



## Town of Hamden Planning and Zoning Department

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July 8, 2009, revised 8/5/09 per Commission review at the 7/14/09 meeting

**MINUTES: THE PLANNING & ZONING COMMISSION**, Town of Hamden, held a Public Hearing and Special Meeting on Tuesday, June 23, 2009, at 7:30 p.m. in the Legislative Council Chambers, 2372 Whitney Avenue, Hamden, and the following was reviewed:

Commissioners in attendance:

Joe McDonagh, Chairman  
 Ann Altman  
 Ed Grant  
 Ralph Riccio  
 Don Moses  
 Lesley DeNardis  
 Gerald Dimenstein  
 Peter Reynolds  
 Bob Roscow

Staff in attendance:

Leslie Creane, Town Planner  
 Dan Kops, Assistant Town Planner  
 Tim Lee, Assistant Town Attorney  
 Stacy Shellard, Clerk  
 Linda O'Neill, Stenographer

Mr. McDonagh called the meeting to order at 9:20 p.m. The Clerk read the Public Hearing items into the record. Mr. McDonagh introduced the panel and reviewed the Public Hearing procedures. Mr. McDonagh explained that at the previous Public Hearing the applicant had been answering questions. Mr. McDonagh compiled 37 questions to help summarize the questions and concerns from the previous meeting.

### A. Public Hearing:

#### 1. Special Permit & Site Plan 09-1149/WS

2372 Whitney Avenue, CDD-4B Zone  
 Town Government Memorial Town Hall  
 Police Headquarters and Fire Department  
 Town of Hamden, Applicant  
*Public Hearing continued from 6/16/09*

Mr. Jeff Bianco, Architect addressed the Commission and stated he has received the list of questions from Mr. McDonagh. He explained that there will be several people who will be helping him to address the questions. There were two outstanding items from the list of conditions he addressed. He submitted to the Commission a letter from their Civil Engineer explaining the rate of infiltration. He stated that it has also been submitted to the Town Engineer. Mr. Kops, Assistant Town Planner advised the Commission that the Town Engineer is satisfied with the documentation submitted. Mr. Bianco said the information regarding the hazardous material handling during the course of the project is being handled by Fuss & O'Neill Engineering

Mr. Andy Zlotnick, Professional Engineer for Fuss & O'Neill, addressed the Commission and stated that they would be doing an environmental assessment of the property, because of the underground tanks. During their research there were either previous, suspected or active underground storage tanks. He summarized what was had been found. There was sampling done and there are no hazardous conditions. He reviewed the findings of the UST and AST investigations and the remediation that will be done when necessary. He explained that if any hazardous conditions

were found during construction, there would be immediate remediation. Mr. Zlotnick reviewed the plans and specifications for tank removal. They will be following the CT DEP Tank Closure Guidance.

Mr. Al Gorman, Legislative Councilman, addressed the Commission and stated he was asked to respond to the several of the public and commission concerns that Mr. McDonagh had summarized. With regard to Question 22: The Charrette did highlight the restoration of the building as a center point of community service. Parking was also a concern and needed to be addressed. The project has received fundings from the State of Ct and the town is actively pursuing additional state funding for this project. The project will not conflict with any preservation grants the town might receive. A restored, usable, suitable auditorium could attract monies from Humanity Council Grants. Question 24: Mr. Gorman stated that the addition would not be out of scale and its proportion is a matter of perception. The landscaping will soften the impact. As a public institution it should say "notice me:" and make it easier to locate. Question 27: He reviewed the updates needed and stated that not using the building would lead to further decline. The historic aspects will be preserved with the renovation of the building. Mr. Gorman reviewed what makes the Town Hall a historic structure. Question 14: The overall plan is renovating the building. The plan began when the former mayor moved the government buildings out of the town hall to the new government center. The Police Department has been looking for a new location for its headquarters for many years. The fire station is in need of restoration.

Mr. Roscow asked what stage of development the plan is in. Mr. Gorman advised that the project is ready to go out to bid. Mr. Roscow feels that he as a commissioner has been put in an awkward position. A project of this size should have come to the commission at the schematic design phase. Mr. McDonagh stated that previous projects such as the Middle School had gone to the Town Council for approval, then to the Planning and Zoning Commission.

Mr. Moses asked Mr. Gorman what his qualifications were regarding his referencing the historical aspects of the building. Mr. Gorman advised that he has been the president of the Historical Society since 1986 and he is the President of the Legislative Council, Councilman at large.

Ms. Altman asked what other restoration projects he is involved with. Mr. Gorman stated that he is currently involved with the restoration of the Lock Keeper's house on Whitney Avenue and the town is leasing it from the state for 20 years. The idea is to create a sub-station for the Police Department and a museum dedicated to the Farmington Canal. Ms. Altman asked how long he has lived in Hamden. Mr. Gorman stated he has lived in Hamden since 1967. Ms. Altman stated that it is fair to say that Mr. Gorman is more interested in preserving the town buildings.

Mr. Moses stated that the Middle School project had been given to them at an earlier stage. He asked Mr. Gorman if the Town Hall would still be considered an Historic Building once it is joined with the addition, and no longer an independent building. Mr. Gorman advised the commission that the building would remain on the historical list regardless of the changes to the inside of the building.

Mr. Roscow stated that at its last meeting it was said if the building was renovated according to the submitted plans, it would not be within the guidelines for a historic property. Mr. Gorman stated that the Historic Property Commission has reviewed the plans and it would be in compliance and the States interior standards. The architect has been in communication with the State Preservation officers, and there have been no objections raised. Mr. Roscow asked if the project has qualified for any funding as a historical structure. Mr. Goran advised that the project continues to qualify for funding. Mr. Moses asked if the commission were to have asked for documentation that supports validation from the National Registry, would it have been provided. Mr. Bianco stated that the State Historic Preservation Office has the authority and jurisdiction with this issue. This project has been reviewed by the local commission and state historic architect, and a grant and approval have been received. The Secretary of the Interior recognizes professional architects and historic preservation architects. He reviewed his qualifications and the guidelines for interpretation by a trained professional. They are being respectful to the existing building with proportion to the new structure.

Mr. Dan Kops, Assistant Town Planner stated that this application is no different than any special permit application that comes before the commission. This includes the Middle School and the High School. The application comes before the commission ideally at a level of completion that can be approved with conditions if needed for approval. The earlier stages of design do not come before the Planning and Zoning Commission, but at the Building Committee level. There is a process called the Development Team where professionals and homeowners are invited to come in to show the schematics of there plans. This application had come to the Development Team two times before. When an

application comes before the Planning and Zoning Commission it is ready for review. The Commissioners then must determine if it meets the conditions necessary for approval.

Mr. Roscow stated that there were many discussions about the Middle School over the location. Mr. McDonagh said that the Middle School location and town green was a separate issue. This application does not need a discussion for location.

Ms. Creane advised the Commission that the process for the schools is different. This application is a different operation, than approving schools. Ms. Altman stated there is information in the members packet dated 2/14/03, indicating how the site was chosen. She was formally on the council and there have been ongoing discussions over the last 15 years for this project. This site has been discussed for the last 6 years. She reviewed the different plans and the process that has happened in the past. The difference between this application and past applications, is that it has been an ongoing process within the town, and not with the developer. The decisions were made before coming before the commission. The members must decide if it meets the criteria for a special permit.

The Commission discussed the process the Planning and Zoning Commission must use with regard to the special permit, the cost of this project, and the level of detail in the design. Changes can be made as conditions that may add to the cost. Ms. Creane stated that the Commission is reviewing a special permit application, and must make a decision based on the regulations. They must decide if the threshold has been met or not met by the application before them. The Commission asked if it is appropriate for the members to determine if the location is appropriate for this application. Ms. Creane advised it would be appropriate if looking at the use.

Chief David Berardesca, Fire Department, addressed the Commission with the issues regarding the Fire Department.

Question 1: He does not believe that the Fire Department is in a poor location. For the last 15 years the response time has been well under 4 minutes. There are 10,000 calls a year to the fire department, and 6,000 have come to this station. The national average response time is 5 minutes. The plans are not inappropriate for a permanent location. The location must be brought up to code and made livable for the firefighters. He does not feel they should leave this location. Question 17: Chief Berardesca does not believe that the pedestrians are being put in a compromising condition when the trucks are on the ramp being washed. The trucks are brought back in when done. The new building will have an oil/water separator inside for drainage. In the winter time the trucks can be washed inside the building if the weather is not permitting. The space inside the building will be tight. Question 16: There is plenty of room on the lower level of the parking garage for the fire apparatus. The parking garage will be up to code with the sprinklers and the standpipes. If there were a vehicle fire, accident or medical emergency, the top level can be accessed by going into the lower level. On the west side of the parking garage there will be standpipes. They will have access to all sides of the garage to to fight fires, and the design meets the codes.

The Commission discussed the traffic between School Street and Whitney Avenue. They discussed with Chief Berardesca the additional traffic that may be caused by the transportation of high profile prisoners, and the effects it would have for the response time of the fire department. Chief Berardesca feels that it would not be an issue, and the response times have always been excellent. He reviewed with the Commission how the start of the response time is determined and when it stops when they return to the station. He explained that the best response times are for Station 4 and Station 2.

The Commission discussed the RWA's concern for washing vehicles outside, and if there could be a trench drain before the sidewalk. This would keep the water from reaching the storm drains. Chief Berardesca stated that there will be an oil/water separator inside the building. A trench drain could be put outside, but he cannot speak about funding or logistics. The members asked if the fire station were brand new would this be a good location. Chief Berardesca replied that a different location could be better for future expansion and training. This station does not have a lot of room, but is an excellent location. If there were to be a new station in the future, he would like it to be larger. Mr. Bianco clarified that there will be a bus drop off to help with traffic.

Chief Thomas Wydra, Police Chief, addressed the Commission with the issues regarding the police department.

Question 4: When the process started two years ago the primary focus was parking. It is currently a problem for the staff, officers, and the citizens. He is satisfied with the parking design and numbers. There will be training events three to five times a month, and there are off-site training events. Question 13: There are not currently any salley ports, and is unable to answer the question regarding the noise. He felt the transportation of prisoners with or without

a salley port would not be an issue. The Commission reviewed the plans showing the salley port and the security of the building. Chief Wydra stated there are materials that will be used for the buildings protection and security. The building will be secure, and will only allow those who should have access. There will be cameras and many precautions taken to protect the facility. Question 18: A study was done in 2003 by Kastle Boos regarding locations of buildings, included the recommendations for square footage and interior space, including the detention area. The study was looked at and is being used in the new design. What exists now is antiquated and cannot be used within the new design. The juvenile area must be separated, because it is mandated by state law. The design is in compliance. The amount of cell space has been designed for what will become a law in the future. He explained that sixteen and seventeen year olds will be treated as juveniles. He stated that a study had been done with regard to 10 percent of the arrested population are sixteen and seventeen year olds. Legislation will be coming that will to be to produce juvenile detention space. He explained that part of this project is to plan for the future. It is important to design a building that will serve Hamden for the next 25 years.

Chief Wydra discussed with the Commissioners the primary driveway for transporting the prisoners. The commissioners discussed if additional traffic is being anticipated on Whitney Avenue if the prison were filled to capacity. Chief Wydra explained the primary driveway that would be used when transporting prisoners. He stated that law enforcement is unpredictable. Hamden has a prisoner van which can hold six to eight prisoners, and this would help with traffic. It is improbable that they would be filled to capacity, and he does not feel there would be a traffic issue. The Commission discussed if Hamden would house inmates from other towns to produce revenue. Chief Wydra explained that they would help other towns out if needed, but it would not generate revenue. The facility is a temporary holding facility. The normal length of stay is two nights, but could be up to four nights, if it is a weekend or a holiday, and the courts are closed. The Commission discussed the lighting that would be used for the basement of the building.

Mr. Bianco discussed with the Commission the design for security purposes. He stated that the blast design criteria would be 40 feet offset. The overall design is secure. The lower deck of the garage will have a security grill. An electronic badge will be needed to enter and exit the area. The fresh air supply for the building will come from the rooftop levels. There will be one unit in the basement of the town hall and the air supply will come from Whitney Avenue. The area on the west side of the Police Department is an area is a green design element. All the mechanicals are on the top floor of the building and are private. The design of the structure is concrete or LEED concrete type one construction for stability, longevity and security. The plan is for a 50 year facility that can be rebuilt and adapted in the future. The access to the side of the building would be buffered from the west facade. There will be a berm for the rest of the building that is on the street front. The design is for security of a correctional institution that is functional and secure. The Commission discussed their concerns for entry from the west side of the building. Mr. Bianco advised that the area is covered and gated at the edge of the structure and will have signage. The west side portion is a hardened structure and there will be cameras on top of the building. The Commission discussed with Mr. Bianco the functions of the new building with the increase inside. Chief Wydra advised there will be training at the site, and there are 8 staff members who are currently working off site and will be brought back..

Mr. Bruce Hillson, Professional Engineer addressed the Commission with regard to Question 5. He stated that the Whitney Avenue and Dixwell Avenue intersection can not be brought to C or D level. They are aware that it operates at a E or F level. The only way that it could be improved is to add lanes or tear down the town hall. Mr. McDonagh stated that he reviewed the traffic intersection report and did not realize that an intersection utilization could be level G. Question 10: Mr. Hillson advised that the number of trips determined with the renovations were treated as new trips. However, the new building will have the same stuff as the old buildings, except for an additional eight people. The cars that are currently coming and going will be the same with the new building. Comment 23: The normal standard is to analyze the peak periods with commuter traffic. They occur between 7 and 9 am and between 4 and 6 pm. The analysis was done within standard practices. The surrounding roadways will be have low traffic except during peak periods. Comment 36: They did not consider exit traffic from the library. He reviewed the site plans for the driveway to the police station. The intersection was not included because it is not directly impacted. The driveways to the site are separated by police activities vs public activities in the town hall. Mr. Hillson addressed the fire emergency vehicle preemption issue. The Fire Chief has indicated there is a emergency vehicle preemption at both intersections of school street and Dixwell avenue. If the traffic is not clearing, it is considered a timing issue. This can be addressed so that more time is given to clear the area.

Mr. Hillson discussed with the Commission the traffic study and the level of service. He stated that the study is a series of complicated formulas and done by a computer. The average delay is determined by how many vehicles go through the intersection per hour. Mr. Hillson said to the Commission that it is his understanding that there will be no increase in traffic or change in the traffic pattern.

Mr. Andrew Zumwalt-Hathaway, Direct of Sustained Ability Consulting, addressed the Commission and stated that he is a LEED facility member and the LEED consultant for this project. He addressed question 28: The design embraces energy efficiency. The building will operate 28 percent more efficiently than the current codes. The LEED score card target is 33 points and indicates it will achieve 36 points. The rating system is designed for a typical commercial building. He said there may be changes during construction and the target will be 33 points. He has worked on 16 projects that have gone through certification for LEED and has had all the requirements necessary. He explained how the LEED requirements were developed and how the point system is determined. The final determination of how many points are achieved is not final until the project is completed.

Mr. Zumwalt-Hathaway reviewed the recommendations for the windows and insulation for the project. He discussed the energy efficiency measures for the project. The stormwater design for the project is that 100 percent of the stormwater will not go into the municipal system, but will infiltrate on site. This will be a 90 percent improvement on the site. They will use concrete over asphalt and will reflect more heat and reduce the cooling loads. The Commission asked how the windows will be more efficient. Mr. Bianco reviewed the plans to reuse or replace the windows. There is a need to control humidity in the building. It will be designed for energy efficiency and ventilation, and must be brought up to code. The historic aspect will be maintained.

Mr. Bianco explained that the existing building on the site space being moved is 34,300 square feet. The new addition is 49,180 square feet, so that the net increase is less than 15,000 square feet. The impervious surface and lot coverage for the existing roof area of the facilities being taken down is 21,360 square feet. The proposed plan is adding 19,050 square feet to the new building which will be vegetated. There is a net decrease in the roof area of 2,300 square feet. The goal is to restore the existing building and combine the buildings. By putting a berm on Dixwell Avenue it will make the building more accessible for everyone. The auditorium will be restored to the original 1924 possibilities of use. The interior stairs for the balcony is a 1924 structure which needs to be improved and made safer.

Mr. Bianco stated that he had spoken to a resident of an abutting property about the fuel tanks located to the rear of the property. He assured him that the tanks will be protected and located 40 feet from the property line. There will be noise control during construction. The light pollution plan has been revised. The building will have adjacent landscape around it. The elm trees are a screen to Dixwell Avenue and the berm. The lower level of the parking lot will not be visible from the street.

The Commission asked what the emergency power system will be. Mr. Hillson advised that there will be a standby generator that will provide power for 72 hours. This would limit what areas of the building could be used. There will be a battery back up until the generator kicks in.

The Commission discussed with Mr. Bianco the possibility of flooding. Mr. Bianco advised that there has been a monitoring well in place for the last year and a half. Water has never come any closer than 19 feet of the projected lower level of the floor. They did research of a historical stream near by and determined that it was not a problem.

Mr. Bianco reviewed with the Commission the revised plans for a multi purpose room with full audio and video capabilities. He reviewed the revised plans for development of the parking area and how they will apply to the zoning regulations. He explained that there is an increase in parking and it could be used by people visiting the general area. Mr. Kops advised the Commission if the building were destroyed beyond 50 percent, the new building would have to comply with the current regulations. The parking in the proposed plan will be adequate for the proposed uses in the building. Ms. Creane explained that the application must be based on the zoning regulations in place at the time of the regulation. The Commission discussed the old building will not be the same as the proposed one. Mr. Kops explained that the uses for the proposed building compared to uses in the past will be a net improvement for parking, with a zero net increase in required parking for the whole complex.

Mr. Bianco stated that the building is an important national landmark structure. He discussed with the Commission the cupola being a point of architectural significance. It is the entrance curve of the building facing Whitney Avenue and Dixwell Avenue. He explained the placement of the addition and walkways. He reviewed the outdoor lighting plan.

Mr. McDonagh advised that letters have been received from Mr. Carl Amento and Ms. Mimsie Coleman. Mr. Amento stated that he should be allowed to speak, because new information was provided. Mr. McDonagh explained that the input from the public portion of the public hearing was completed at the last meeting. The information given tonight was rebuttal to the questions from the public at the last meeting. Mr. Tim Lee, Assistant Town Attorney explained the procedure for a public hearing. He stated that public comment is not allowed after the applicants rebuttal.

Mr. Moses stated that before closing the public meeting he would like to make a motion that postpone the public hearing to next months meeting. This would allow the commissioners time to familiarize themselves with the application and get answers to questions they may have.

Mr. Moses made the motion to continue the public hearing until the July 14, 2009 meeting. Ms. DeNardis seconded the motion. Mr. McDonagh asked if there was any discussion. There was none. He asked for a vote. *Mr. Moses, Ms. DeNardis, Mr. Dimenstein voted in favor of the motion. Mr. Grant, Ms. Altman, Mr. Reynolds, Mr. Riccio, Mr. McDonagh, Mr. Roscow voted in against the motion. The motion failed 3-6.*

The Public Hearing closed at 11:25

## **B. Special Meeting:**

### **1. Special Permit & Site Plan 09-1149/WS**

2372 Whitney Avenue, CDD-4B Zone  
Town Government Memorial Town Hall  
Police Headquarters and Fire Department  
Town of Hamden, Applicant

Mr. McDonagh that there are comments in the packet from Mr. Kops dated June 9, 2009 and the modified comments dated June 16, 2009.

Ms. Altman made the motion to approve Special Permit and Site Plan 09-1149 as recommended by the Assistant Town Planner with the following Conditions:

- I. Prior to the Issuance of a Zoning Permit the applicant must provide for approval by the Town Engineer and Town Planner:
  - A. Revised plans containing:
    - i. Documentation providing the basis for employing an 8.27 inch per hour infiltration rate.
    - ii. A copy of the soil boring logs.
    - iii. All floor drains connected to the sanitary sewer.
    - iv. The following revisions necessary to meet the concerns of the RWA and Fire Marshal regarding on-site fueling:
      - a) **Confirmation that the fuel tank location complies with NFPA 30 regarding minimum distance from the adjoining property lines.**
      - b) Covering the area around the gasoline fueling station with an impervious surface to prevent leaks and spills of gasoline and other automotive fluids from entering the infiltration system.
      - c) Installing a concrete pad with positive limiting barriers (grooves) to contain any spilled fuel.
      - d) **Covering the fueling area with a canopy to prevent spilled petroleum from washing out of the positive limiting barriers and entering the stormwater system, unless a recommendation to waive the requirement is provided by the RWA.**

- e) The installation of an oil spill stop valve shall be installed on the outlet side of the chamber to prevent any spilled petroleum products from entering the infiltration galleys.
- v. **A one-way, exit-only, traffic flow north of the sally port.**
- vi. **A fire lane on the north side of the building.**
- vii. **Standpipes with Siamese connections for the upper level of the garage.**
- viii. **A brief narrative explaining where police and construction personnel will park during the construction of the garage.**
- ix. A revised photometric study that demonstrates zero foot-candles at the property boundary.
- x. Any changes required by DOT
- xi. A maintenance plan for both the stormwater system and the hydrodynamic separators, that includes the following:
  - a) The person responsible for implementing the plan.
  - b) Inspection and clean out frequencies that will ensure the optimal performance. At a minimum:
    - 1 Catch basins with sumps shall be inspected at least 3 times per year.
    - 2 Sediment and debris shall be removed at least twice per year or as soon as the deposits are within 6 inches of the outlet.
    - 3 The Stormceptors shall be inspected 3 times per year.
    - 4 Deposits shall be removed immediately after a contaminant spill, or when the sediment is 1-foot deep, but at least twice per year.
- xii. All Conditions of Approval
- B. Approval from DOT for the work within the State right-of-way.
- C. A Stormwater and Dewatering Wastewaters from Construction Activities Permit from DEP.
- II. Erosion and sedimentation controls shall be installed prior to any site work.
- III. During the demolition phase:
  - A. Prior to demolition, all hazardous chemicals shall be removed from the buildings by a licensed hauler.
  - B. The property owner shall have the underground fuel tanks and associated piping removed in accordance with CT DEP regulations.
  - C. If contaminated soil, contaminated ground water, or free product as a liquid or vapor is observed on site or is detected by sample analysis, the DEP must be immediately notified and corrective action in accordance with State regulations must be undertaken. Cleanup must be conducted to bring levels of contaminants below current departmental standards.
  - D. The underground fuel storage tanks shall be removed from the site.
- IV. During construction:
  - A. The RWA shall be notified at least three days in advance.
  - B. Sedimentation and erosion controls shall be inspected weekly and after each rainfall.
  - C. Catch basins shall be protected by staked hay bales while the site is unpaved. After paving, they shall be protected by a combination of filter fabric, concrete blocks and gravel or silt sack inserts.
  - D. Additional controls shall be stored on-site for any necessary repairs.
  - E. Excavated material stored on-site for any length of time shall be stabilized.
  - F. All oil, paint, and other hazardous materials shall be stored in a secondary container and placed in a locked indoor area.
  - G. If fuel for construction equipment is stored on-site it shall be placed in a secondary containment system in a secured area.
  - H. Any on-site fueling and repairs shall be conducted over a portable spill containment system.
  - I. A supply of absorbent spill response material shall be kept on-site to clean up any spills of hazardous materials.
  - J. The RWA shall be notified of any spills of hazardous materials.
  - K. Construction activity is limited to the hours of 7:00 AM to 5:00 PM, Monday through Friday.

- V. All work must be completed by June 16, 2014.
- VI. Prior to the issuance of a Certificate of Zoning Compliance An as-built plan shall be provided.
- VII. The stormwater management system shall be properly maintained.
- VIII. Vehicle and equipment washing shall take place in a commercial establishment or at least inside a facility that directs the wastewater to the sanitary system after pretreatment through an oil/grit separator.
- IX. A supply of absorbent spill response material shall be available to clean up any spills of hazardous material such as gasoline or oil.
- X. The RWA shall be notified of any uncontrolled spill.
- XI. The RWA shall be granted access to the site for annual inspections.

***Mr. Riccio seconded the motion.*** Mr. McDonagh asked if there were any discussion. Mr. Roscow would like a trench drain with regard to the RWA's concern for when the fire trucks are being washed. He would prefer that the trucks always be washed inside. Mr. McDonagh added the condition I.A.iv.f: *A trench drain in front of the fire station that ties back into the building storm.* Mr. McDonagh change condition ***viii to read: change inside or through a facility that directs the waste water.***

***Mr. Reynolds, Mr. Riccio, Mr. Roscow, Ms. Altman, Mr. Grant, Mr. McDonagh, Mr. Dimenstein voted in favor of the motion. Ms. DeNardis voted against the motion. Mr. Moses abstained. The motion passed 7-1-1.***

### **C. Adjournment**

***Mr. Riccio made the motion to adjourn. Mr. Reynolds seconded the motion. There was no further discussion. The motion passed unanimously.***

The meeting adjourned at 11:38 p.m.

Submitted by: \_\_\_\_\_  
**Stacy Shellard, Clerk of Commissions**