



thank everyone who was able to attend the Community Workshop meetings for the UDO rewrite. We appreciate Mr. Charles Deese, Chairman of the Planning Commission on his leadership and commitment to attend all of the meetings for the UDO rewrite. Over the past 2.5 weeks, four community meetings were held in Buford, Kershaw, Lancaster, and Indian Land and approximately 105 people participated. Comment sheets have been submitted online and the maps and documents are available on both the Lancaster County's website and Catawba Regional Council of Governments' website. UDO chapters are being finalized and we will discuss later on in New Business information regarding the UDO update. Kara Drane, Consultant from the Catawba Regional Council of Governments' is here tonight as well to help provide additional information regarding the UDO rewrite.

**RNC-015-022 – Road Name Change Application – W. Brown Ferry Rd.**

Andy Rowe – Presented the report.

David Freeman made a motion to approve with the road name change of Sweet Ruby Rd. and Sheila Hinson seconded the motion.

VOTE:           7 AFFIRMATIVE    0 NEGATIVE       MOTION CARRIED

**SD-015-006 – Essex Homes Southeast, LLC proposes to amend a vested plan approved by the Lancaster County Planning Commission on May 19<sup>th</sup>, 2015. This vested plan is known as the RoseGlen Townhomes subdivision. The proposed subdivision consists of three parcels. The subdivision consists of ± 8.60 acres. The subject properties are located ± 220 feet northwest of the intersection of Highway 160 and Rosemont Drive.**

Alex Moore – Presented the report.

Brian Iagnemma – I am the President of Land Acquisition Development for Essex Homes. I accompanied by Matt Roper from Roper Engineering. This is a presentation that you saw I believe back in May. I think it's important to note that the townhomes that we are proposing will all have a two car garage and double driveway of course. We didn't feel that there was a need for additional offsite parking with every townhome having a double car garage and a double car driveway as well. There may be one opportunity to potentially add some parking spaces but it was an area that was pretty far removed from the actual townhome units themselves. I think it is important to note that every townhome out here will have a two car garage which I think will provide for ample parking. We recognize that vinyl is not permitted in this corridor and this is a very good illustration that all of our homes will have at least a fiber cement siding, hardy plank as folks refer to it as well as accents of stone, and/or brick. This will be a very good community when this is complete. We have confirmed that we will have sidewalks on one side of the street.

Jerry Holt – What about the discussion we had about getting guaranteed access through Rosemont?

Brian Iagnemma – We are in communication with the entity that is currently in control of the Rosemont neighborhood. We don't have a problem providing documentation that supports what we are trying to do from their prospective.

Gary Holland – 8728 Collins Road – There is two drawings that showed either buffers or side yard setbacks and sort of confused me a little bit; Drawing C-101 shows a 25 foot side yard setback. Drawing C-200 shows three separate buffers; one is a 25 foot buffer which is a corridor frontage buffer along Highway 160. The other shown on that C-200 is a Type II 20 foot buffer yard adjacent to residential properties. The third type buffer that I noticed on C-200; the drawing noted that no buffer yard was provided adjacent to commercial property on PDD-23. I'm not sure why we would not require a buffer adjacent to that commercial property because people living in townhomes do need to have that buffer between them and commercial property. I think in the text that I read the buffer was going to be a minimum of 25 feet so I'm not sure what this Type II 20 foot buffer yard refers to. I'm a little bit confused about what type of buffer you are going to require for this development but I think you all know my position on buffers. I think more the better especially when you are talking about a high density area adjacent to a residential area. I know the PDD-23 Rosemont; it has a density of some where around 2.5 and you've required a minimum of a 40 foot buffer for them. This particular development has a density of 5.8 and it looks like the buffer would be somewhere between; I'm not sure if it's 20 or 25 or in the case where they are recommending no buffer adjacent to the commercial property. My request is to look at that buffer situation seriously and provide as much buffer as you can between the existing property owners as well as the new residents of the townhomes.

Ben Levine – 5062 Terrier Lane, Indian Land SC. Last time in the approved design I noticed that the buffer along the residential side was 25 feet and in this new plan it is 20 feet. If you are familiar with this property and where Black Ash is; Black Ash has a row of very established old trees that line right along side of Black Ash on the side opposite of where the old residential property that will still be there. If this is going to change to a 20 foot buffer instead of 25; that maybe it could be proposed that the existing trees that are there be kept in place in accordance with Section 12.11.3 of the UDO that talks about the retention and protection of large trees. Especially trees that are 12 inches or larger in diameter; I'm not sure if that's something that can be done or would be done but with the buffer changing size from the previous plan to this plan I didn't know if something like that could be addressed.

Jerry Holt – If you look at C-200, the 25 foot buffer cuts to the corner of several of these lots and if the buffer is going into the lots, then it's not conforming as a 25 foot buffer. The lot should abut the buffer, right? Not cut into it. Has the applicant asked for a variance from the 25 foot buffer? The easiest one to spot is on map C-200. On the right hand edge you will see the symbols there for the trees and the shrubs that are in the 25 foot corridor frontage buffer. If you follow those down they cut right through the corner of that lot in the lower right. They cut through the corner of that one in the lower left corner. So we don't have a 25 foot buffer around these lots.

Alex Moore – It's actually a 20 foot buffer is required but a 25 foot setback. They have not asked for a variance from that. They would need to adjust the lots so that the buffer would not be within the lot.

Jerry Holt – If they adjust the lot then they are not meeting the setback requirements.

Alex Moore – They will still meet the setback requirements because the setback is from the building envelope. You will see the building envelope within the lots; that is where the setback is from.

Jerry Holt – You just said they will have to have adjust the lot line to move the right lot line in. If they do that then they need to move the building in because they are showing on one of the other maps a 20 foot rear setback. If the 20 foot rear setback is a requirement; if they move that lot line then they have no longer met that 20 foot setback.

Alex Moore – The setback is from the building envelope. The building envelope is internal to that.

Jerry Holt – So here is the building envelope and if they move this lot line in this way to get out of the buffer, then they are no longer within 25 feet from the lot line to the building envelope.

Alex Moore – They will have to take a look at that.

Jerry Holt – So in case there is a problem right now because they have not met the buffer requirement.

Alex Moore – There actually is an external setback there of 25 feet.

Brief discussion between Alex Moore and Matt Roper regarding the setback.

Alex Moore – That is a good point Mr. Holt. We don't have good setback standards for our multi-family. The applicant and our zoning official sat down worked something out here with the setbacks. So I think they are going to have to sit down again and take a look at that.

Penelope Karagounis – You can add the condition that Matt Roper needs to discuss with Kenneth Cauthen. He was not able to be here tonight. He is the governing authority with the setback issues. Mr. Moore is correct about the multi-family. When it comes to internal setbacks and also it is private streets; we don't really have anything in current UDO. The wise decision for tonight is to make a condition that Mr. Roper needs to make sure he does the minimum that Kenneth Cauthen does set. We need something in writing.

Jerry Holt – That is on the internal setback between the building envelope and the lot line. We don't have to grant it with the intrusion into the buffer area.

Penelope Karagounis – Alex, what is the buffer area?

Alex Moore – 20 feet.

Penelope Karagounis – So he is going to meet it if he is going down to 10, but we don't know for sure right now.

Matt Roper – Kenneth Cauthen gave me some guidelines on the setbacks and he wanted 10 feet in the rear. I drew 20 because we usually draw 20 in the rear and his minimum was 10. If Kenneth is ok with it, I can redraw it at 10 and pull the lot lines out of the buffer. As long as he is ok with it that should solve that issue.

Jerry Holt made a motion to approve with the following conditions: 1<sup>st</sup> - The applicant obtain and submit to the Planning Department the documented non revocable right of way regarding the access from Rosemont Drive into the development, 2<sup>nd</sup> – The lot lines be adjusted so that none of them intrude into the buffer zones; 3<sup>rd</sup> – Grant the variance on the connectivity index to 1.0; Tommy Dabney seconded the motion.

VOTE:            7 AFFIRMATIVE    0 NEGATIVE            MOTION CARRIED

**SD-015-009 – Preliminary Subdivision Plan Application of Ed Estridge (Sinacori Builders) – Covington. The proposed subdivision has partial frontage along the northern edge of Harrisburg Road (located ± 1.2 miles north of the intersection of Harrisburg Road and Elmbrook Lane) and partial frontage along the southeastern edge of Barberville Road (located ± .35 mile southwest of the NC/SC state line) and consists of ± 165.57 acres.**

Alex Moore – Presented the report.

Jerry Holt – In the Development Agreement it refers to the age restricted section and it talks about.....unable to hear complete response. This bubble map now doesn't match since the configuration changed.

Alex Moore – Basically it's going to be the entirety of this area which is south of Clem's Branch that will be age restricted. We can put a note on there.

Jerry Holt – We are going to be voting on the approval of the plan. I don't know if we are voting on the Development Agreement or not. I know we have 135 units on the map so I didn't know if it was important that this was updated to be in the Development Agreement or not. If we are not voting on it then I don't care.

Penelope Karagounis – This is just for the preliminary plan.

Peter Tatge – 3475 Lakemont Blvd., Fort Mill SC. I'm with ESP Associates and I'm here to represent Sinacori Builders who is the applicant. We are exceeding the requirement for open space. I think the fundamental principles of the CSOD Ordinance are to cluster and promote the preservation of open space. I think this plan promotes that

and exceeds that. We have far more open space than what the ordinance requires, almost 40%. The vicinity map that Alex shared with you and we have the same diagram with the fire station site. We will commit to a two acre area that will be donated to the County for future purposes to provide a fire station, basically upgrade what is in that location. During the workshop we clarified and included a note on the plan that although that area is going to be dedicated at some point it is included as part of the overall acreage for density purposes. It is not included for open space. I think it would be tangential to a right of way dedication. You wouldn't be punished for having to dedicate area for a turn lane or something to that effect. It would be part of your total acreage calculations. There is the plan that you all saw and approved several months ago; I believe it was approved unanimously and council approved it along with the development agreement and providing that simply as a matter of reference. Similar locations in terms of entrances and actually having more open space as you get to the southern portion of the property as you will see the plan here in a moment. There are a lot of notes on the page but you can see the two entrances coming in off Barberville Road and we will talk a little bit about the variances. We appreciate staffs consideration and their recommendations. It is part of what I believe to be a good design. There is a street hierarchy as you come into the project, most notably the northern most entrance with the pocket park to break up that quick long road that people are going to come in on and it creates a little bit more interesting sense of arrival for those villages. On the other main street that is the southern entrance on Barberville as you recall we voluntarily have committed to put sidewalks on both sides of the street, all the way up to the main crossing there. In your packet you will see a third detail which is your standard street sections; your 50 foot and your 66 foot, and then we have a 50 foot with sidewalks on both sides of the street. We heard that was an interest and certainly we agree with you. You can see the orientation of the villages; the traditional portion of the property to the north of Clems Branch in the yellow and orange. Those are the larger lots and the age restricted area is notated in red as you come in off Harrisburg Road. It's segregated; it's a separate POD and a separate village. It will have its own amenity and its own entrance. That is in fact the age restricted area within the project and is notated in the tabular as those lots are committed both in the development agreement, the zoning plan, and now in the preliminary plan process. Smaller blocks create a little bit more interest with the companion with open spaces, amenity areas, and pocket parks; to provide what we believe a better design. There needs to be a differentiation in block widths and lengths. Obviously it's a master plan community; it's not split up, it's not two subdivisions north and south. It will be integrated and you will see the product that is being proposed. It is attractive and there are material commitments. We provided those elevations to the zoning process and we will continue to provide those as requested and things get closer to the platting and design stages. 39% common open space; the two village types, both the age restricted and traditional living we are talking about variety of lot sizes; the maximum densities that is capped under the overlay zoning of the two acres. Over four miles of sidewalk and certainly the Development Agreement which we don't want to forget about; there is a school payment commitment and a public safety commitment both in the nature of the fire station dedication and then a payment per unit. The age restricted lots are paying a school fee so those are not exempt. I think that is a benefit for the project as well. The age restricted area is very attractive architecture. We have our client here who can speak

more specifically about these product alternatives. The traditional living life style again, north of Clems Branch; as you can see in the two villages how they are being distributed throughout that area of the property. These are elevations that you saw during the zoning process. We are providing these again just for continuity purposes. We have Mr. Butler here with Brockington Associates. You have his report in your packet. It's very detailed and our client Sinacori voluntarily hired these folks to study the attributes on the property. He is here to speak to those as well as Mr. Anderson who we have been discussing our findings with them. He will provide a copy of the report. As you can see there are some maps in the report; some of the historical sketches up there in the left hand corner. The underlay map with the trail alignments was provided actually from Lindsay Pettus and Mr. Anderson. We have included that as a means of reference and there is Mr. Butler who is out doing some metal detection and that is detailed more specifically in the body of the report. We superimposed that line for the trail as it's shown there along the perimeter going into North Carolina. We believe that to be an attribute. We spoke briefly at the workshop about two trail options -- A & B. Staff has advocated A; I think we like A better; it seems to be less interfering to the adjacent properties Bridgehampton. I want to get clarification from you folks tonight as part of your consideration on which one of this so as we go forward we know where that trail easement is actually going to be located. There are some numbers on there that talk about the length of those two trails, the acreages, and I think that is what Alex was referring to about the note on the plan that talked about a three acre area. That is a clerical error and the note that belongs on there is the note that was in the Development Agreement Section 4.08. It is referring to the historical site. That is the contract between the applicant and the County. It is the same note that you all approved as part of your consideration of the Development Agreement during the zoning process, so that will be put on there. We will isolate which preferred alternative for that trail that you folks feel would be most appropriate to coincide with that contractual commitment. We met with the Fire Marshal and the Emergency Services Director and came up with an alignment of that additional acreage that met their specifications and that is in the packet. So that is an actual area that has been surveyed and will be conveyed in accordance with requirements in the Development Agreement. We talked about community character and how it's a nice well designed architecturally in tact. There is going to be integration with building housing material types between the north and the south. Even though it's age restricted and traditional, there will be continuity, stone, brick, facades. There is commitments all throughout the literature about the types of materials and there is not going to be vinyl siding. Vinyl would be used for accents -- windows, soffits, things of that nature. Regarding the trail, we are willing to listen and I think here the commitment is to memorialize this historical attribute in some form of a monument. These are ideas we would certainly welcome and would want to work with Mr. Anderson on the content and placement of these. Our client has mentioned that due to timing; we spoke to Gwen Cook again today who you all met at the workshop. There doesn't seem to be a real finite time frame when their greenway is going to come and hit the state line so maybe there is a potential fee in lieu of to provide some money to build this at the County's discretion. We just don't want it to be a lingering requirement that the developer is perceived to having not met. So we would come up with a time certain for the dedication of easements and then work accordingly with Penelope and her staff in terms of where this kiosk would go and how it

would be interpreted. I think it's important to note that this is a pedestrian facility. It's not perceived to be a trial head and encourage people to drive in and park. It's to serve the community and guests and provide a logical connection to the Mecklenburg County Greenway System and hopefully future greenway initiatives here in Lancaster County. We are excited about this project and we certainly look forward to your consideration in approval. I do have Scott Butler here and our client Mr. Estridge from Sinacori Builders and we are open for any questions that the board would have.

Jerry Holt – There are two sections in here for mail kiosk's. Unable to hear complete question. Are people going to be able to park and get mail out of their boxes?

Peter Tatge – I think that is a requirement that they have some means to park so they are impeding traffic when they would go and access.

Jerry Holt – The one coming off Barberville Road on the main entrance; they way it is shown on here you make a turn and it's basically on a cross street. It doesn't show any parking area over there. The one down on the lower left coming in off of .....unable to hear complete response. That kiosk is shown on the corner where it looks like it's in the main thoroughfare. It looks like that one would impede traffic more than the other one would.

Peter Tatge – I think the thought there is lower intense area and I don't want to say half as many lots but not as major of a traffic flow as on the north end. If that is a concern, we can look at that.

Jerry Holt – Neither one of them show any offset where someone who wanted to get out of their car could get the mail. It doesn't show that they've got a place to pull over. It doesn't show any change in the road width along there.

Penelope Karagounis – Mr. Holt we do not have any requirements, this is something that is new that Mr. Tatge is facing throughout all the municipalities. If there is a need for something to be stipulated it can be added.

Jerry Holt – At least they are both in a community area so it would seem there is flexibility for you to put something in there so they can park and get out and not be in the street.

Peter Tatge – That would be our intention, yes sir.

Jerry Holt made a motion to approve with the following conditions: Approve the 2 variance requests, first one to allow for block lengths of less than 600 feet around the perimeter of pocket parks and open space areas; second one to allow for a variance around a residential block adjacent to an amenity area; David Freeman seconded the motion.

VOTE:           7 AFFIRMATIVE    0 NEGATIVE       MOTION CARRIED

Old Business: Kara Drane – Consultant/Catawba Regional Council of Governments – We had four community meetings at the end of September and the first of October and I want to thank all of you who were able to attend. We really had a good attendance at those meetings. So now we are responding to citizens who commented at the public meetings or who provided comments online and we are also doing additional field checks. The other thing we are doing for the rest of October we will be holding meetings with some of our local agencies to receive additional input on chapters of the UDO. In November we have scheduled a presentation with the Chamber of Commerce early in the month. We also will have the individual meetings with property owners that we have talked about. These are either property owners that have contacted Penelope in the past or we have identified when we did our review of the parcels in Lancaster County.

Penelope Karagounis – Also some of the names have been from elected officials from our one on one meetings we had with each of them.

Kara Drane – Part of that is looking at what their property is zoned today and what the transition would mean and make sure there is an understanding or see if there is something different. For example, if a property was zoned something in the past and it has never been developed we could look and see what some other options may be. We also need to finalize the UDO primarily with staff input over the next four to six weeks. In December we have focus groups that we want to meet with. Either from a technical view point like surveyors and maybe landscape architects; more of a technical review of certain components of the UDO; also the business community and then residential input. This gives us input of the ease of use of the UDO and if it's easy to understand and do the graphics make sense. We would really to get some specific feedback from different groups to make sure that when we get to the finished product that it's easy to use and easy to understand. Also, we want what we have proposed in the UDO; that there are no issues or concerns from the development community.

Penelope Karagounis – One of the groups for the residents; we want to have rural residents because they are going to look at it differently and understand the codes from one section. We also want to invite in a separate group, the urbanized area of the residents so they can take a look at it as well and get their perception. Since our County is so polarized we need to get both of their view points to review this new UDO.

Kara Drane – Lastly, in December we will be looking at final edits of the UDO and we would like to have in addition to the workshops; Penelope and I are going to have some discussions with Mr. Deese about some other options. Maybe some more individualized meetings similar to what we did with Mr. Holt and Ms. Hinson when we were catching them up from a workshop they had missed. The goal is to have public hearings on the code and the zoning map in January and collectively do that together. We will need to see where we are in December and access that to see based on input from you and County Council to see if we are ready to move forward with public hearings. The intent is to still have the public hearings and consideration for adoption in February, March, of 2016. The feedback from the community meetings was they thought this was the final product

and part of the overall code of the rewrite. So we were able to explain the process and what we are doing and what it means for them.

Jerry Holt – We encountered two situations tonight. One with having to do with lack of standards on placement of mail kiosk's and we know that is going to be an ongoing issue. The other one having to do with setback requirements in a development that contains multi-family homes. Those are two things that we should capture in this rewrite and really since I've been on the board we have constantly encountered things where we said well we either have conflicts or we don't have something specific to regulate. Have you compiled a checklist so that we are going back and fixing those things.

Penelope Karagounis – Back in 2014 from January until about July 2014 we would meet every Wednesday with the Fire Marshal, Stephen Blackwelder, Kenneth Cauthen, Zoning Official, Jeff Catoe, Public Works Director, Elaine Boone, Planner II, Kathy Johnson, Planner, and myself. For that time period we did a UDO analysis and Kara Drane printed out the UDO to how it existed now and we went section by section and made comments and documented those as well. So we have that data of analysis and that is what Mrs. Drane is reviewing and making sure we are addressing those items. For example, mail kiosk's, that is just not Lancaster County that is lacking the regulations but it is throughout the country. If there are items that you feel you would like to provide so we can double check, feel free. We would be happy to look at those items. The analysis is online as well.

Kara Drane – I think when we go through the review of the whole document that we will be able to look at those specific issues and we can check that off, yes we have addressed that. We want to make sure that what we bring forward resolves all those issues that you've had conflicts with. We will get a plan out to you with some proposed times to finish the UDO review.

New Business: Penelope Karagounis/The Cross-State Suspension Bridge – In the packet was a flyer announcing the invitation to the ribbon cutting ceremony for The Cross-State Suspension Bridge. We have been working on the 2<sup>nd</sup> grant for the construction of the suspension bridge that is along the twelve mile creek. We are basically going to connect our current 3.5 mile trail to Waxhaw. They have about another half mile trail. We had a scheduled date for October 30<sup>th</sup> but on Monday morning I received a phone call from the Town of Waxhaw and they were concerned. The Alpine Towers that is constructing that bridge had another job in Maryland that they did not finish so half of the people were not here in Waxhaw. They were afraid this bridge would not be complete for the ribbon cutting. We've decided to postpone the ribbon cutting. So this flyer that says October 30<sup>th</sup>; it is not going to happen. The new tentative date is Friday, November 13, 2015. This board is invited to the ribbon cutting ceremony and I will keep you informed once I know for sure. It is a very exciting project. Since this is the first Carolina Thread Trail funded project for a cross-state suspension bridge, there are going to be some delegates attending. Due to the flooding issue we won't be able to get Governor Haley but we are trying to get the Lieutenant Governor; so it's supposed to be a very special ceremony. We also found a guy from Waxhaw that does a re-enactment of President Andrew

Jackson and he is supposed to be really good. So let everyone in the community know about this upcoming event and I will send everyone an email to remind you and confirm the date.

New Business: Penelope Karagounis/RFATS Update – We are part of the Rock Hill/Fort Mill Area Transportation Study Team and parts of Indian Land are in the urbanized area so we fall into the metropolitan planning organization with RFATS. I serve on the RFATS technical committee team and we have meetings pretty much the first Thursday of every month. There are some times during the Christmas holidays and summer vacations we don't meet. We had a meeting on October 1<sup>st</sup> and at this RFATS technical committee meeting we continued the discussion regarding area transit availability. We noted how a potential adjustment to the current CATS-43X which is the bus that operates in Ballantyne; and how we could provide a transit option to assist with the increasing demand levels on US Highway 521. Particularly during the morning and evening peak driving periods. During this meeting we had on speaker phone a CATS representative and they have outlined the typical evaluation process to consider such an operational change. I stated how Indian Land continues to reflect fairly rapid growth pressures and consideration of these types of alternatives may play a role in accommodating the considerable North South traffic movement with greater efficiency. Mr. Brian Carnes represents as a vote on the policy committee; we are going to be working on certain steps and just wanted everyone to know that this is something that we are trying to plan for the future for transportation. We are taking steps to look forward to the future but it does take time and requires different processes. There are also funding issues. I'm very positive with being a member of RFATS that we are going to continue to see some positive changes in the Indian Land area. We have to coordinate with CATS and SCDOT. They would also have to do a survey to identify potential users of the service and an overall estimate of the ridership demand. They would also do an operational and safety analysis. It is also very important to secure an appropriate park and ride location. There was some discussion about making that park and ride at Red Ventures but I don't think that would help make a connection to alleviate traffic. I think the park and ride needs to be maybe at the Inspirational Network. That would be somewhere half way and what the CATS representative told me is basically this park and ride location has to have suitable infrastructure. These buses are heavy and need to make sure they are able to go in there. This is just preliminary but that is just something to help alleviate traffic. The park and ride needs to be further South on Highway 521 to serve half way point for the Indian Land community. Another step is operational funding and then there needs to be a commitment from Lancaster County and we have to bring that in front of Lancaster County once we know from the operation funding what will be the cost. I believe there has to be some type of match and I don't know if it's 40 or 50 percent of a match to help that funding. I just wanted to let you know what we are doing and what the planning department is working on and I am the representative for the technical team.

Jerry Holt – The funds that have been collected from developers as part of the development agreement for improvements that need to be in the area where they are collected; could those kinds of funds be used for something like this?

Penelope Karagounis – That is a good question for Mr. Weaver to see if that could be added. We are so preliminary right now I don't know exactly what CATS would consider with the funding. Those are important questions that I don't know at this time.

Jerry Holt – So it's not paid by the riders?

Penelope Karagounis – There probably is something with the ridership. I would think riding the bus there would be some type of fee involved. I know Rock Hill does something like that. I also wanted to bring up the improvement of Marvin Road and Highway 521 has passed at the last policy meeting that they are going to do a small area study to see what exactly needs improvement. It is being moved higher to the top of the list to get that intersection improved. The policy board did pass it at the September 27<sup>th</sup> meeting. That is good news for Indian Land. I think there is going to be significant improvements by being a member of RFATS because we have that extra pool of money coming in there.

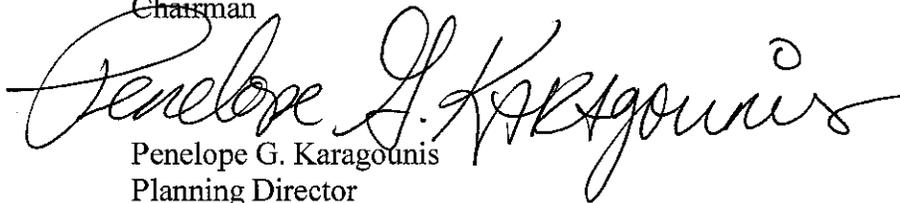
Jerry Holt made a motion to adjourn and Jim Barnett seconded the motion.

VOTE:                      UNANIMOUS                      MOTION CARRIED

Respectfully Submitted,



Charles Deese  
Chairman



Penelope G. Karagounis  
Planning Director