

Minutes of the FRANCIS TOWN Planning Commission Meeting and Public Hearing

February 27, 2008

Recreation Building 2319 Springhollow Road Francis, Utah

The Francis Town Planning Commission convened in regular session Wednesday, February 27, 2008 in the Francis Town Recreation Building.

PRESENT:

Chair: Lorin Prescott
Vice-Chair: Susan Cann
Commissioner: Bill Crystal
Commissioner: Sheldon Thompson

City Planner: Alison Weyher

Secretary: Susan Moses

ABSENT:

Commissioner: Joe Eiting
Commissioner: Dax Shane

City Engineer: Scott Kettle

IN ATTENDANCE:

Bruce Riches

Opening:

Chair Lorin Prescott called meeting to order at 7:55.

Approval of Minutes:

Susan Cann motioned to approve the minutes for December 19, 2007 along with a letter of correction and clarifications from Joe Cunningham from the LDS Church. Sheldon Thompson seconded the motion. Motion passed unanimously. Voting in favor: Susan Cann, Bill Crystal, Lorin Prescott, and Sheldon Thompson.

Agenda Item Number Three – Continued Review - Lambert Lane Commercial Development

Alison Weyher stated Chapter 7 of the development code explains the outline of procedure to follow for the approval of a commercial plat. In keeping with the requirement of Chapter 7, this review may be considered a “Concept Plan Review” or if the Planning Commission so chooses, a final plat review. Alison Weyher added when we have looked at the two other commercial subdivisions both the Last Frontier and then the concept plan we saw with Kit Burton, in both those instances they are coming in with plats with lots, after the lots are approved, then you go back and master plan each of the lots and approve each of the buildings. Chapter 7 is very specific about requiring approval for each building within the lots. Bruce Riches is asking us to approve his lots and also to approve the building layout. We are looking at a master plan for the entire project, which puts us at a much higher review level, we have to look at things like where the parking is, where the egress and ingress for the buildings are, and we have to get into the design of the buildings, those are all spelled out in chapter 7. This project is made more difficult because Bruce Riches is trying to avoid the wetlands on the site, so by avoiding the wetlands he has several separate lots that are isolated because Bruce Riches does not want to cross any wetlands. If you do not touch any wetlands then you do not have to get any corps permits. Alison Weyher stated Bruce Riches goal is to not touch the wetlands because in the residential development Bruce Riches ended up losing so much land.

Bruce Riches explained that when you go for a corps permit then it regulates the wetlands that you have and it regulates the setbacks on either side. It not only takes the wetlands but land on either side. If you do not disturb the wetlands then it gives you greater flexibility with what land you have left.

Alison Weyher stated the Francis Town Development Code does require 100 foot setback from wetlands.

Bruce Riches stated he was going to ask for a variance from that. Because if you go 100 feet from both side of the wetlands it only leaves a small amount to be developed. (Showed on map wetlands). Bruce Riches added if these were traditional wetlands where there were wetland birds and animals then I could say yes you want to preserve those wetlands with setback but this is pasture land and I am hoping the commission will look at that request to cut down on those setbacks. Bruce Riches added that in the past he has been working on getting the lots, the parking, the set backs and those kind of things, based on Alison Weyher suggestions we have combined these three uses into one lot, that way we get the frontage requirements. (Showed drawing) 6 lots 3 building lots, 3 open space lots where the wetlands are.

Sheldon Thompson asked if a wetland study has already been done. Bruce Riches answered yes (showed on the map the delineated wetlands) there will not be any construction on the wetlands. Sheldon Thompson asked who did the study. Bruce Riches answered Jack Johnson. It was done about two years ago.

Alison Weyher state we are pretty much back to the drawing board with the design and layout we do not have anything to review. Bruce Riches replied the layouts will stay the same it is just one lot rather than three lots in that area. Alison Weyher stated we still have the problem of access to the storage units, they may be on one lot but you do not have a dedicated road that goes back to the storage units, you are still entering and exiting through the gas station and the retail development. Also the emergency ingress and egress is also through the gas station. Bruce Riches corrected that and showed on the map that the emergency ingress and egress was on the perimeter of the gas station.

Lorin Prescott asked where the gas station was located. Bruce Riches showed on the map. Lorin Prescott asked if any of the other lots had been dedicated to a specific uses. Bruce Riches showed on the map an office building, and the storage, the office building could become retail but at this time it is planned as an office building. Bruce Riches added it is the same uses he has been proposing all along. We are trying to make it simpler as far as each lot having enough frontage, before that the storage did not have any frontage on the road.

Alison Weyher stated one of the other problems we had before is the Development Code requires setbacks for the parking, the parking cannot be on the property line, so by eliminating the lot lines and making that all one big lot you do not have to worry about any setbacks and having all of your parking in an inappropriate location along the back.

Bruce Riches showed on the map where the parking would be also showed were fences, walls, and gates would be located. Bruce Riches stated it would all be owned by him.

Sheldon Thompson asked if UDOT had approved the easement access. Bruce Riches answered he has not heard from UDOT yet.

Alison Weyher stated Scott Kettle is working with UDTO on the road that goes through the residential subdivision that comes out on the north end of the project (showed on map) and we believe that is an appropriate location for a road and the Town is willing to go to UDOT and fight for that road. We believe that road ties in nicely with the Towns Master Plan. We have serious concerns; the reality is with what you are doing with the gas station the likelihood UDOT will only give you a right in and a right out, and definitely for the retail store were the second ingress, egress is shown, because it is so close to the corner of Lambert Lane. It is unsafe and UDTO if possible may want that to be a divided highway, something so you can not turn through the traffic to get in and out. It is unlikely UDOT will allow either of these to be full intersections and if that is the only access how are the people coming from Francis going to get there.

Bruce Riches stated they are widening the road all along here (showed on map) by one lane to allow acceleration and deceleration and turning in here. These are the ones we have applied for a variance on, because this is a little closer to the corner than normal and these two are a little closer together than required.

Alison Weyher stated even if we have an acceleration and deceleration lane we have no ability and no contemplation of having left turn in.

Sheldon Thompson asked where the parking is located. Bruce Riches answered on the side and along the back, also some in the front. (showed on the map) Also asked where the wetlands were located. Bruce Riches show the wetlands on the map.

Lorin Prescott stated we can not speak for UDOT because we do not have a clue what they want. Lorin Prescott asked Bruce Riches if he had an answer from UDOT. Bruce Riches answered he is hoping for an answer in the next couple of weeks.

Lorin Prescott commented the plans look different than what we have seen in the past. Bruce Riches stated it is the same uses just a different layout, before there were buildings through the wetlands. It is the same in that the commercial is along the highway and the storage units are behind the commercial. Showed on the map the crash gate to the storage units for emergencies. Bruce Riches showed on the map the through road that goes to the residentially and out to Lambert Lane. Bruce Riches added in the past he had 300 storage units now it is down to 78 units. It is small in scope and traffic. Instead of 10 retail store we will have 4.

Sheldon Thompson asked how many feet of frontage from Lambert Lane to the end of property. Bruce Riches answered 1300 feet. Sheldon Thompson stated he is concerned that in two city blocks we will have 3 accesses. Bruce Riches stated the number is not different from the regulations it is the distance between them. Sheldon Thompson is concerned about traffic on SR 32 with 3 accesses so close together.

Alison Weyher stated she does not believe the Town Engineer or the Town Planner supports the way those two entrances and exits work, mostly because we are concerned about how people enter and exit the storage units or the gas station.

Sheldon Thompson asked if Bruce Riches if he could use some of the wetlands and swap them out for some others, someplace else, basically you would be better off putting an access road here (showed on map) in the back of your storage units. Have an access here on Lambert Lane, and then you have one access on Lambert Lane and one access going on SR 32.

Bruce Riches responded the problem is the expense of constructing that. You are looking at having 8 trips a day to the storage. It is very expensive to build a road through the wetlands for 8 trips a day.

Alison Weyher stated when the Town first saw this, the entrance for the storage units were off Lambert Lane, there was the road that came out for the residential development, there was no gas station there was a restaurant, and we now have three gas stations proposed for Francis Town so it will be interesting to who gets theirs in first. Alison Weyher added she worries about the access, she does not believe calling it one lot when it was three lots and not making any other changes solve the problem because we still have

the giant wall where you have all of the parking, all of the storage units are fenced in and so you have this big wall compound back there. We have not seen any designs for the buildings we have some concept drawing we have had for quite awhile that are generally drawings, but in terms of specific drawing we need a lot more detail on that. Bruce Riches responded that it is hard to provide that not knowing what the layout is going to be. Alison Weyher stated she understands that, so last week she sent an e-mail to Bruce Riches suggesting we look at this and we approve this in a similar fashion to the way we have approved the other commercial developments. As you remember the Council tied the commercial development to the residential development, Bruce Riches can not get any building permits on the residential development until he gets a plat approved on this commercial development. He could meet the Town's requirements on that plat by having a final plat without any buildings recorded, and we might be able to look at that and as he comes back with individual buildings perhaps he has to revise the plats, perhaps we change some of the layout on the lots, but that would get him going and he would not be stuck here. Alison Weyher suggested putting the gas station where the flex units are (lot 5) where you have a full intersection (showed on map). Bruce Riches stated that was not a full intersection. Alison Weyher stated he had a much higher likelihood of getting an intersection there and that the Town is willing to go to bat to get a full intersection in that location. That way people would be able to access the gas station. Alison Weyher asked if Bruce Riches already had a gas station committed to go in here. Bruce Riches answered they have not signed a contract but that he had someone who was interested. Alison Weyher asked if they were willing to do it with a right in and a right out only. Bruce Riches answered yes, added he has not seen anything from UDOT that stated people can not turn left into the gas station. Alison asked if the gas station Bruce Riches is working with has a problem with the speed limit being 55 mph. Bruce Riches answered no.

Sheldon Thompson is concerned about the impact of the traffic.

Lorin Prescott implied that the speed limit might be lowered, that is something UDOT would look at.

Alison Weyher stated she has met with two convenient store retailers and the speed of the traffic was a big concern and the fact that people do not have to slow down. Alison Weyher suggests to them that they petition UDOT and they said no we do not have the roof tops to support it. You have 350 houses; you do not have the traffic patterns or traffic counts.

Bruce Riches stated that is one reason they require acceleration and deceleration lanes that starts almost at the corner of the property to where it comes in. There will be a place for people to slow down and prepare to turn in. And turning out they will have a lane where they can accelerate and blend into the traffic. Bruce Riches stated he wishes he had approval from UDOT because that would make the decision a lot easier. Bruce Riches asked if the Planning Commission is willing to approve the subdivision on the lots and then come back when he gets UDOT approvals and once we get the basic designs we can look at the schematics, the architectural, the colors and those kinds of things. It is hard to

spend a lot of money on a design until you know what is going to be approved to go there.

Alison Weyher stated it is the Planning Commission who grants a variance.

Bruce Riches stated if he does not disturb the wetlands he does not need the setbacks from Corps of Engineers.

Alison Weyher stated that the Town Code chapter 8 Sensitive Lands requires 100 foot setbacks from wetlands which are also what the county requires. The Town also requires 25 foot setbacks from all property lines and all lot lines. The Army Corps requires 25 foot setbacks and in some instances 40. But where we have approved projects adjacent to wetlands before because they were jurisdictional wetlands or because they were deed restricted we have gone with the 25 foot setback. In this instance you may or may not want a 100, you may want 25. The staff report points out there are several instances where the building sits on the property lines; a little office building that is adjacent to the wetlands.

Bruce Riches states if you require 100 foot setbacks then there is no private property, then you will not a development there.

Sheldon Thompson asked if there is a required setback on road ways. Alison Weyher answered no; typically the road way is the property line. Bruce Riches added that the road way defines your property line. Sheldon Thompson asked if you could put a road way down the edge of your property line, and is it required that these building are 25 feet from the property line. Alison Weyher answered yes. Sheldon Thompson asked if a road could be put in behind the storage units for access to the units. Alison Weyher answered you need 60 feet right of way but because it was a private road we might be able to do 40 feet instead of 60 feet.

Bill Crystal stated he could not support a right in, right out. We need to find out what UDOT will approve before we go any further.

Susan Cann agrees with Bill Crystal.

Sheldon Thompson stated we need to look at other accesses, suggested having an access off of Lambert Lane. (showed on map possibilities).

Alison Weyher stated we need to avoid the wetland. But the access is a crucial issue. Section 7.3.4.3 of the Development Code states “each commercial development is required to incorporate two points of ingress and /or Egress along the same public street. This requirement may be waived by the Planning Commission if necessary and appropriate.” So if you can not get those two entrances and exits off SR 32 for lot 3 you are in trouble. Bruce Riches stated he would have to get a variance. Alison Weyher added if there is a way we can put an entrance and exit off of Lambert Lane it would make more sense.

Sheldon Thompson asked how far back from the corner do you have to be. Alison Weyher answered she thought it is 250 feet back but she was not sure.

Sheldon Thompson stated he thought it would be more convenient for everyone to have the accesses off of Lambert Lane. Bruce Riches stated the problem with that is the retail exposure on the highway is where the traffic is. Bruce Riches added he wants it to be safe and UDOT will require it to be safe based on traffic counts existing and traffic counts anticipated.

Sheldon Thompson suggested Bruce Riches go to UDOT and get approvals and then come back to the Planning Commission.

Alison Weyher stated she would go back through and make modifications in her staff notes if we are looking at doing this all as one lot.

Bill Crystal suggested we look at the wetlands, setbacks, changing 3 lots into 1 lot; we need to give Bruce Riches some direction before he comes back next time.

Alison Weyher stated she would look into changing 3 lots into 1 lot. Have to check the Development Code and talk to Scott Kettle and see if we can do that.

Bruce Riches stated what you can't do is make three lots because one of the lots does not have any frontage, that is what this solves, saying we are not going to divide that lot off the back. Bruce Riches added having one lot instead of three lots with one of the lots having no frontage which does not meet the code you now have one lot with the entire frontage that does meet the code.

Bruce Riches is asking for zero setbacks because of the wetlands. Showed on the map the layout of the lot, where the wetlands are located at. Bruce Riches stated if we require 100 foot setback from the wetlands there is no property left to build on.

Alison Weyher stated you could take the open space lots and combined them into the other three lots which you already have. So the open space lots are owned by the three developable lots then you have your setbacks right there. Then you end up with a three lot subdivision instead of 6 lot subdivision.

Alison Weyher asked if the open space would be deed restricted. Bruce Riches answered they will not be deed restricted by the Corps. But he can deed restrict them. The Town can put conditions on how those are restricted, if you don't want horse backing riding, or ATV, or those kinds of things.

Lorin Prescott stated we may not object to a horse but we would object to a building.

Bruce Riches stated the Corps would not allow building on the wetlands ever.

Lorin Prescott suggested we leave the lots as is. Asked about the zero setbacks.

Bruce Riches responded that the thinking is the wetlands are sensitive, and you need to protect the wetlands. But these are not traditionally wetlands, these are irrigation created wetlands, it is pasture land and has been for a 150 years. So what you are protecting is not wetlands habitat for animals or birds, what you are protecting is pasture land. Bruce Riches stated he believes it is reasonable to suggest that the Planning Commission does not require a setback and the drainage goes to detention ponds where they have oil separation, there are detention ponds all along here. (showed on map)

Bill Crystal expressed he does not know why the Town would have wanted 100 foot setback for as long as we have and now we don't want setbacks.

Alison Weyher questioned why the wetlands (showed on map) in the residential subdivision are so precious and those are set up to be deed restricted, dedicated wetlands, you have seed money to insure they are properly maintained, you have the home owners association that takes care of them, you have each of the lots ½ acre some a little bigger. The Corps required that the wetlands be common ownership and not be part of any home lots. And we went through all of those conditions. (showed on map) How can a line changes the wetlands on the commercial side. One side of the line is precious, we require setbacks, deed restrictions, and we have all of these requirements and on the other side we do not need setbacks or deed restrictions, as long as we stay out of them it will be fine because the wetlands will just dry up and who knows what will happen. Alison Weyher added she is confused about this demarcation and what changes.

Bruce Riches answered what changes and what requires all of that, is that we had to run the road across the wetlands and we had to disturb a ½ acre of wetlands and because we did that we had to get a permit from The Corps of Engineers and then we had to mitigate those wetlands. If you disturb a ½ acre of wetlands you have to create 1 acre of new wetlands someplace else. And not only does it trigger where you disturb it but triggers all of those deed restriction on every piece of wetlands that goes in that residential subdivision and requires deed restriction in perpetuity, we can't ride ATVS in there, we can't graze, those are all restriction put in by the Army Corps of Engineers. If you disturb the Corps wetlands then all of this happens, that is the difference between the wetlands in the residential and commercial. It is all the same pasture but because we run a road across the wetlands in the residential all of that was triggered, that is why Bruce Riches is doing all he can to not disturb the wetlands in the commercial, then he will not have all of these restriction forever in the wetlands on the commercial side. Bruce Riches is willing to have the Town deed restrict the wetlands but he does not want the Corps to deed restrict.

Alison Weyher stated a good compromise might be to restrict the uses and deed restrict those areas as open space, then you could go with zero setbacks on the lots. Alison Weyher added she is concerned about the wall that goes around the storage units. Alison Weyher asked how high the wall would be. Bruce Riches answered in some places it will be 8 feet and some places it will be 10 feet, and some places 12 feet. Alison Weyher asked if there would be landscaping around the wall. Bruce Riches answered yes. (showed on the map). Lorin Prescott asked why the wall was so tall in some places. Bruce Riches answered because he is using the buildings for part of the wall (showed on

map) where there is no building he will add a fence. Between the buildings the fence will be 8 feet. Also showed where the entrance will be and the brake away fence for emergency vehicles. Bruce Riches added there will be some variation in architectural heights from the wall to the buildings and then there will be a section of buildings taller for the larger RVs.

Bill Crystal asked why do we want to deed restrict. Alison Weyher explained that we want to make sure this land stays open space in perpetuity, so if it dries up Bruce Riches can't go back to the Army Corps and say it is dried up so I want to build on it. Bill Crystal asked if the ground dry up, doesn't Bruce Riches have some right to build on it. Alison Weyher explained the Development Code requires 25 foot setbacks all around on commercial project, we do not like building built right to the property line, so what Bruce Riches is asking us, is to wave those setbacks, and let him build to the property line, and in exchange for letting him build to the property line the Town will deed restrict the wetlands so it will remain open space and no buildings can ever be built on them. Bill Crystal asked Bruce Riches if he was OK with this. Bruce Riches answered yes.

Alison Weyher reminded the Planning Commission that only a concept plan and final plat approvals are required for commercial development, they do not require a preliminary plat.

Sheldon Thompson stated he thinks we should not approve the lots until we get UDOT approval.

Bruce Riches stated he is getting different messages, from what Alison said I can get lots without having everything decided. Then come in and get approvals for conceptual designs.

Alison Weyher explained using the criterion in chapter 7 as a guide and in accordance with section 7.4 of this chapter the Planning Commission will also use this criterion in consideration of approving the final plat. In addition to the requirements establish here and in chapter 6, all final plats shall comply with all applicable statutory provisions. Sensitive lands, overlay zones regulations, uniform building and related codes, Town design standards and specifications, official streets master plan, the general plan, the official zone map, the trails master plan, public utilities plan, capital improvement program, and any other local government having jurisdiction in the development including all streets, trails, drainage systems, and parks and the rules of the Utah Department of transportation if the commercial development abuts a State Highway or a connection street. Alison Weyher added that we need more information on the streets, the utilities, all of those kinds of thing that are required. What we don't need to know is the layout of the building per say.

Bruce Riches stated you can't do the utilities until you know where the buildings are going to be. Alison Weyher indicated that you know where you are going to sub them in from and all of that. Bruce Riches showed on the map where the sewer and water lines run, so they will stub in from SR 32. Bruce Riches added it is a catch 22. Bruce Riches is

asking the Planning Commission to approve the lots like they are and then he will come back on each individual lot with building layouts and utility plans.

Alison Weyher stated we would also have to have the rules and approvals from The Utah Department of Transportation.

Lorin Prescott stated we can agree to accept the lots as is, and we can give the zero setbacks without actually giving approval. That is about as far as we can go at this time.

Bill Crystal commented that he would like to table the issue until Bruce Riches can come back with UDOT approval.

Bruce Riches stated bases on what Alison Weyher suggested he has come to get the lot subdivided and then he will come back with each individual development, with each building and with each use, to get approved because those require architectural drawings, utility drawings, ingress and egress and all of those kind of thinks.

Alison Weyher stated she did said that, and she stands by that, but she thinks until we know what kind of access Bruce Riches has from UDOT and that is spelled out in the code and there is no way to get around it. Then assuming you get all three entrances and exits off of SR32, and then it is a lot easier to approve and at that point what would happen next is essentially starting over with each of the lots in terms of what buildings you are going to have and the uses and how they are going to go together. First we need to get UDOT on board, then essentially what I heard tonight is that everyone will approve the zero lot line setbacks where the lots abut the open space, so that part we are OK with and then no other approvals until we hear from UDOT. We like the notion of approving the three lots and then clarifying and tying down the use on a lot by lot base as we move ahead.

Sheldon Thompson motioned to approve waiving the setback requirement on lots 1, 3 and 5 where they abut the open space (lots 2, 4 and 6) provided lots 2, 4 and 6 are deed restricted open space in perpetuity. Keeping the 25 foot setbacks bordering the residential property. Also to delay all further approvals until UDOT has ruled on the proposed entrances and exits into the developments, including Village Drive. Susan Cann seconded the motion. Motioned passed. Voting in favor: Susan Cann, Bill Crystal, Lorin Prescott, and Sheldon Thompson.

Agenda Item Number Four – Conditional Use Permit for Storage Units at Lambert Lane.

Bill Crystal motion to table item until other issues are resolved. Sheldon Thompson seconded the motion. Motion passed unanimously. Voting in favor: Susan Cann, Bill Crystal, Lorin Prescott, and Sheldon Thompson.

Agenda Item Number Five – Discussion of General Plan Update

Alison Weyher stated the Planning Commission has handouts on Housing Element, Land Use Elements, and a map. In the Housing Element based on previous conversations with the Planning Commission we added language under Francis Program to Encourage Moderate Income Housing which now states “ In addition to adding Zoning Districts for multifamily housing and smaller lots for affordable housing, The Francis Town Planning Commission is exploring the possibility of requiring that all development with more than 30 units include deed restrictions on 10% of the units to insure that they are and will remain affordable to 80% of the median income. In addition, Francis will encourage developers to work with organizations such as Mountainlands Community Housing to manage these units.”

Alison Weyher asked the Planning Commission if they wanted to leave it as it is or require more affordable units. The Planning Commission recommended changing requirements to 0 to 9 units no restrictions, 10 to 30 units 10% of the units deed restricted affordable housing, over 30 units 20% deed restricted affordable housing affordable.

Alison Weyher reminded the Planning Commission that they had also discussed multi-family housing and keeping in mind we do not want to create any kind of ghetto or pockets of poverty. Alison Weyher suggested we look at the possibility of condominiums, added that there is a way to restrict condominiums so that they are required to be owner occupied, that is a big concern, you do not want someone to come in and buy them all up and then rent them out. Alison Weyher will find out about those kinds of restrictions if the Planning Commission is interested.

Lorin Prescott commented that condos would give a lot of kids the chance to stay here in the valley. But right know our code will not allow that. Susan Cann agreed.

Sheldon Thompson expressed his concern that when someone wants to invest in a place they do not want to invest in a condo, they want to rent until they can afford a house. Added that condos do not fit into the rural residential living.

Lorin Prescott stated there is a way to create rental units with out creating a ghetto; we just have to be careful.

Alison Weyher stated if you build nice units, for example we should not contemplate building anything without an attached 2 car garage, having a garage right there solves some of the problems. Also your price points are important, you want to make them affordable to the kids but at the same time you don't want them to be bargain basement transient kinds of rental units. It is important to have affordable housing.

Bill Crystal asked if we have apartments or condo do we still need to have subdivisions have affordable housing. Alison Weyher answered yes.

Lorin Prescott stated we need to look into those kinds of things.

Susan Cann asked Alison Weyher to get more information on condominiums. Alison Weyher replied that she would.

Agenda Item Number Six - Other business

Lorin Prescott stated we need to vote on new officers.

Susan Cann commented we should leave Lorin Prescott in as Chair.

Bill Crystal proposed to leave it the way it is. Added it has worked real well in the past.

Sheldon Thompson agreed.

Bill Crystal motioned to leave Lorin Prescott in as chair and Susann Cann in as Vice Chair. Sheldon Thompson seconded the motion. Motion passed unanimously. Voting in favor: Susan Cann Bill Crystal, Lorin Prescott, and Sheldon Thompson.

Adjourn

Sheldon Thompson motioned to adjourn. Bill Crystal seconded the motion. Motion passed unanimously. Voting in favor: Susan Cann, Bill Crystal, Lorin Prescott, and Sheldon Thompson. Meeting adjourned at 9:25 pm.

These minutes were _____ approved as presented _____ approved as amended at the meeting held _____.

Lorin Prescott, Chairman

Susan Moses, Secretary

