

Town of Farmington
Planning Board Meeting Minutes
Tuesday, May 4, 2021

Board Members Present:

Charlie King, Chairman
Rick Pelkey, Vice Chairman
Gerry Vachon, Selectmen's Rep.
Jeremy Squires
Bill Fisher, Secretary
Stephen Henry
Bruce Bridges

Others Present:

Kyle Pimental, Planning Director
Dennis Allfrey
Bob Stowell, Tri-Tech Engineering
Jeff Cloutier, Pike Industries

BUSINESS BEFORE THE BOARD:

Call to Order:

Chairman King called the meeting to order at 6 p.m.

Pledge of Allegiance:

All present stood for the Pledge of Allegiance.

In Memory of Sarah -Mr. King asked everyone to join him a moment of silence in memory of Land Use Assistant Sarah Morse who passed away suddenly last week.

Review of Minutes:

April 6, 2021 – Public Meeting Minutes – No errors or omissions

Motion: (Henry, second Squires) to approve the minutes as written passed 5-0-2 (Pelkey, Bridges abstained).

Preliminary Design Consultation:

Tri-Tech Engineering President Bob Stowell introduced himself and property owner Dennis Allfrey to the board. He showed the board a conceptual site plan for a proposed 7 lot subdivision at Foxtrot Drive and Waldron Road and pointed out the existing 3 lots of record. Mr. Stowell said they would like to take the mobile home lot with frontage on Fox Trot Drive and make it part of the 22 acre lot behind it so they can bring a proposed new road through to provide access to the 22 acre lot that would end in a cul-de-sac and they would leave the Waldron Road lot alone.

He then showed the board an enlargement of the proposed road that would come in off of Fox Trot Drive. He said the wetlands mapping and existing conditions survey for the property is done and noted the wetlands boundaries on the lots. We're proposing that the road would come in at a place between two of the wetland areas and there would be an area further along the road where there would be a wetland impact that will need a state permit and the special permit

under the Town's wetland regulations. He said this is a small impact and at the state level the smallest category is under 3,000 sq. ft. and this impact would be less than 2,000 sq. ft. We picked the most opportune place to minimize the impact and it gets us to this pretty significant upland that will allow us to have 3 sites back there he said.

Mr. Stowell said they spoke with Mr. Pimental about a month ago and he brought up some concerns that he thought they should talk to the board about. He said there are looking to apply for a waiver for the roadway classification in the roadway standards where the proposed 7 lots would be in the 7-40 lot classification but they would like to go under the 1-6 lot standards that would allow them to put in a little narrower roadway (16' wide instead of 18' wide) and help to minimize the wetlands impacts.

He said they also spoke to Mr. Pimental about the lot configuration and section 1(f) talks about being able to configure the lots in rectangles or squares and they haven't done that here as it is very cumbersome to do with lots with wetland areas. He said if they put in the road to get the least amount of impact to the wetlands you get curves, odd setbacks and wetland buffer areas that would be problematic for rectangle/square shaped lots so they would be looking for a waiver for that requirement. We are able to achieve the minimum lot size and minimum frontage but even with the back lots that are 2-3 times the minimum lot size to try to fit a rigid rectangle or square shape it becomes cumbersome with the wetlands and setbacks he said.

Mr. Stowell said they put the wells in an area that where they had overlapping well radiuses and Mr. Pimental said the Town regulations require that the well radius must be contained completely on the lot it serves. He said that is another waiver they would ask for and in order to get them contained on each lot you end up pushing them into the wetland buffer zones and they would approach it from the state level that enforces the setbacks as long as they have the proper easements. He said they didn't want to get too far down the road and then find out it wasn't consistent with how they do things so they came in to get the board's feedback.

Mr. Pimental asked for the proposed type of housing on the lots, if the board had any issues with the multiple shared driveways and if the end goal for the new road is for it to be a private or Town owned road.

Mr. Stowell said the name "Murray Drive" is a placeholder and the actual name is to be determined. He said the intent was at some point to request that it become a public roadway. He said the Town regulations do allow for shared driveways and there are buildable areas on the rear property but there are wetlands there and to avoid the wetland they propose a common drive that splits off to 2 lots. He said that common drives are not their favorite either as they come with maintenance and neighbor issues but from an environmental standpoint where they are fairly long and abut the wetlands they thought that was the better way to go with less impervious surface and impact to the wetlands.

Mr. Alfrey said he owns New Style Homes so the type of housing will either be manufactured housing or modular homes. Fox Trot Drive and a good portion of Waldron Road are mostly

manufactured housing but it would be what my customers want to put out there he said.

Mr. King said this is a conceptual review so the board can give non-binding opinions on the plan and that none of the abutters have been noticed.

Mr. Pimental said there have been a few phone calls about some clearing activity on Waldron Road and that would be the entrance to this project and he told the callers that the proposed new road would be off of Fox Trot Drive so there has been some chatter among area residents.

Mr. King asked if there is work currently going on at the site.

Mr. Allfrey said they are tree cutting and clearing the separate front lot.

Mr. Stowell said lot 9 is a separate lot of record and they show it on the plan as they surveyed it at the same time they did the other lots. He said it is a stand-alone lot that they are working on now.

Mr. Pimental asked if that doesn't have anything to do with this project.

Mr. Stowell said that is correct.

Mr. King said he has been on this board since 2004 and every time they have seen a shared access it has been problematic during the plan and after and have had people ask how to get rid of a shared driveway. He said he hasn't seen much success with that and is opposed to that. He said what they are trying to do with the density is not supported with the usable uplands and that is giving them shared access, well radius, wetlands and lot configuration issues. He said they are meeting the density requirements but they are not meeting the other requirements and he is not inclined to give waivers to have irregular shaped lots, shared driveways and well radiuses that need easements just so you can maximize the density. I don't think in the end the community would be better for it he said.

Mr. Fisher said he has known people who had shared driveways and it's great with the first few owners but as it goes down the road you don't know what will happen in the future and he wasn't a big proponent of that. He said the well radiuses surveys bothered him and if it was just the Town ordinances maybe something could be done but it is state law that you cannot overlap or have easements for wells on private property. He said if this was new commercial buildings there are opportunities for that but not for housing the way he reads the RSA.

Mr. Fisher said they are not impacting the wetlands very much with the one crossing and they split the 2 wetland areas that are not connected and that is not too big an issue. He said they plan to make eventually take Murray Drive and make it a Town owned road and he was not sure if Fox Trot Drive is a Town owned road and it's a small dirt road that may not be wide enough for 2 cars to pass each other.

Board members said both Waldron Road and Fox Trot Drive are paved roads.

Mr. Allfrey asked why the Town allows shared driveways for two residences if they have such an objection to it.

Mr. King said they have allowed shared access points when they are trying to minimize the roadway because of frontage issues but they try to do as little of that as possible and in this

case what they propose is at least 50% shared and could be even more problematic than when they have had shared accesses. Even at the point of the roadway that becomes problematic so although it makes good planning sense it's difficult to make it work with the people involved and there all these other issues that come up later that I've seen he said.

Mr. Bridges said at a previous meeting he brought to the board's attention that people he knows are having problems now with shared driveways where one resident doesn't want to do their share of the maintenance and it's all been put on the other resident.

Mr. Henry said the shared driveways is a decision that the people that buy those houses make and is a "buyer beware". He said they allow people to build duplexes and share a wall. If we let people share a wall you can imagine how much they might fight having to listen to each other and sharing a driveway is minor compared to that and it is up to the people who buy the property to understand they are going to deal with that headache he said.

He said the two well radiuses that are next to each other essentially share the same radius and he didn't see one well encroaching on the rights of their neighbor or what they can do with their property because they are dealing with the same well radius. He said the one on the far back lot the encroachment is such that they are not sharing the same well radius and there is some encroachment onto the other lot there.

Mr. Fisher said there are two wells with real close encroachment to the left of the curve of Fox Trot Drive.

Mr. Squires said Mr. Henry was saying it doesn't impede the neighbor because they have the same well radius and they couldn't do anything there anyway.

Mr. Fisher said there are 4 wells where two each are sharing well radiuses and the RSA's say you can't do that.

Mr. Allfrey said he didn't agree there was an issue with that and if you record a well release it's permitted by the state.

Mr. Fisher said the diameter is permitted by the state but not crossing property lines. You can't do an easement for a well radius he said.

Mr. Stowell this is what they would propose at the state level and it is allowed. He said it is a reciprocal easement where they are restricting common land as opposed to restricting it in 2 different completely separate areas.

Mr. Fisher said that is not common land it's 2 separate properties.

Mr. Stowell said the well radius is in common not the actual land and with the proper easement submitted with the state application this is commonly approved. I know it's inconsistent with Farmington's regulations he said.

Mr. Pelkey asked if they would consider laying this out at a lower density with 6 lots to see if they could get all of this stuff in there without having these encroachments and dual driveways.

Mr. Stowell said they didn't consider that and he didn't think the shared driveway in the back would go away. He said the 10 acre lot has the shared drive and well radius could be moved

further back and eliminate that issue. He said they were more concerned with the placement of the driveways and getting them in the proper locations and if they did separate driveways one of them would be an easement on the other lot and asked if that would be as objectionable.

Mr. Pelkey asked if there is any issue with well setbacks encroaching on the wetlands.

Mr. Pimental said he didn't think so. He said it appears that the locations of the wells themselves are outside the buffer zone and the radius can go into the setback.

Mr. Allfrey said there was an option to do a cluster subdivision which would give them 10 lots but it rules out manufactured housing which is more of a problem for him. He said this plan seemed like a more reasonable less complex way to take advantage of this lot than doing a cluster and putting a bunch of tiny lots up front and putting the rest in the back in common.

Mr. Vachon agreed that the shared driveways are not good and that it is bad news all around because once they're sold off they come to us because we approved it and then we have to deal with it after the fact and why we approved it. He said even if they realize this up front and agree to pay for plowing later the neighbor could damage the driveway and refuse to pay for the maintenance/repair and now they have to deal with a bad driveway.

Mr. Henry said the Town does not assume responsibility for that.

Mr. Vachon asked about the proposed width of the new road.

Mr. Stowell said it would be 16 ft. wide with 2 ft. shoulders.

Mr. Pelkey asked if Fox Trot Drive meets that same standard.

Mr. Stowell said he was not sure.

Mr. Squires said you could easily drive two cars past each other down Fox Trot Drive and estimated it was 18 ft. wide.

Mr. Henry said where they want to get it assumed as a Town road which requires a vote of the town he would want to see it built to the standards for 7 lots if they want to have 7 lots. He said while the board might issue them a waiver, they may have trouble getting the town to accept it if they don't build it to the standard and the voters may say that's not good enough.

Mr. King said even if he builds it to the standard it is not likely to be accepted and they need to understand that based on the history of the town. The last private road was accepted but it wasn't 16 ft. wide and it wasn't a dead end cul-de-sac he said.

Mr. Allfrey asked if they preferred having it done as a private road with a maintenance agreement and in terms of the salability of the lots it doesn't matter to him. When we build roads we try to build them to the Town specs so the maintenance can be passed to the Town he said.

Mr. King said it goes to Town Meeting and the taxpayers decide that. He said they propose a standard to be built, they oversee that it is built to that standard and that report can be given at Town Meeting but that doesn't mean the voters will accept it.

Mr. Fisher recounted the difficulties people had trying to get a mortgage to buy lots on a private road in another subdivision in town and suggested that is something to think about as it

is something they may run into as well.

Mr. King asked when the fire protection ordinance kicks in on a subdivision.

Mr. Pimental said that would be part of the Technical Review Committee meeting and the Fire Chief would make sure that was addressed.

Mr. Squires said he wasn't overly concerned about the well radiuses as long as they can get the approvals it's just how the shared driveways are and he wouldn't want to see other cars going through his front yard. It is what it is and if they buy it they will see it when they buy it he said.

Mr. Pelkey said he agreed with Mr. Henry about the shared driveways and the Town is not responsible what happens after they buy the property.

Mr. Pimental said he wanted to clarify that the reason that this is laid out the way that it is, is to address the wetlands concerns. He read aloud the Town's wetland ordinance under Permitted Uses Section I (H) says the construction of single family dwellings and accessory uses such as driveways, garages, etc. are permitted uses so it would still have to go through the process but is something that would be allowed. He asked if the board wants to weigh that if they would rather have impact to the wetlands for a driveway or avoid the wetland impacts and have a shared driveway and this is a good discussion to have to give the applicant direction on what they would rather see.

Mr. King said when they changed the zoning to contiguous uplands and uniform lots it was based upon subdivisions that has densities that looked like this-irregular shaped lots where land area wasn't readily usable because they were "bacon strips" or triangulated and they couldn't do something because of the wetlands that divided the parcel. He said the zoning was changed so they have higher quality buildable lots and less issue for the people who buy them. That's why we changed it and that's what I see in this plan and am not in favor of it and some of the waivers. Maybe I can be convinced but this does not meet the spirit and intent of the ordinance as it was written he said.

Mr. Pimental said the buildable lot dimension which was a separate waiver and he agrees with Mr. King about the spirit and intent of the ordinance and it says the buildable area must be a certain size and can be a rectangle or a square and if they don't have that that is a more of a concern for a waiver approval than figuring out the shared driveway piece. He asked if they have enough land as is written in the regulations to be able to build on it and for the board to give the applicant some direction on whether they would like to see the impact to wetlands or the shared driveway piece.

Mr. King said he didn't agree it had to one way or the other and he is not the one drawing the lines on the paper. He said each waiver they would ask for is to maximize the density and every one of those waivers impacts the quality of these lots and the subsequent issues that will follow on to the people that buy them. The reason we changed some of the zoning was to prevent these problems from happening in the future and we keep saying if done right it can work but when it's not done right and people can't get along it's a pretty big mess he said.

Mr. Alfrey said they have all of the contiguous uplands, the proper frontage and the proper lot sizes and the only they don't meet is the squares and circles you are asking for.

Mr. King said they don't meet the well radius is contained on their own property, they don't meet the contiguous uplands as far as the shape of the lots and the driveway access and the way its approached is very problematic. It would be different if it was a common point on the roadway but they have entire pieces that have to cross the entire parcel of another owner to get to that property and that's very problematic he said.

Mr. Stowell said that's not a waiver and that's allowed and asked if they're just saying maybe it's not a good idea.

Mr. King said it could be allowed but that doesn't mean it is going to get approved and asked if he realized that.

Mr. Stowell said he was not familiar with that.

Mr. Henry said he had said a shared driveway requires a waiver but it does not require a waiver.

Mr. King asked if they did not feel that it makes good planning sense why they would say this is good and they should do this.

Mr. Henry asked if somebody builds a duplex if it was fair to say that's a shared driveway. We don't have a problem with that and we don't even ask to see it he said.

Mr. Pelkey said it is inherent in the design of the building that you would have that. When I buy my own piece of property I don't always want to have to deal with my neighbor and it's not the same as a duplex he said.

Mr. Squires said if they want to go with the 6 lots or less roadway standards with the intention of possibly working with the Town to become a Town road at some point they should eliminate a lot and if they are going to go with the 7 lots they should go by the 7-40 lots roadway standards because they will get pushback from the Fire Dept. and the Town.

Mr. Pelkey said if they went with 6 lots they wouldn't have the driveway, the road and well radius issues and might be better off. I'm not here to tell you what to do but I think it's reasonable and why I asked if you had considered that he said.

Mr. Squires asked if lot 6 (middle lot in the rear) meets the less than 4:1 length to width ratio in the subdivision regulations as it doesn't look like it on the plan. He said if they reduced it to two lots back there it gets them down to the smaller roadway they want and eliminates a shared driveway and they would be down to only one shared driveway.

Mr. Henry asked what the wetlands look like.

Mr. Stowell said they have the wetlands and a 50 ft. buffer that they have stayed out of with that. He said if they want to split off there and run the access up they don't necessarily have a wetland impact but they would be in the 50 ft. buffer they were trying to stay out of and is an impact to the Town ordinance.

Mr. King asked if they allow a driveway access in the 50 ft. buffer.

Mr. Pimental said under Permitted Uses accessory uses such as driveways are allowed.

Mr. Bridges said he would rather see that than shared driveways.

Mr. King suggested they review the areas with Mr. Pimental and depending on what they want to do they may be able to reposition some of that because it is allowed in the setback.

Mr. Pimental said they could also go through a Special Use Permit which they have to do anyway for the roadway and they could be handled together in one meeting.

Mr. Henry said it would be a more valuable lot if it has its own driveway.

Mr. Pelkey said he would like to see quality lots with minimal impact but he would like them to be self contained.

Mr. Pimental said it sounds like the general consensus of the board would be in terms of density 7 is too many lots and reducing it to 6 lots might address some of the issues they raised.

Mr. King said he didn't want to try to re-engineer his plan and he has a paid professional to deal with the wetlands and he didn't want to mislead them into thinking this is what the board wants. He said it was not the board's intention to tell them what to do but to offer some suggestions because they are here for a conceptual discussion that is non-binding and to a certain extent they are already at some of the details they shouldn't be discussing.

Mr. Pelkey added that if they decide to take a different approach they could have more than one conceptual discussion.

Mr. Henry said they also haven't heard the feedback from the community that may sway the board as well.

Mr. Stowell said lot 6 may be longer than normal but it is a fairly regular shape and is a 2+ acre lot that can have its own driveway and its own well and everything would be self contained but they would never be able to fit a 350' x 115' box on it and he was hearing that it was the cumulative effect of multiple things that is objectionable.

Mr. King said to try to get to this density with the wetlands configuration they have there they would need waivers in at least 2 areas that affect the overall quality of the lot which has been a concern. He said when they added the lot configuration requirement 5 or 6 years ago they were seeing lots that were affected by wetlands fingers and irregular shaped lots so a guy could have one acre and he can't put a garage on it because of a well setback, wetlands or a steep slope. He said they meet the dimensional requirements but without having some shape constraint they were getting low quality lots which has subsequent issues for the people who buy them.

Mr. Stowell said they are seeing municipalities going the other way and in another town they had the 200' x 200' box requirement but they added the contiguous upland and wetland buffer restrictions and they are getting the same low quality lots because of those restrictions as opposed to a rigid square.

Mr. King asked the wetland buffers were increased to.

Mr. Stowell said their wetland buffer is 50 ft. but before they didn't have any wetland buffer.

He said Farmington's wetland buffer is 50 ft. that a rectangle or box can't encroach upon. We're going to have well over the lot size of buildable land outside any setbacks or buffers but its

irregular shaped he said.

Mr. Pelkey said that when you tell him that you have the sq. footage with these constraints, you meet all the setbacks and the well is self-contained and not encroaching on anything it sounds like a convincing argument for a waiver.

Mr. Henry said he did not see how they would get 6 lots without still having some shared well radiuses and the well location on lot 7 concerned him.

Mr. Stowell said lot 7 is 12 acres and there is plenty of room to move the well. He said they could separate the driveway and instead of doing a common drive there they can run them individually but it would still need an easement over lot 6.

Mr. Pelkey said they didn't want to get into the specific recommendations for the plan.

Mr. Pimental said the way that the Town defines buildable area it lists things like steep slopes, wetland soils and any existing rights-of-way and at the end it says state and locally required setbacks so you could interpret that is the setbacks including the buffers but setbacks and buffers are two different things. He said the board could consider that the dimensional rectangle/square stays out of the wetlands but could be part of the buffer not the actual soil.

Mr. King asked Mr. Pimental to note this needs clarification if they revise that section of the subdivision regulations. He said there could be a greater impact to the Shoreline Protection Act because it has up to a 250 ft buffer on certain water sources like the Cocheco River.

Mr. Henry asked if the well head could be within the buffer zone.

Mr. Pimental said yes.

Mr. Henry then asked if the well radius could be under a public road.

Mr. Stowell said at the state level it can but the Town's ordinance doesn't allow that. He said in the Town ordinance it is clear the full well radius must be on the lot but it is fairly common at the state level to use the r-o-w as part of the radius to restrict as little of the lot as possible.

Mr. King said in a new subdivision a lot would go to the edge of the roadway not to the center line of the road.

Mr. Henry said it is not a separate rule that it can't be under the road it falls under the regulation that the full well radius has to be contained on the lot.

Mr. King said they could grant a waiver to that if it is allowed by the state and he would have to do some research on it.

Mr. Fisher read RSA 485-a which says private wells serving other than commercial buildings if the protective well radius cannot be fully maintained on an existing lot of record due to the size or physical characteristics of the lot then on-lot protective radius shall be maximized to the extent possible and shall be maintained on-lot or on the record easement or recorded easement on land that is permanently dedicated to the use which precludes development. He said from the way he reads the statute if it is not on the lot that house is going to be on it must be on a lot you are not going to build on.

Mr. King said it means that portion of the lot with the well radius can't be developed.

Mr. Fisher said he would have to ask for a legal opinion before deciding whether they can or can't have a well radius that is not entirely contained on the lot.

Mr. Pelkey said there is a question about if we relax our standards what standard must be met in order to meet the state's requirements and agreed with Mr. Fisher's suggestion about talking to legal counsel as he would like an answer from a professional on what they can actually do if there are state constraints on what can be done.

Mr. King said the RSA says the well radius is to be maximized whenever possible and that is based upon somebody's interpretation of what's happening. He said he didn't know how the state does their interpretation after the subdivision instead of before it.

Mr. Henry said he thought it makes sense to have the wells next to each other because they share the radius but that doesn't meet the letter of the law which says you have to have as much of it as you can on your own lot which means you're not sharing the radius so you have a bigger un-encroachable area overall.

Mr. Fisher said he thought there is Town water along Waldron Road and asked about the cost to hook into the Town water system and do away with the wells.

Mr. Squires and Mr. Bridges said there is no Town water out there.

Mr. King said if they have any further questions to work with Mr. Pimental.

Paulson Road Excavation Reclamation:

Mr. Pimental read the following into the record: The Planning Dept. received a letter from PIKE Industries dated November 16, 2020 requesting that the Town issue a formal letter acknowledging the closure of the gravel excavation on Paulson Road on Tax Map R35, Lot 7. The letter from PIKE included a New Hampshire Dept. of Environmental Services Alteration of Terrain Closure Letter dated April 20, 2020 that approved the closure of the gravel excavation and contained the plans and supporting documentation that the site had been reclaimed and all runoff was contained onsite.

He said the Planning Dept. brought this to the Planning Board on December 1, 2020. At that meeting the board agreed that before the Town issues any letter acknowledging the closure of the site the applicant must try to provide as much documentation or a status update on some of the conditions that were outlined in the 2011 five year permit renewal. He said those conditions included: provide the status of the \$25,000 reclamation surety bond; demonstrate that any damage to Paulson Road has been addressed; coordinate with the DPW Director to ensure that the upper entrance has been closed and stabilized and to ensure that the pavement and roadway at the lower entrance access point are in adequate condition and provide any and all records of annual road condition inspections with the DPW Director to the Planning Dept. and if those inspections did not take place to provide documentation explaining why.

Mr. Pimental said the board received copies of the documentation from PIKE that was received at the Planning Dept. on April 19 in their packets for discussion at this meeting. He said if the board finds that the documentation is adequate they should vote to authorize the Planning

Dept. to draft a letter on behalf of the Planning Board acknowledging the closure of the site and that letter could be brought back to the board at the May 18 meeting for signature by the Chair. The board received the documentation from PIKE and they also have Jeff Cloutier from PIKE Industries here to answer any questions.

Mr. King asked if all of the items have been addressed.

Mr. Pimental said they have been addressed to the best extent possible. He said some of them are a little clearer than others- the status of the bond, the dated photos of Paulson Road and the closures of the upper entrance and the roadway are pretty clear and the piece that is less clear is the annual inspections by the DPW Director and that is no fault of PIKE Industries. They included the e-mail responses of when they were able to go out and coordinate with them and when they were not able to do so. It doesn't appear that it was consistently done every year and here are the results. In my opinion what they have provided is enough for the Town to issue the letter but going forward the Town and any other excavation company need to improve consistency of documentation on specific inspections put in place as part of a permit renewal he said.

Motion: (King, second Bridges) to instruct the Planning Dept. to draft that letter for signature at the next meeting passed 7-0.

Any Other Business before the Board:

Master Plan Update- Mr. Pimental said he plans to have a final draft of the Master Plan for the May 18 meeting and his goal is to send it out in the board's packets next Tuesday. He said he planned to use the same Excel table he used when he did the comparison of recommendations to update everything that has been done since then and if the board feels that it is adequate to set a public hearing for adoption of the plan sometime in June.

Mr. Pelkey asked if the Selectmen have had a chance to look at it yet.

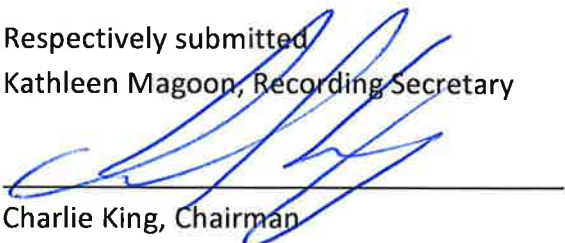
Mr. Pimental suggested that at the May 18 meeting if Planning Board is comfortable with the plan they could make a motion to send it to the Board of Selectmen requesting their comments on it before setting a date for adoption of the plan. He said he could also streamline things by sending it to both boards next Tuesday.

Consensus of the board was to submit the plan to both boards at the same time and then review the feedback from both boards at a subsequent meeting.

Adjournment:

Motion: (Bridges, second Squires) to adjourn the meeting passed 7-0 at 7:13 p.m.

Respectively submitted
Kathleen Magoon, Recording Secretary



Charlie King, Chairman