

BOARD OF ADJUSTMENT MINUTES

FEBRUARY 22, 2017

The Board of Adjustment of the City of Norman, Cleveland County, Oklahoma, met in Regular Session in Conference Room D of the Norman Municipal Building A, 201 West Gray, at 4:30 p.m., February 22, 2017. Notice and agenda of said meeting were posted in the Municipal Building at the above address and at www.normanok.gov/content/board-agendas at least 24 hours prior to the beginning of the meeting.

Item No. 1, being:

CALL TO ORDER

Chairman Andrew Seamans called the meeting to order at 4:30 p.m.

* * *

Item No. 2, being:

ROLL CALL

MEMBERS PRESENT

Brad Worster
Curtis McCarty
Nils Gransberg
Andrew Seamans

MEMBERS ABSENT

James Howard

A quorum was present.

STAFF PRESENT

Susan Connors, Director, Planning & Community
Development
Wayne Stenis, Planner II
Leah Messner, Asst. City Attorney
Roné Tromble, Recording Secretary

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Item No. 3, being:

APPROVAL OF MINUTES OF THE JANUARY 25, 2017 REGULAR MEETING

Curtis McCarty moved to approve the minutes of the January 25, 2017 Regular Meeting as presented. Brad Worster seconded the motion.

There being no further discussion, a vote was taken with the following result:

YEAS

Brad Worster, Curtis McCarty, Nils Gransberg,
Andrew Seamans

NAYS

None

ABSENT

James Howard

Ms. Tromble announced that the motion to approve the January 25, 2017 Minutes as presented passed by a vote of 4-0.

* * *

Item No. 4, being:

BOA-1617-22 – QUENTIN BOMGARDNER REQUESTS A VARIANCE OF 9% TO THE ALLOWED BUILDING COVERAGE OF 40% FOR PROPERTY ZONED R-1, SINGLE FAMILY DWELLING DISTRICT, LOCATED AT 717 WEST BOYD STREET.

ITEMS SUBMITTED FOR THE RECORD:

1. Staff Report
2. Google Earth Photo
3. Location Map
4. Application with Attachments

PRESENTATION BY STAFF:

Mr. Stenis reviewed the staff report, a copy of which is filed with the minutes. Staff supports a variance to accommodate a carport based on the size approved by the Historic District Commission, but no larger than a two-car carport which grants up to an approximately 6% building coverage variance.

Mr. McCarty – So the existing zoning that was there is what?

Mr. Stenis – R-1.

Mr. McCarty – Okay. And it has special use for a church?

Mr. Stenis – No. The church was built long before that was zoned R-1.

Mr. McCarty – So it is currently zoned proper for a house. So is the special use for a church gone now, since it's now a residence? Does that go away?

Mr. Stenis – Special use was not a requirement for churches at that time.

Ms. Connors – It never had a special use.

Mr. McCarty – Okay. So now it's back to R-1, it cannot be used as a church. Is that right?

Mr. Stenis – Without a special use.

Mr. McCarty – So they would have to come back.

Mr. McCarty – So the second thing is, I know the ordinance requires two off-street parking spots. They have off-street parking. Right?

Mr. Stenis – They do; it's just not covered or protected.

Mr. McCarty – Which there's many in that area that aren't.

Mr. Stenis – Right.

Mr. McCarty – Okay. The other question I had is there's another building on the property that's 400 and something square feet. What is that?

Mr. Stenis – That's a workshop.

Mr. McCarty – Did it used to be a garage?

Mr. Stenis – No. It was permitted about 10 years ago, plus or minus, as a studio workshop, but not a dwelling unit.

Mr. Williamson – I can go over this in more detail.

Mr. McCarty – Sure. I just wanted to ask about the zoning.

PRESENTATION BY THE APPLICANT:

Barrett Williamson, representing the applicant – Good afternoon, everyone. Thank you for hearing this. I never get the straightforward ones. It's like pick a weird one then they find me, or I find them. I've been talking with Anais, because we're also going to have to go before HD, pending the outcome of today's meeting. I believe it was in the 80s when St. Thomas More was consecrated over on Jenkins. This was the facility that was replaced. At that time the Diocese

divested themselves of the Chouse and a lady purchased it and did some minimal upgrades and lived there for – don't quote me on my history – but for about ten years. Then Tom Lee – pretty noted photographer, who also happened to be disabled and was wheelchair-bound, and his wife, Mary Catherine Long, who many of you may know in the animal welfare circles, purchased the Chouse. Subsequently, Tom and Mary Catherine applied for a permit – and the drawings, I think, are dated 1992 – for the workshop. The purpose of the workshop was for Tom to be able to do some of his photography work because the Chouse is not accessible. While it is not strictly ADA compliant, it was accessible for Tom to be able to do some photography work, dark room, has a small bathroom in it that he could maneuver in. So that was the whole purpose of the workshop. So then three or four years ago Quentin Bomgardner, who many of you may have heard of – he's one of the founders of the Norman Music Festival, pretty active in the community in the music scene. Tom died. Mary Catherine couldn't handle it by herself. She wanted to convey it to someone that was a like-minded person and Quentin was at the right place at the right time. So Quentin has taken this on and, basically, the whole front half of the building – the sanctuary is not a daily occupied structure. Occasionally he'll have some non-profit events there like for Norman Music Festival VIP parties. He doesn't charge admission. It's one of those deals where there may be some guy in there playing a guitar for 20 people. But, anyway, he's kind of kept that spirit of things going.

The back half of the building has the living quarters, with the bedroom being upstairs and there's a kitchen downstairs. Actually, the kitchen is right here and there's pretty much from about ten feet – I can show on the floor plan down the road, but about the back 20 feet of the building is where the dwelling all happens. The kitchen, there's kind of a little livingroom area, and a bathroom. Upstairs there's a bedroom and another bathroom, I believe.

Quentin has been here and, if you saw that first shot, he has made some improvements. He's worked with Brent Swift on putting in the privacy fence, and we'll get a close-up all around that. The purpose of doing this whole project was really he would like to have a place to park his cars, protect them from hail and sun, and he'd also like to improve security, which he could do if he just fenced off the thing. But he just doesn't have a place for his cars. There's a lot of benefits, though. Why did you put it there? There's an HD reason for that, as well as some functional reasons. To create an interior courtyard and have more pervious area is a benefit. He wants a little zen garden out back. We also want to improve safety and security, because you park your car there, you're right next to Newman Hall. There's traffic up and down that alley. There may be less than desirable folks on occasion. So he would like to rectify all of these in one fell swoop, if you would. The benefit to the City and the community is it improves the appearance of that alley.

This is what we've got today. There's another one – I'm going to say I did not kick that over. I'm not that kind of guy. I was just there, I was in a hurry, I just went click and I went I'm not standing it up because it looks better. But this is what we've got now and, actually – and, Susan, you may – I don't know the address. I think it's right across from Clint Brown's house – but there is a three-car carport structure down here that has been built in the last 10 to 12 years – Anais confirmed that, but I don't have any photos of it.

I'm just going to take you for a walk around the building. Quentin has done extensive landscaping, hydromulch. This is the southwest corner of the church. This is again looking kind of down the side by the alley. Just kind of walking further down. This is not his property, to our knowledge – it's in the right-of-way, but he is making visual improvements in the alleyway. This is the other side. There's part of the workshop. All this area over here is all proposed to be taken down. We're actually going to pick up – I think it's about a 750 increase in impervious area if I can convince Mr. Sturtz to allow us to use a pervious paving system underneath the carport. And we're going to screen the dumpsters and do some other things.

The whole idea of how we landed on this was to really create visual continuity, be sensitive to the historic forms of the Chouse. If we would have just started and designed a carport back here, we would have probably made it 8 or 9 feet to the bottom of the beams. We're actually matching this point right here – the angle of that plane and the height of that plane. It's hard to tell here, but this eave will be proposed to be at the property line. So it will slide back slightly, but the two roofs will be co-planar together. So the idea is not to make it stand out. I mean, we could build something a whole lot uglier there. Then we'll resolve the gate access issues, depending on appropriate way. This is just another view back where you would be kind of like more standing in the Newman Hall parking lot behind Newman looking west northwest.

This is a cut-away view, which shows – I mean, this is going to go ahead and extend out to the property line – this fence is. But just – and I don't know if you guys care from a Planning Commission as far as design things, but the whole thought of this was to do more of a barn framing and have maybe triple tresses on five feet centers and leave it all open so as to make it visually lighter. If we gabled that off with some siding, it would just look heavy. And then the other thing – bringing up that stupid shape – so we're matching this roof pitch on the outside. On the inside, where we have the workshop, this pitch matches that so that when you're on the inside you're seeing two roof slopes that are compatible with each other.

Mr. McCarty – I've got a question for you. So I'm confused. This fencing is along the alleyway?

Mr. Williamson – Correct.

Mr. McCarty – Okay. This shows that the entrance is off the alleyway.

Mr. Williamson – Correct.

Mr. McCarty – So does that fence slide or move to pull into the carport?

Mr. Williamson – We've looked at about three different ways to skin a cat on this. Whether we use some sliding sections, or we use some gated sections. Wayne has informed me that the gates cannot swing out into the alley, which would be the preferred way to go. There's not going to be a lot of traffic in and out through those gates. The sliding has its own peculiar set of issues, because then you have the railing system to carry the gate as it slides open and closes. With it being tucked underneath, we can't do the gate that was going to butterfly up.

Mr. McCarty – In your drawing here, though, you are proposing that the parking is coming off the alleyway.

Mr. Williamson – You will drive in between one of these – park between one of these three bays. Right now, my best concept that I've got is – if you would imagine a single-car garage door just in a typical one-car garage that's got six sections in it. If you took off one or two of those sections to where you're at this top of the fence height, but the cables still came down and the cable was exposed. You've got the rails on the carport, so you could open it up. You know, he's not worried about somebody climbing over the top of the fence and getting in his courtyard. He wants it to look like a fence, so we're talking about what I would call an operable overhead operating fence panel, which I don't know if that's even a word or not. But that's right now to try and meet the other criteria that Wayne has brought to my attention. That is one way we're looking at it. The other way would be to swing the gates in. But, for all intents and purposes, it's an operable fence.

Mr. McCarty – So he's backing out into the alleyway?

Mr. Williamson – Yes. Which he's currently doing. I think most people that have alley access off of do also.

Mr. McCarty – But looking at this, I mean when the gate is open to the garage or whatever

you're going to do, literally he has no space at all – I mean, he's backing straight out into the alleyway.

Mr. Williamson – Correct.

Mr. McCarty – So there's no parking area or anything like a typical driveway would have outside of the garage.

Mr. Williamson – Correct.

Mr. McCarty – I thought in this historic zone area there was a requirement to have to be at least three feet.

Mr. Williamson – That's what Wayne mentioned.

Mr. Stenis – The structure has to be three feet and the roof can't overhang the property line. So that assumes maybe a two-foot overhang, which I don't think that one is by the drawing.

Mr. McCarty – So your gate would have to be three feet off of the alleyway, the way I've read that.

Mr. Williamson – That would be if we strictly adhere to that during this particular incidence. But as you look on the site plan, we do start running up against other issues as far as trying to shift things further to the west. But I will say that I know that there's a handful of structures along that – and it may not just be that one alley, but there are sliding gates and operable gates and stuff that don't sit three feet back off the property line. So I mean I think there is a precedent. And with this being about the most unique residential structure in the historic district, I would hope that that might elicit a little bit of consideration from you guys. But we're here to talk.

Ms. Connors – Well, you didn't request a variance to the setback. We can't do it now; we have to advertise it. We can't just add that; we didn't advertise it.

Mr. Williamson – Well, that may be something that we want to come back and revisit.

Mr. Stenis – The other thing is, if those others are closer than three feet, we'd have to research when those were built – was it before the code or after the code?

Mr. Williamson – Right. I don't want to just monopolize your time here today, but you know, from what I've been informed, we are in the moratorium, to my knowledge. So if we were to come back, there's not going to be any impact on any kind of a construction timeline or anything like that. But, yeah, I was not aware of the three feet, I think, until yesterday. You may have told me before – I didn't hear it. But I know that after we talked we scooted it back to where the eave didn't overhang.

Mr. Stenis – Right. And get closer to the other building, which is now a fire code issue.

Mr. Williamson – I'll go into that after we go on through. So this is what, ideally, we'd like to do. So I put a little color on this to make it easier to see. This shows the impervious area being removed which is what we're proposing. We're proposing paving pretty darn close to this.

Mr. McCarty – Why would you want to use pervious paving underneath an impervious roof?

Mr. Williamson – Well, there's drainage that cuts down through here. There's drainage that comes down through here. He just likes the look of the crushed granite. I told Wayne that I had talked to Kozcinski about this before he retired and he was like if you want to put that down, I'm fine with it. It's going to cost you more than a concrete driveway. I had gone on the premise that that was an acceptable thing, but there are other materials – there's pervious concrete that's out nowadays.

Mr. McCarty – But your roof is completely covered; it's rain-tight. Correct?

Mr. Williamson – When the wind blows.

Mr. McCarty – But it's not an open roof. Right?

Mr. Williamson – Correct. I want to touch on one other thing here, also. You have the green area where there's currently grass. There is an issue with encroachment. I cannot rely upon the accuracy of this right here. We obtained that off of the 1992 drawings. When Quentin bought the property, he was advised that building encroached in two places. So we're not sure exactly where the edge of this is in relation to this property line right here. But I went and redid my calculations as it may hopefully allow us to reach a compromise. Quentin has talked to the person who is dwelling here. That man is agreeable to doing a lot line adjustment. His wife's mother owns the property and, for whatever reason, he does not see this happening in the next six months, but he thinks within the next year or two they'll get it worked out. But for whatever reason it's just not a big deal to her right now. So Quentin is trying to be a nice neighbor. But, were we to do the lot line adjustment, the proposal is for him to pick up this eight feet back here, and then adjust this lot line here, and I'm not sure what that's going to entail right there. If we do that, and I went through today and recalculated based on this being part of it, I put after future adjustment the site basically picks up 430 square feet. The proposed building coverage as we have it now is 48.5; after the lot line adjustment, we're estimating it's 46.1, which is underneath that – it's not nine and it's less than seven. I don't know if you can act on the likelihood of this happening, but I think it's going to happen.

Mr. Worster – A procedural question maybe. So if they would need an adjustment to be able to build that close to the alley, or what was it that we mentioned earlier, that it wasn't on the application currently, that it would have to go back and do notice on everything. Then if we have a moratorium on the construction side of things. If this proceeds through today and votes yes or no, whichever way, that's going stay put for at least a year? Is that correct? If it was voted no today, he couldn't bring back an application for this for how long?

Ms. Connors – No, that's rezoning.

Mr. Worster – So he could come back again. Okay. Question for the applicant: You don't have a survey onsite with the corners pinned showing where the property lines are, so these measurements are all based on what?

Mr. Williamson – They're based on a previous set of architectural drawings. Then we went out and did some field measurements with some laser instruments, but I'm not a licensed land surveyor, and so what my goal is to say, hey, if we can do this more or less, or plus or minus some percentage. I would hate to have to have the client go through and spend \$2,000-3,000 to come get all those corners pinned if we're not – you know, if we're worlds apart. So the whole idea is if we can get this variance and we can get through HD we would be more than happy at that point to incur additional expense, because then we know that we're not just barking up the wrong tree. Does that make any sense? In the end, Wayne, I think there's maybe – and I'd be happy to send this back through Wayne. I think we've got a couple more slides here. This is just basically the alley elevation that's showing. This is what we can't do, we understand. Right now we're a little over a foot off the property line. Have the dumpsters screened. I'm not worried about this issue. The issue with the proximity of these two buildings, other than being able to get in there and get footings in and stuff like that – I'd rather not put them right up against each other. But my opinion is that building permits is going to look at this as a single 5B structure, non-separated. So I don't see – it's under the square footage allowed for 5B. So from a code interpretation standpoint it's one building, even though it's a carport and a studio.

Mr. McCarty – This is not a residential use.

Mr. Williamson – Correct. Like artistic studio. This is not a little deal that's on AirB&B. There's not a bed in there. It's not a dwelling unit. Big room with a bathroom.

Mr. Seamans – Does it have a shower and bath, or just toilet and sink?

Mr. Williamson – You know, that's a good question. I can get back to you on that.

Mr. Stenis – The definition in the Zoning Code for a dwelling unit, it has eating, sleeping, cooking and living areas. A room or group of rooms with those features. So if one of those is removed, then it's not considered a dwelling.

Mr. McCarty – I think that conflicts with the building code, though. That's not our purview to determine that.

Mr. Worster – So all the neighbors were notified?

Mr. Stenis – Yes.

Mr. Worster – Do we have letters of support or letters against?

Mr. Stenis – No.

Mr. Gransberg – You showed a little trash and recycle place. Where do they go when they're set out?

Mr. Williamson – Subject to rework. Right now they're coming through Newman. If they were driving on City property, there would be ruts that deep.

Mr. Stenis – Are these dumpsters?

Mr. Williamson – They're polycarts. Polycarts are side pick-up. And we would be more than amenable to – you know, we wanted to do this or do some modification of that.

Ms. Connors – Right now it looks like you put them in the alley.

Mr. Williamson – No, the property line is out here. We've just got a little nook so that they're not visible.

Mr. McCarty – What she's saying is they're being picked up in the alley.

Mr. Williamson – Correct. Do people stick all their polycarts in the alley? The alley is 20' wide.

Ms. Connors – I'm not very well-versed in alley pick-up, so I don't know.

Mr. Williamson – I can study that.

Ms. Connors – But if you're building your fence right up to the line.

Mr. Stenis – The truck has to have room to extend that arm and grab it. And I know on either side of the polycart you're supposed to leave 3' for the arm on the side of it.

Mr. McCarty – The site plan shows an 8' alleyway behind.

Mr. Williamson – That word "alley" should be struck. That was incorrect. It's not an alley. What we think it is is that it is a sewer access from the property to the west. So as part of this land swap deal, Quentin would grant them a private sewer/utility easement to allow them access to go in there and do work on that. But it would increase his lot size and help us on our percent lot coverage, because he doesn't have any plans to do any construction.

Mr. McCarty – So there's just this 8' piece of property that's just sitting there fenced in?

Mr. Williamson – Correct. And it currently has a dilapidated ...

Mr. McCarty – And the owner to the west owns it? To the west of the alleyway?

Mr. Williamson – I believe that to be the case. I don't know how these guys are getting to the sewer. The street is out here.

Mr. Stenis – It's possible the sewer is in the street.

Mr. Williamson – But that's best guess.

DISCUSSION AND ACTION BY THE BOARD OF ADJUSTMENT:

Mr. Gransberg – So it looks like he needs to come back with something to meet this property line adjustment from the 1 to 7%. He needs to meet this 3' setback. He needs to request a variance from this 3' setback or rework his request and location for the building. Rework the design of the

gates. And potentially have the whole property layout. I don't see how we can approve this at this time. I think this needs more work, honestly. I think it's doable, but I think it needs some work. It's not ready yet.

Mr. Worster – Just looking it over on lot coverage and building, it almost seems to me that they could have made a garage, but instead they chose to do an accessory building and now they're coming back wanting to do effectively a garage or a covered parking. I understand there's a different ownership, but that previous owner, I think, filled the lot and chose a different use for that and that was there when he bought it. I think we have a tight fit. I like what you designed. I think it would look good going westbound on Boyd, because you can see that side. I think that the lot is pretty full and it seems to me that we're asking a lot to already have an accessory structures and then add another one above and beyond what the coverage would be.

Mr. Williamson – Could I make a suggestion so that we can at least take the next step with HD? I would propose for today – and I think this maybe has an incentive for Quentin as well. I would propose that the Board of Adjustment would approve lot coverage increase up to 7%, which keeps it within historic precedent, approve based on the 3' setback for the structure, and ...

Mr. McCarty – I don't think we can do that.

Ms. Connors – We cannot talk about this 3' setback.

Mr. Williamson – If that's required, even though we didn't show it, you can say ...

Ms. Connors – It is required.

Mr. Williamson – I know. What I'm saying is that it would not be – you approve it with the following conditions, that the structure where the gates and the carport are have to move 3' to the west.

Ms. Connors – Well, that's already a requirement, so they don't have to make that a condition. That's a regulation in the zoning ordinance.

Mr. Williamson – Okay. So that's not even an issue.

Ms. Connors – It's not an issue for them. It's an issue that you build it 3' back, unless you request a variance.

Mr. Williamson – So, then, I would propose that the Board of Adjustment would approve up to 7% increase in lot coverage, and we'll go to HD and see what they say, and we will come back before the Board. That 7% lot adjustment is going to promote Quentin to go ahead and try to get this lot. If it's between 3-car and 2-car ...

Mr. Gransberg – We're always happy to see your proposal again in the future and for you to refile. We'll be happy to hear you come back again with another request and hear you in the future. But I think we need to – we have a motion that we're going to propose here. So if you wouldn't mind waiting just a second here, we're going to propose a motion.

Nils Gransberg moved to grant the variance of 9% to the allowed 40% building coverage maximum as requested. Curtis McCarty seconded the motion.

There being no further discussion, a vote was taken with the following result:

YEAS	None
NAYS	Brad Worster, Curtis McCarty, Nils Gransberg, Andrew Seamans
ABSENT	James Howard

Ms. Tromble announced that the motion, to grant the variance as requested, failed by a vote of 0-4.

Mr. Seamans noted that there is a 10-day appeal period to District Court.

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Item No. 5, being:

BOA-1617-23 – THOMAS SPICUZZA AND JANE DEVINEY REQUEST A VARIANCE OF 25' TO THE REQUIRED 40' SIDE YARD (EAST) SETBACK TO ALLOW INSTALLATION OF AN ABOVE-GROUND STORM SHELTER LOCATED AT 9933 AZTEC DRIVE.

ITEMS SUBMITTED FOR THE RECORD:

1. Staff Report
2. Location Map
3. Application with Attachments
4. Topographic Map
5. Plat

PRESENTATION BY STAFF:

Mr. Stenis reviewed the staff report, a copy of which is filed with the minutes. Staff supports the variance request as submitted.

PRESENTATION BY THE APPLICANT:

Thomas Spicuzza, the applicant – It's 24,000 pounds. It's not going to move once it's set in. Our neighbors will appreciate having access to it. It's the biggest one we could buy for that purpose. We had a mother-in-law three years ago who could not get underground – she got stuck at the doorway. We decided, as we are aging, that we don't want to have that, so that's why we chose to go with the above-ground. The location I want to put it in is to the east side of my property – the west side has our lateral lines and septic tanks and our sprinkler system. So, obviously, we don't want to put it anywhere. The building itself is extremely heavy. With the truck it's probably 36,000 pounds. Don't want it in my yard. I would hate to bust up anything extra. I am zoned a corner lot with zero neighbors. In fact, one of them said why did you even file a permit. Because I wanted to do it right. If we end up selling our house, we want to know the person buying it has everything right to the best of our ability.

Mr. Gransberg – How large is your storm shelter on the inside?

Mr. Spicuzza – The inside dimensions are 7 by 9 -- 63 square feet. So the exterior dimensions are approximately 10.5 inches thick with steel and rebar and concrete.

Mr. Gransberg – Sounds like you've got a good storm shelter coming.

Mr. Spicuzza – It's the best one we could buy, for the reason of grandkids come over and we're getting older. I don't want to crawl down after they showed on TV flooding and people drowning in them.

Mr. McCarty – On this topography that we were given, is it Option A or Option B? Mine is black and white.

Mr. Spicuzza – It's there. B is there because I have a wife that takes up both spaces in the garage and she doesn't want me leaving my trailer – I pull it around here and back here.

Mr. McCarty – So I want to make sure that what City staff has is that it's Option B, which I think is right because it's talking about the back – it's off the back setback. So I think it's right in your notes, but I just wanted to verify.

Mr. Spicuzza – We started with Option A. But a tornado hit us in '13 and we made a natural road there.

Mr. Stenis – They're the same distance from the property line among the trees.

Mr. Spicuzza – I would say the northeast spot.

DISCUSSION AND ACTION BY THE BOARD OF ADJUSTMENT:

Curtis McCarty moved to grant the variance as requested. Nils Gransberg seconded the motion.

There being no further discussion, a vote was taken with the following result:

YEAS	Brad Worster, Curtis McCarty, Nils Gransberg, Andrew Seamans
NAYS	None
ABSENT	James Howard

Ms. Tromble announced that the motion, to grant the variance as requested, passed by a vote of 4-0.

Mr. Seamans noted that there is a 10-day appeal period before the decision is final.

Mr. Spicuzza – That's a problem because they tried to deliver it 3 times. They're supposed to deliver it Friday because I told them I was going to this hearing on Wednesday.

Ms. Messner – You can apply for the permit, and if you put it in and somebody appeals, then that's your hot water.

Mr. Spicuzza – I'm okay with that. I already talked to all my neighbors. They're all good with it.

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Item No. 6, being:

MISCELLANEOUS COMMENTS

None

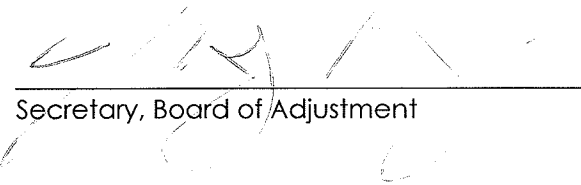
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Item No. 7, being:

ADJOURNMENT

There being no further business and no objection, the meeting adjourned at 5:22 p.m.

PASSED and ADOPTED this 22nd day of March, 2017.



Secretary, Board of Adjustment