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TOWN OF HOLLY RIDGE BOARD OF ADJUSTMENT MEETING MINUTES August 24, 2021 4:00 P.M.

Call to Order

The meeting was called to order at 4:00 PM. Board members present were Toni Hardin, Verne Jones, and Dave Mosey. Also present were Nathan Rhue, Community Development Director and Marsha-Gray Kircher from the Community Development Department. Applicant Michael Soignet was also present.

Pledge of Allegiance

Chairwoman Toni Hardin led the Pledge of Allegiance.

Adoption of Agenda (Additions and/or Deletions)

A motion was made by *Dave Mosey* and seconded by *Verne Jones* to adopt the agenda as is. *All Agreed.*

Adoption of Minutes (Additions and/or Deletions)

A motion was made by *Dave Mosey* and seconded by *Verne Jones* to adopt the minutes from July 27, 2021, with corrections mentioned. *All Agreed.*

New Business

Special Use Permit : 142 Stump Sound Church Road – Michael Soignet/New Hanover Airport – Request to amend approved SUP to store and sell fuel

Chairwoman Toni Hardin announced the case for Michael Soignet and the request for a Special Use Permit. Chairwoman Toni Hardin explained that the hearing on this request is quasi-judicial in nature and will be conducted in accordance with special due process safeguards. Chairwoman Toni Hardin asked all persons wishing to testify in this case to sign the sign-in sheet, and anyone wishing to testify to go to come up to the front to be sworn in and then return to their seat.

Applicant Michael Soignet, Nathan Rhue, Randall Thompson, and Joseph Baranowski were sworn in before hearing, administered by Board Chairwoman Toni Hardin.

Chairwoman Toni Hardin gave all Board members the opportunity to reveal possible conflicts and to withdraw from the proceeding if necessary. There were no Board members with any conflicts. All Board members were then asked by the Chairwoman if any of them had any information or special knowledge about the case that may come out at the hearing, and if so to please describe that information for the record so that any interested parties will know and can respond. Dave Mosey disclosed that he is a private pilot. Chairwoman Toni Hardin disclosed that she lives at 147 Stump Sound Church Road. Both Dave Mosey and Chairwoman Toni Hardin stated that they have no bias on this case and can rule fairly and impartially on this hearing. Chairwoman Toni Hardin asked if anyone has any concerns about what has been stated/disclosed. There were no concerns.

Chairwoman Toni Hardin stated that in this hearing, we will first hear from the Staff and other Town witnesses, then from the applicant and their witnesses, and then from opponents to the request, if any. Parties may cross-examine witnesses after the witness testifies when questions are called for. Chairwoman Toni Hardin explained that if anyone wants the Board to see written evidence, such as reports, maps, or exhibits, the witness who is familiar with the evidence should ask that it be introduced during or at the end of his or her testimony. Chairwoman Toni Hardin expressed that the Board cannot accept reports from persons who are not present to testify. It was also expressed that if any Attorneys who speak should not give factual testimony but may summarize their client's case.

Chairwoman Toni Hardin opened the hearing on case Michael Soignet/New Hanover Airport – request to amend approved special use permit to store and sell fuel. Nathan Rhue requested that the previously submitted staff packet to both the board and the applicant be submitted into evidence as 'Exhibit A'. Chairwoman Toni Hardin asked if there was anyone present that would like to view the staff report or object to its submission. There were none. Chairwoman Toni Hardin submitted staff report as 'Exhibit A' into evidence without objection.

Nathan Rhue presented the Board with the staff packet explaining that applicant Michael Soignet, is the property owner of 142 Stump Sound Church Road, parcel number 006954 or map number 734-117, a property that is currently zoned R-15 of approximately 14.7 acres. Nathan Rhue recalls that in 2019 the Board was presented with this same property and same applicant to expand the non-conforming use of the airport. At that time, the applicant asked the Board to consider the construction of 4 airport hangars for storage, of which the Board did approve, and 2 hangars have already been constructed. The applicant is now interested in adding fuel tanks on the exterior of the hangars. Nathan Rhue asked that the minutes from the November 26, 2019, Board of Adjustment meeting be submitted into evidence as 'Exhibit B'. Nathan Rhue

distributed a copy of the minutes from previous SUP issuance and instructed everyone to look on page 8 – this is where it explains that Michael Soignet previously mentioned that there would be no increase in traffic, no office, no fuel, hangars only. Chairwoman Toni Hardin asked if anyone has any objections to the minutes being submitted into evidence. There were none. Chairwoman Toni Hardin submitted the minutes as ‘Exhibit B’ without objection.

Nathan Rhue explains that building code allows for fuel tanks at the hangars, at the time it was the intent to have them on the inside of the hangars for private use – this would not increase the footprint that was approved previously. The applicant would now like to put one fuel tank on the outside of one of the hangars. Nathan Rhue explained that it was staff's opinion that this would deviate from the previously SUP issued and that the best course of action is that this constituted for a major revision of the site plan – staff is allowed to make minor revisions – but being that this was mentioned in the previous meeting that there would be no fuel, the best course of action would be to come back before the Board to ensure that the standards are going to be met.

Nathan Rhue stated to the Board that the Town's Zoning Ordinance defines airports as “landing fields, aircraft parking or service facilities, passenger or baggage terminals, or related facilities for operation, service, fueling, repair, storage, charter, sales or rental of aircraft, operated by an airport authority or other corporation.” Nathan Rhue expressed that as an airport by definition, those type of things are permitted. Nathan Rhue mentioned that being that this was specifically brought up at the previous hearing, that staff felt that it would be best that staff weigh in on this to ensure that due justice was provided for the applicant.

Nathan Rhue explained to the Board that because the proposal requires a Special Use Permit, additional considerations must be considered by the Board of Adjustment. Per Section 7-5-10, the Board must make an affirmative finding of each of the following items prior to issuance of the Special Use Permit. Staff has provided some guidance for each item; however, the applicant is responsible for the burden of proof in establishing each item below has been duly addressed. Section 7-5-10 (B), the Board of Adjustment shall issue a Special Use Permit only when the Board makes an affirmative finding for each of the following:

- (1) That the use will not materially endanger the public health or safety, if located where proposed and developed according to the plan submitted and approved;

It is proposed to have one tank which is going to be 2,000 – 5,000 gallons. Fuel storage has the potential to endanger the public health or safety. Fire and building codes are in place to provide direction to mitigate some of the dangers associated with such products. While the site plan illustrates the desired location of the tank, Fire and Building Code will dictate the exact location and protections, if any, that may need to be installed as well. If the Town determines the use of the tanks is acceptable, conditions should be included that the exact placement will be in accordance with all applicable fire and building codes.

- (2) That the use meets all required standards set forth in this Ordinance;

The proposed use meets all the required standards of this ordinance. As an airport, fueling is a related facility for such a use. However, the location of such tanks will be dictated by fire and building codes and the SUP should be conditioned as such.

- (3) That the use will not substantially injure the value of adjoining or abutting property, or that the use is a public necessity;

Most of the parcels in the immediate proximity are zoned for residential uses, except for a parcel identified as a Jones-Onslow EMC substation. The Town supported continuing the use of the property as a public/private airport as was determined during the previous hearing. As part of the related facilities of an airport, the inclusion of a tank for fueling could be considered a public necessity.

(4) That the location and character of the use, if developed according to the plan as submitted and approved, will be in harmony with the area in which it is to be located and in general conformity with the Holly Ridge Comprehensive Plan.

Being as the use of the property has existed prior to the Town having current regulations in place and the property having an approved SUP, the legal non-conforming use is permitted to remain. The addition of the tanks for fueling as related facilities of an airport would be in harmony with the current use of the property but may differ from the surrounding residential uses. As the Town has desired the continued use of the property as an airport, the proposed addition of tanks for fueling as submitted should be permitted.

Nathan Rhue mentioned that the Town's Future Land Use map contained in the Comprehensive Growth Strategy Plan identifies this property for future "Medium Density" use. The proposed density of the project could be considered more in harmony with the "Commercial" designation of the future land use map rather than a "Low Density Residential" classification.

Chairwoman Toni Hardin asked if the applicant had any questions for staff. There were none. Chairwoman Toni Hardin asked if the Board had any questions for staff. There were none. Chairwoman Toni Hardin stated that it was time to hear from the applicant and other proponents of the request. If there were any attorneys or other representatives to give a summary of the client's position, to go first, but with only the applicant being present, he shall go first.

Applicant Michael Soignet, 142 Stump Sound Church Road Holly Ridge, explained to the Board that initially there was no consideration of adding fuel at the airport, but as time has passed, he has realized that having fuel there would be a convenience to the people that use that airport. Michael Soignet mentioned to the board that a lot of time, himself included, they have to intentionally leave and go and get fuel and return. Michael Soignet stated that it makes sense to have fuel there, with the research showing that 2,000 to 5,000 gallons would be plenty for the planes that are out there at the airport. Michael Soignet explained that there is the ability to add the fuel inside the building, but he would rather have the fuel on the outside of the hangar. Verne Jones asked if there has ever been fuel onsite before. Michael Soignet answered that the airport has been there since the 70's and there was no fuel or structures on the property, just the grass landing strip.

Dave Mosey asked what kind of fuel specifically is the applicant looking to store onsite. The applicant Michael Soignet responded aviation fuel. Chairwoman Toni Hardin asked the applicant for evidence in regard to the standards. Michael Soignet responded that he is nothing to present except verbally that the Town and the County have rules pertaining to fuel storage tanks, that these rules and regulations would need to be followed. Michael Soignet states that he could currently store 1,100 gallons inside each hangar, but safety wise he prefers to have it located outside of the hangar. Chairwoman Toni Hardin mentioned that looking at the site plan it appears that the fuel tank would be located under the power lines. Michael Soignet responded that the Town and utility company will decide where it can be, similar to the hangars, they had to be moved from their location on the original site plan due to duke and code, and this may be the same with the tank.

Verne Jones stated that the local fire department will also need to get involved as they will be the ones that respond. Chairwoman Toni Hardin states that is one of her concerns as there was a house on her street due to a house being struck by lightning and by the time the fire department responded and got set up, the house had burnt down as there was not enough pressure from the fire hydrant which is a long way away. Chairwoman Toni Hardin is concerned if there was a fire at the airport, how would the fire department be able to handle it. Michael Soignet states that whatever is required, he is open to it.

Dave Mosey asked if the County also needs to issue a certificate. Applicant Michael Soignet stated that he believes they will also issue a permit. Nathan Rhue mentioned to the Board that prior to the fuel tank being installed, the building permits would need to be issued, and a site plan would be required to show all separations and protective necessities per fire code. Chairwoman Toni Hardin asked if the fire department could require additional fire hydrants if necessary. Nathan Rhue said that was a possibility, but if it meets minimum code, then no they could not – the only thing that the code requires is for minimum requirements – separation, suppression, etc. That would be dictated through local authorities and could not require anything additional.

Michael Soignet stated that a lot of small airports put a tank on a truck or a trailer to circumvent the need to go through the process of permitting and local requirements, but that is not his preference. Michael Soignet expressed to the Board that his preference is not mobile tanks, but to have something as proposed that is conforming with all rules and regulations. Michael Soignet stated that the tank would be above ground and would approximately be the size of an SUV. Nathan Rhue confirmed with Michael Soignet that the tank would be above ground. Michael Soignet responded that it would definitely be above ground, approximately the size of a large SUV.

Chairwoman Toni Hardin asked if the Board had any questions for the applicant, there were none. Chairwoman Toni Hardin asked if the Board has any questions for Staff. There were none. Chairwoman Toni Hardin asked if there was anyone that wanted to speak on behalf of the applicant. Randall Thompson, 13775 Hwy 50 Holly Ridge, a tenant at Michael Soignet's airport. Randall Thompson stated that it would increase the convenience for the tenants who operate an aircraft out of this particular airport. Randall Thompson encouraged everyone to go out and take a look at the airport and what Michael has done with the property, that he has increased the value of the property – utility not monetary, and it is more useful and greater for the Town. Joseph Baranowski, 106 Saltwater Landing Drive Surf City, a tenant at Michael Soignet's airport. Joseph Baranowski stated that the convenience would be paramount as everyone has to fly in and fly out for fuel, if there was fuel on site would reduce the amount of traffic that the tenants currently make to go out and get fuel, therefore it would be safer. Joseph Baranowski also encouraged everyone to go out and take a look at the airport – that Michael does everything properly, correctly and way above code to make sure it is safe. Joseph Baranowski mentioned that Michael could park a fuel truck out there and be compliant with regulations, but that is not the same as putting in a permanent, proper installation and handle everything necessary as far as safety and fuel goes, that is the way that Michael operates. Joseph Baranowski explains to the Board that it helps the community from a standpoint that as the airport increases with tenants, it increases the use of the Town's amenities, and visit local businesses here in the community.

Chairwoman Toni Hardin asked if there were any questions for the Board or Staff, there were none. Chairwoman Toni Hardin asked if there was anyone opposing the request that would like to speak. There were none. Chairwoman Toni Hardin announced that the Board would move into deliberation. Chairwoman Toni Hardin asked the Board for their thoughts. Verne Jones

stated that the biggest thing is the fire, safety, and storage requirements, but that it seems that the applicant has them covered. Dave Mosey suggested if the Board does consider approval that it is based on the items requirements and that it be a permanent installation of the fuel tank.

Chairwoman Toni Hardin stated that Michael Soignet is there to request to extend his existing Special Use permit under the non-conforming use of an airport which was issued in 2019. The applicant is asking to expand the footprint by adding one 2,000-5,000 gallon fuel tank outside one of the hangars for the purpose of storing and selling aviation fuel on site.

Verne Jones asked if the grounding areas are already in place. Michael Soignet answered that is all part of the permitting process. Verne Jones stated that they would have to be check periodically. Michael Soignet responded that he understands that, and that there is an ongoing inspection that occurs with the tank. Chairwoman Toni Hardin asked how often that occurs. Michael Soignet responded that he believes it is annually from talking to other airports. Verne Jones stated that the trucks will also have to meet certain standards. Michael Soignet responds that he is not going to have a truck, that it will be a permanent tank. Michael Soignet added the use of selling fuel will also need to be added, as tenants will be purchasing fuel on site. Nathan Rhue stated that is what the applicant has applied for, to store and sell fuel. Chairwoman Toni Hardin if another hearing would be required for that use. Nathan Rhue responded no, that is what the applicant applied for – to store and sell fuel. Chairwoman Toni Hardin asked if the property would need to rezoned. Nathan Rhue answered, no there is already a special use permit associated with the property.

Chairwoman Toni Hardin explains that the location of fuel tank would be determined as based on permits, all building and fire codes, and required safety regulations are required to install the fuel tank, as well as any requirements from Duke Energy. Dave Mosey asks the applicant if he anticipates as a result of storing and selling fuel that it will increase the amount of aircraft traffic. Michael Soignet responds that he does not see someone coming to the airport just for fuel, rather those that have landed and storing their plane for the weekend, and the tenants be the ones that use it. Michael Soignet mentioned that once a month he leaves just to go and get fuel and come back to prepare for a following day flight and believes that having fuel on site would reduce the traffic. Michael Soignet expressed that traffic is not very heavy now, that there is more helicopter traffic over the area.

Chairwoman Toni Hardin discussed that during facts and consideration of the Special Use permit requirements there was testimony about whether or not the use would materially endangering the public health and safety; there was a staff report that stated that fire and building codes are in place to provide direction to mitigate some of the dangers associated with such products. Chairwoman Toni Hardin discussed whether the use meets all required standards set forth in the ordinance; the property is already under a special use permit; this is just extending the special use permit from 2019 to include an additional use. Chairwoman Toni Hardin stated that there no evidence received that the use would substantially injure the value of adjoining or abutting property; that in the staff report is stated that a fuel tank could be considered a public necessity because it is a supporting service as it is already an airport. Chairwoman Toni Hardin then discussed the location and character of the use, if developed according to the plan as submitted and approved, will be in harmony with the area in which it is to be located and in general conformity with the Holly Ridge Comprehensive Plan; that this was already addressed during the original meeting in 2019 in regards to the airport. Chairwoman Toni Hardin asked if there was any additional facts or discussion from the Board. There were none.

Nathan Rhue asked the Board if the applicant should desire more tanks in the future if that would be permitted as part of the definition for an airport. Chairwoman explained to the Board that right now this hearing is taking place because even though this is an authorized use of

airport, the applicant stated that he was not going to have fuel and is now applying for one 2,000-5,000 gallon tank; is this decision going to be based on one tank, or is the Board saying that he could have additional tanks. Verne Jones stated that the applicant only asked for one tank.

Chairwoman Toni Hardin questions if the applicant would like to install another tank, is he going to have to come back and go through the same process again. Nathan Rhue responds that is what he is asking the Board. Michael Soignet asked if it can be adjusted to say store and sell fuel – and not have it be so specific of one tank with a size of 2,000-5,000 gallons. Nathan Rhue asked the applicant if he plans on having more than one tank. Michael Soignet answers that he is not but wanted clarification if the Board is giving approval on store and sell fuel without a specific amount.

Nathan Rhue stated that the applicant is looking to install one tank right now that holds 2,000 to 5,000 gallons; Nathan Rhue's question to the Board is that in order to provide more clarity – is that going to be the limitation or is that going to be included as part of the facilities under an airport, if more tanks would be allowed without having to come back before to the Board. Verne Jones expressed that the request states one 2,000 to 5,000 gallon tank. Chairwoman Toni Hardin asked if there is any standard for the amount of fuel allowed, is there any limitations. Nathan Rhue responded that the fire code would address that. Nathan Rhue stated to the Board that if fuel is considered related facilities for operating, under the Town ordinance, and if applicant wanted to install additional tanks, he would need to be heard before the Board, unless the Board says that the applicant can have up to a certain number – to try to facilitate additional meetings for the applicant.

Verne Jones asked the applicant if the aircraft that he deals with now, are they mainly people that live here. Michael Soignet responded that is mostly people that live here, but in the summer, there is planes that come and go for the weekend, and people that rent hangars that live here part time. Chairwoman Toni Hardin asked out of curiosity how much fuel does the average plane at his airport take per tank. Michael Soignet answered 20 to 100 gallons per tank, per plane. Michael Soignet mentioned that he had talked to a small airport near Durham similar in size and they have on average 50 planes on site and have a 5,000 gallon tank that they fill up every 3-6 months. Michael Soignet stated that having fuel on site is much more of a convenience issue than anything else. Michael Soignet asked if it is important what size tank he installs, could it just be approved as the storage and sale of aviation fuel and let the codes dictate the size of tank permitted.

Chairwoman Toni Hardin stated that she does not believe that the Board can vary from what was applied for. Nathan Rhue explained to the Board that the application states storage and sale of fuel, and that the whole idea of one tank of 2,000 to 5,000 gallon tank came out of the request sent to the applicant to see how many tanks he was planning to install. At this time the applicant is looking to install one tank of 2,000 – 5,000 gallons. Nathan Rhue asked the Board if they hold the applicant to one tank of 2,000 – 5,000 gallons, or based off his application of storage and sell fuel then fire code, town ordinance and things of that sort could dictate where and how much fuel could be stored. Verne Jones expressed that he was more comfortable with what he asked – one tank. Chairwoman Toni Hardin explained that the applicant did not ask for one tank on his application, he asked for storage and sale of fuel.

Dave Mosey suggests that the Board add the contingency that it is one tank only and allow the applicant to define what size the tank will be, up to 5,000 gallons. Chairwoman Toni Hardin stated that it would be nice to know what the codes dictate for the amount of fuel allowed to be on the property. Nathan Rhue explained that would be beyond the Board's purview; that fire code and all other codes would dictate that, not the Board of Adjustment.

Chairwoman Toni Hardin stated that if the fire codes dictate, then the Board would need to allow what is allowed under the code. Nathan Rhue responded that would be a condition as permitted under fire code.

Nathan Rhue mentions that this is changing the original footprint as far as the approved Special Use Permit which did not have fueling at the time, but from Town's perspective as far as an airport, as part of the facilities, fueling is part of the airport, which the Board of Adjustment allowed to continue and expand at this property. Nathan Rhue reiterates his question for clarity for the applicant and staff, while at this time the applicant is looking to install one tank, would it be fine with the Board to allow the applicant to sell and store fuel as it falls under the fire code, and all other entities involved.

Verne Jones asked for clarification – could the applicant add more fuel tanks without having to come back before the Board. Nathan Rhue responded, correct. Verne Jones asked who would coordinate all of that as far as the fire. Chairwoman Toni Hardin responded that the fire department, fire inspector, fire marshal, building inspectors would all be involved. Nathan Rhue added that any time the applicant is going to add an additional tank he would have to apply for a building permit. Verne Jones responded as long as we know that here. Nathan Rhue explained that any time something new like that occurs, the applicant must apply for a permit which goes through all the different entities involved with it, before approval is given. Dave Mosey clarifies that the Town has a site plan requirement. Nathan Rhue responds that is correct, and a site plan would be required each time for approval.

Nathan Rhue clarified that the Special Use permit would be for the storage and sale of aviation fuel. If the Board finds that it meets the standards, then putting the condition on there provided all applicable building code, fire code, all entities involved are observed, then they would be able to store and sell aviation fuel and not lock them into a certain amount.

Chairwoman Toni Hardin asked if there were any additional questions from the Board. Chairwoman Toni Hardin mentioned that staff and the applicant are asking for clarification as there is too much focus on one 2,000 to 5,000 gallon tank; applicant did not apply for that specifically, he applied for storage and sale of fuel. Chairwoman Toni Hardin mentioned that if the Board limit the applicant to one 2,000 to 5,000 gallon tank, and he decides to add another tank in the future due to more planes being at the airport, then he would have to come back and go through this whole process again.

Chairwoman Toni Hardin explains to the Board that staff and the applicant is asking the Board to expand the Special Use permit to store and sell fuel up to whatever amount the codes permit. Verne Jones asked if the packet needs to say that. Nathan Rhue and Chairwoman Toni Hardin both responded no, that is just a staff report. Verne Jones stated that he goes by the staff report. Chairwoman Toni Hardin pointed out to Verne Jones that the applicant's application is included in the staff packet which asks for storage and sale of fuel.

Chairwoman Toni Hardin asked if there was any additional questions or discussion. There was none. Chairwoman Toni Hardin asked if the board heard her rendition of the facts earlier. Chairwoman Toni Hardin asked if she needed to go through them again. Dave Mosey responded that they could go through it one more time. Chairwoman Toni Hardin asked the Board to correct or modify any of the facts that they may find wrong. Chairwoman Toni Hardin went through the facts just as earlier. Upon completion, Chairwoman Toni Hardin asked if there was any additions or corrections to the facts and testimony that she presented. There were none. Chairwoman Toni Hardin asked if there was a motion to adopt the facts.

A motion was made by ***Dave Mosey*** and seconded by ***Verne Jones*** to adopt the facts as submitted. ***All Agreed.***

Chairwoman Toni Hardin asked if anyone had any additional thoughts or concerns before closing the hearing and moving to a vote. There were none.

A motion was made by ***Dave Mosey*** and seconded by ***Verne Jones*** to close the hearing. ***All Agreed.***

Chairwoman Toni Hardin asked the Board if they would like to vote on all standards at once or individually. Dave Mosey suggested individually, Verne Jones agreed. Chairwoman Toni Hardin asked if there was a motion for the first standard; that the use will not materially endanger the public health or safety, if located where proposed and developed according to the plan submitted and approved.

A motion was made by ***Dave Mosey*** and seconded by ***Verne Jones*** that all criteria was satisfied for an affirmative vote on the first standard. ***All Agreed.***

Chairwoman Toni Hardin asked if there was a motion for the second standard; that the use meets all required standards set forth in this ordinance.

A motion was made by ***Dave Mosey*** and seconded by ***Verne Jones*** that all information provided has satisfied the requirement for an affirmative vote on the second standard. ***All Agreed.***

Chairwoman Toni Hardin asked if there was a motion for the third standard; that the use will not substantially injure the value of adjoining or abutting property, or that the use is a public necessity.

A motion was made by ***Dave Mosey*** and seconded by ***Verne Jones*** that the criteria was satisfied for an affirmation vote on the third standard. ***All Agreed.***

Chairwoman Toni Hardin asked if there was a motion for the fourth standard; that the location and character of the use, if developed according to the plan as submitted and approved, will be in harmony with the are in which it is to be located and in general conformity with the Holly Ridge Comprehensive Plan.

A motion was made by ***Dave Mosey*** and seconded by ***Verne Jones*** that all requirements have been met for an affirmative vote on the fourth standard. ***All Agreed.***

Chairwoman Toni Hardin asked if there was a motion to approve the Special Use permit with the additional conditions as provided in the staff report and that the applicant will comply with all entities involved prior to permitting.

A motion was made by ***Toni Hardin*** and seconded by ***Verne Jones*** to approve the Special Use permit for the sale and storage of fuel up to the permitted amount as per the fire and building codes. ***All Agreed.***

Chairwoman Toni Hardin asked if there was a motion for staff to prepare and issue the Special Use permit.

A motion was made by ***Dave Mosey*** and seconded by ***Verne Jones*** to prepare and issue the Special Use permit. ***All Agreed.***

Board Questions/Comments

There were none.

Adjourn

A motion was made by *Verne Jones* and seconded by *Dave Mosey* to adjourn the meeting at 6:20 PM. *All Agreed.*



Toni Hardin
Chairwoman



Marsha-Gray Kircher
Community Development Department