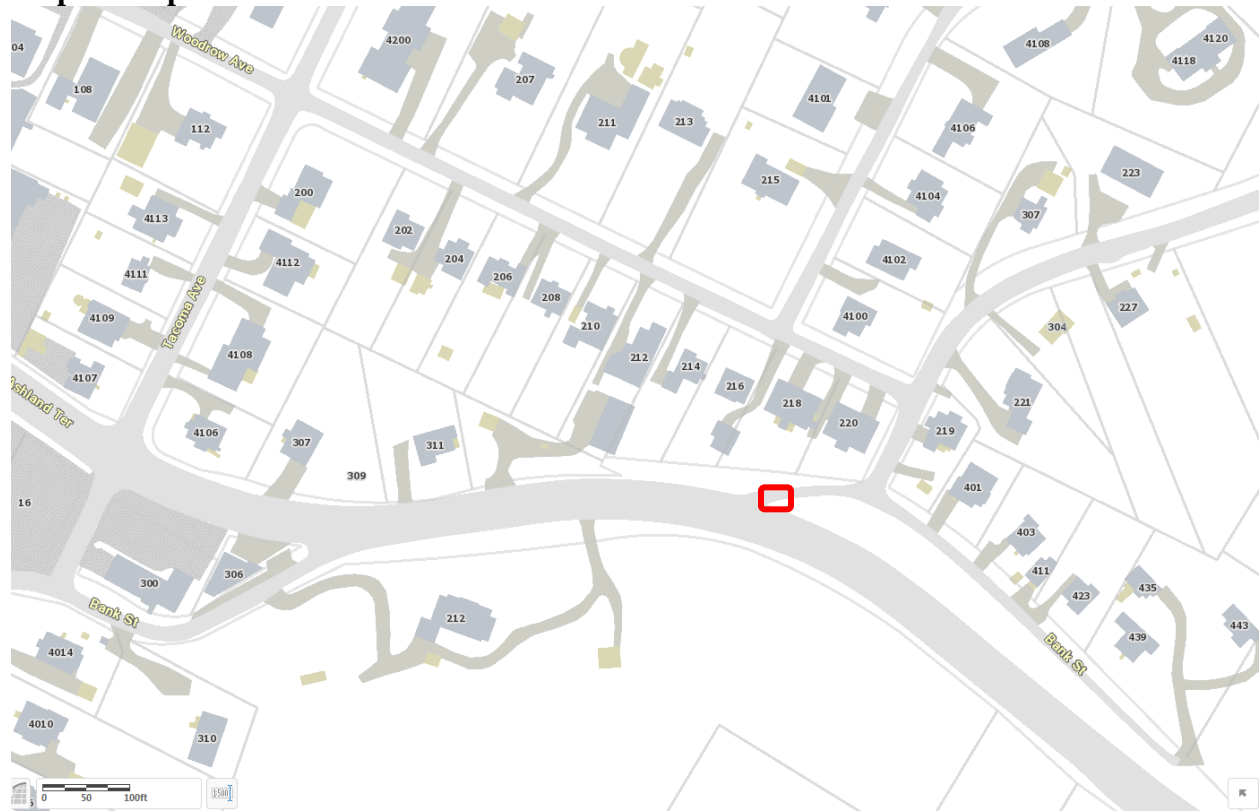
The City of Red Bank has proposed closing the Bank Street entrance to Ashland Terrace to vehicle traffic (see map). The justification for the closure to vehicle traffic is to prevent dangerous left turns across Ashland Terrace. Large planters or similar barriers have been proposed at the end of Bank Street to obstruct vehicle traffic.

This section of Bank Street is a paved one-way street maintained by the City that enters onto Ashland Terrace. There are no water or sewer lines on this section of Bank Street.

Closing the road to vehicle traffic would reduce connectivity, particularly for the dozen residences on or near Bank Street. These concerns must be balanced with access management and safety issues on Ashland Terrace. Ashland Terrace is a busy arterial carrying 16,000 vehicles per day, and sharp left turns from Bank Street are a justified safety concern. There are not currently any signs posted to prevent left turns onto Ashland Terrace.

Abandoning the road could limit the City's control over this right-of-way, which it may need accommodate future development.

Map of Proposed Road Closure on Bank Street



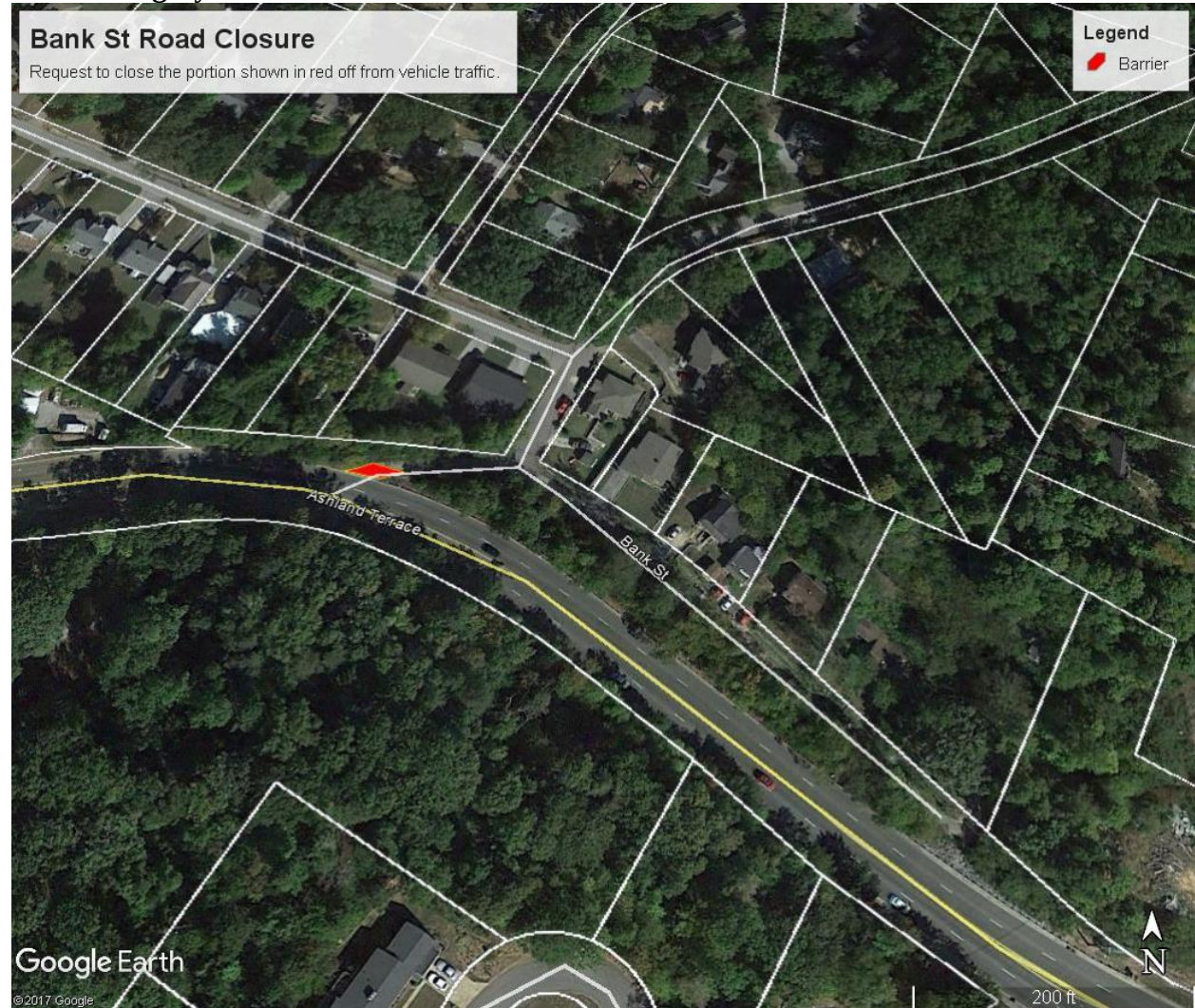
RECOMMENDATION

Staff recommends alternative design or signage measures to prevent left turns onto Ashland Terrace. The street should be closed to vehicle traffic if alternative measures are not effective or feasible. The right-of-way should not be abandoned.

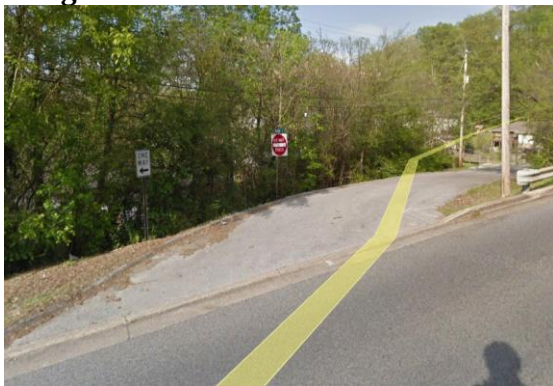
Note: Staff's recommendation is based upon the information available at the time of this review and is subject to change if information contrary to this analysis is presented at any time.

APPENDIX

Aerial Imagery with 2017 Parcel Data



Google Streetview





John Roberts
Mayor

MUNICIPAL PLANNING COMMISSION

Randall G. Smith
City Manager

MINUTES
August 17, 2017
6:00 p.m.
Red Bank City Hall

I. CALL TO ORDER

Chairman Hafley called the meeting to order at 6:02 pm

II. ROLL CALL

Commissioner Browder called the roll. Commissioners Hafley, Baker, Browder and Smith were in attendance. The Commission’s planning advisor from the Southeast Tennessee Development District and the Red Bank City Manager were also present. Additional attendees are included on the sign-in sheet and in the minutes.

III. INVOCATION

Commissioner Baker gave the invocation.

IV. PLEDGE OF ALLEGIANCE

Commissioner Hafley led the pledge of allegiance.

V. CONSIDERATION OF THE MINUTES

a) July 20, 2017 Meeting Minutes

Motion by Commissioner Browder to approval of the July minutes. Second by Commissioner Smith. Motion passed unanimously.

VI. UNFINISHED BUSINESS

VII. NEW BUSINESS

(a) Discussion: Dayton Blvd Rezoning from Meadowbrook to Glenron

Commissioner Smith recommended using the next working meeting to discuss options for a less intensive commercial zone on the northern end of Dayton Boulevard, and the scheduling of public involvement regarding such a change in zoning.

(b) Road Closure Requests

i. Bank St on north side of Ashland Terrace

Staff provided an update on the road closure request on Bank St, citing safety concerns with cars turning left on Ashland Terrace. Staff clarified that the road was not to be abandoned, but only closed to vehicle traffic. Staff deferred to the City Manager for further questions from the Planning Commission. Commissioner Baker asked if both ends would be closed. The City Manager replied that both ends would be closed off from vehicle traffic with barriers and that pavement would be pulled up and replaced with grass or other plantings.

Motion by Commissioner Smith to approve the road closure on Bank Street at the northern entrance to Ashland Terrace. Second by Commissioner Baker. Motion passed unanimously.

ii. Ashmore Ave north of 2446 Ashmore Ave

Staff provided an overview of the road closure request on Ashmore Avenue from HGH construction, which requested the road closure north of 2446 Ashmore Avenue to preserve the privacy of the private alley behind the Ashmore Cottages. Staff noted that there was not clear public benefit from this private request which would reduce transportation options for residents at the end of Ashmore Avenue. Staff recommended evaluating other options to address privacy concerns on the private drive before closing it to vehicle traffic, but acknowledged that the impact on transportation for residents at the end of Ashmore Avenue may be minimal. Staff clarified that the road would only be closed to vehicle traffic and not abandoned. The City of Red Bank counted 17 vehicles per day using the section of road to be closed to vehicle traffic.

The City Manager noted that the road would be pulled up closed off with barriers as described for Bank Street. Commissioner Baker asked if the road closure plans would be costly for the City. The City Manager replied that they would be cheap.

Commissioner Hafley asked the City Manager to clarify the exact location of the road closure. Commissioner Browder asked if this plan had been submitted to emergency services staff at the City. The City Manager said the Fire Department had given approval of the plan.

Motion by Commissioner Baker to accept the road closure on Ashmore Avenue from the bottom of the road at 2446 Ashmore Avenue to the bend at the top of the road where it abuts the Ashmore Cottages subdivision. Second by Commissioner Smith. Motion passed unanimously.

(c) Draft Dumpster Ordinance Amendment

Staff provided an updated on the proposed Dumpster Ordinance amendment, noting the following significant changes: All dumpsters visible from the public right-of-way must be screened on all sides by a gated fence or wall. The screening fence or wall must be at least 1 foot higher than the top of the dumpster; constructed with steel, aluminum, wood, masonry, concrete cement fiber composite, or some combination thereof; and painted or stained; and adequately maintained (e.g. remove graffiti). Slotted chain link fence, other metal wire fences, and lattice fences are prohibited. Existing screening requirements in the Zoning Ordinance apply to all dumpsters, regardless of visibility from the public right-of-way. Height and material requirements differ from those in Design Review Ordinance. The amendment also adds a requirement for ongoing maintenance of the dumpster screening (e.g. removal of graffiti). Commissioner Baker

requested that graffiti be “eliminated” rather than “removed”, to allow the property owner the flexibility to find cheap maintenance options to address graffiti. Browder asked how long property owners have to make changes. The City Manager replied that owners had 180 days to comply.

Motion by Commissioner Browder to approve Dumpster Ordinance Amendment with the edit to replace “remove” with “change” in Section II (a) of the amendment regarding the removal of graffiti from dumpsters.

(d) Draft Food Truck Ordinance Amendment

Staff provided a brief overview of the amendment. The proposed amendment reduces the business license fee for food trucks, extend the hours during which food trucks can operate, and allow operation in all commercial zones. Section 108 has been amended to allow the operation of food trucks between 6:00am and 11:00pm, Monday through Sunday. Hours of operation for food trucks were previously restricted to 11:00am to 2:00pm and 5:00pm to 9:00pm. Section 107 has been amended to lower the annual business license fee from \$100 to \$25. Section 117 has been amended to permit food trucks in all commercial zoning districts in Red Bank. The City Manager clarified for Commissioner Browder that the fee is per vehicle.

Commissioner Hafley asked about the language allowing food trucks “immediately adjacent” to commercial areas. The City Manager noted that this language was added to allow greater flexibility for Food Trucks in areas with limited space for trucks.

Commissioner Baker asked whether the 5th paragraph in the amendment, which included a decidedly verbose justification for the amendment, was necessary. Commissioner Browder requested that the 5th paragraph be removed.

Motion by Commissioner Smith to approve the Food Truck Ordinance Amendment as revised with the deletion of the 5th paragraph in the amendment. Second by Commissioner Browder. Motion passed unanimously.

(e) Discussion: Review of Zoning Ordinance Revisions and Updates

Commissioner Hafley asked that staff place zoning ordinance review on the September 18th Working Meeting agenda in or der to discuss recently proposed Zoning Ordinance edits and review the zoning dimension and use tables created by staff.

VIII. OTHER BUSINESS

IX. ADJOURNMENT

Commissioner Smith moved to adjourn; second by Commissioner Baker. Adjourned at 7:40 PM.

Chairman