

BOARD OF ZONING APPEALS

MINUTES OF MEETING

January 11, 2017

1. Call to Order

Chairperson Paul Culter called the regularly scheduled meeting of the Sharonville Board of Zoning Appeals to order. He reminded those planning to testify to sign in. All said the Pledge of Allegiance. Those planning to testify took the oath.

2. Roll Call

Present: Paul Culter, Matt Eggenberger, Tom Pernik, Madeleine Dressing, Kurt Irey, Wendell Herrin, and Councilman Mike Wilson.

Absent with Notice: Dan Ison

3. Approval of Minutes

The minutes of the last meeting were approved as written by Wendell Herrin and seconded by Madeleine Dressing.

Mr. Culter gave a description of the variance process. He explained that a hardship was needed, and that financial hardship is not a valid reason. Each case is heard on its own merit. A simple majority of the voting members is needed for the granting of a variance. He then introduced the Board.

4. Old Business:

None

5. New Business:

a. **Variance for Parking on a Non-Permanent Surface – 3603 East Kemper Road – Brent Gillman, Experimental Holdings - Sharonville Zoning Ordinance 1151.03(c)2**

Bud Noe: Evening board. Nice to be back. First item on the agenda, and only item is new business, variance for parking on a non-permanent surface, 3603 East Kemper Road, was requested by Brent Gillman of Experimental Holdings, Sharonville Zoning Code section 1151.03(c)2. Mr. Gillman, with Experimental Holdings, is requesting a zoning variance to install gravel parking on the newly acquired parcel at 3603 East Kemper Road. The applicant notes the need for this parking is to accommodate Enterprise Car Rental's seasonal fluctuations and to ease Park 42 tenant parking. This request is in violation of Sharonville Zoning Code section 1151.03(c)2, Parking and Design Standards, which states that all parking surfaces shall be permanently surfaced of either blacktop or concrete in accordance with construction standards as required by the City. This proposed Commercial Service Office PUD gravel lot is bordered by General Industrial lots; American food group, Loth and Dubois Chemicals to the north, Public Storage to the east, Park 42/Enterprise Car Rental to the south, and the gravel parking future lots to the west. In your packet you'll find our letter that went out to the Director of Real Estate, Experimental Holdings. That's Mr. Brent Gillman. You'll find his application to the City for the variance. You'll find a list of neighboring properties that we mailed out letters to, and I've as of this date have received no response or no complaints or any correspondence from any of these properties. Then you'll find the next page is a... from Monty Properties LLC. It's a written request to the Chairperson and Zoning board members. And hopefully each of you got the time to digest and read this particular request. And then also on that page I'll note that the... Their property is in this particular request is highlighted in blue. The area in question for this variance is highlighted within the yellow area, 775 feet by 200 feet. And then it's offset to a flag part. And the next page is just a different aerial photograph showing the property line; and then the existing catch basin is in blue, and the proposed gravel parking area, noting that it's approximately 358 new parking spaces. And next page is just a different view of that

same map. And then the last page is also a list of the neighboring properties that received letters from us. If there are no questions for me, I am going to turn it over to Mr. James Keller, Esquire.

Paul Culter: I had one question.

Bud Noe: Yes?

Paul Culter: For either you or Gordon. And I couldn't find it in the code, but in this district, is there a maximum lot coverage or impervious surface coverage?

Gordon Wong: There probably is. Let's see right here.

Paul Culter: I just want to make sure that if we're approving something we're not violating the maximum lot coverage for that particular lot.

Gordon Wong: Well, the only thing it will be... It will be a gravel surface, so it will not be impervious.

Paul Culter: Well, but that will compact over time, which makes it impervious.

Bud Noe: Well, there's existing drainage on this property. It was installed on a previous date.

Paul Culter: Right. And that's fine, but...

Gordon Wong: My understanding is that everything has already been calculated for the existing storm basin that is out there.

Paul Culter: Yeah.

Gordon Wong: Give me one second, I'll...

Paul Culter: That's fine. I mean surface drainage is one thing, but sometimes communities put in place maximum lot coverage to provide green space on the lot. And I just want to make sure we're not violating that, so...

Bud Noe: Well, this is within the Commercial Service zoning district. It is a Planned Unit Development. I'm not aware of any landscaping requirements that was put on this property.

Paul Culter: As part of the PUD?

Bud Noe: Yes. And Richard and I had this discussion before he left.

Paul Culter: Okay.

Bud Noe: You know this is actually not... Well the property technically fronts on Lebanon Road. But that could be researched.

Paul Culter: That's fine. As long as we're not violating any of those regulations, whether it's a condition of the PUD that was approved, which would supersede the code here if it's silent.

Tom Pernik: So Bud, and I guess along the lines of the PUD, do we know what it was designed for in terms of being developed?

Bud Noe: Well, this particular parcel was, I believe in the PUD, was originally intended for either parking or buildings. But those buildings never came to development on a previous... by previous owners.

Gordon Wong: To answer your question, maximum percentage lot coverage by building, it states 50%

Paul Culter: Okay. So that does not include parking [inaudible] unless there's something that you come up with from the PUD.

Bud Noe: Right.

Paul Culter: Okay. Any other questions [inaudible]?

Bud Noe: With that, I'll turn it over to James Keller.

James Keller: Thank you.

Paul Culter: If you could state your name and address for the record please.

James Keller: My name is James Keller. My address, my business address is the same as Experimental Holdings, which is PO Box 8189, Cincinnati, Ohio 45208. And I am counsel for Experimental Holding, a management company, as well as Park 42, the owner of the adjacent parcel and the building, as well as Monty Properties that owns this property. So, and I apologize on Brent Gillman's behalf. He was going to be here, but his wife just gave birth, and he asked me if I could come in his stead. I think if you've all looked over it, it's fairly self-explanatory. I don't want to add to anything he said. He's completely correct. There is already drainage there. There is some gravel that was put down previously. We have had it surveyed. We want to level it again, and put the required amount down. And the reason of course is we're having parking issues with Park 42. With the amount of cars that Enterprise brings in on a periodic basis in and out, completely fills the lot, and that prevents us from renting out some additional space, or a lot of additional space that we have at Park 42. So we're trying to ease that. And you alluded I think before to the buildings on the property. We do have an agreement with the City... We just purchased this... that should the time come where Enterprise leaves, then we have a development obligation to build a building there as well. But I'd be happy to answer any questions that you have.

Paul Culter: I've got two. On the graphic itself, there are three squares.

James Keller: Yes, those are drainage indicators.

Paul Culter: Okay. And the second question is, the Enterprise agency that's there, I guess based on amount of cars that comes in, that is not a typical rental facility. It sounds more like it's a holding facility for all of the regional cars for Enterprise.

James Keller: Right. It is not your... I think that they do have rental out of that, but primarily I think they're a regional holding facility. Cars come in and go out, and depending upon what time of the year, they may get 1,000 cars in. But in the meantime, they are certainly our largest parking problem, if you will. It's good to have them as a tenant, but the parking is strained because of it.

Paul Culter: So I understand your hardship, but then the reason that you don't want to pave it right now is the uncertainty as to whether or not they're going to remain there. And if they're not, you're going to build a building possibly at that location?

James Keller: Correct. Well, we are obligated, so yes. And if that... There is an agreement with our company and City that when they move out, it starts a clock ticking on a period of time that we have to develop.

Paul Culter: Okay.

James Keller: So, while they have the ability to extend their lease and stay even longer than that, it's sort of an unknown. But even if we were to have a long-term agreement with them, our plan would be to ultimately pave it, even if that would have to be torn up for later development.

Paul Culter: Okay, thank you.

James Keller: You're welcome.

Paul Culter: Other questions or comments for the applicant? Yes, Matt.

Matt Eggenberger: Are you going to have a particular way in and out of this additional parking?

James Keller: No. Currently, you can enter from Lebanon Road as well as there are two entrances off of Kemper Road. And those would remain.

Matt Eggenberger: Okay, but as far as the grass and gravel area, I mean will you just drive over the asphalt area now to get there...?

James Keller: Correct.

Matt Eggenberger: Or will you have a particular drive... ingress and egress?

James Keller: You would drive directly from the asphalt onto the gravel.

Matt Eggenberger: So from any of the asphalt.

James Keller: To be frank, we haven't really discussed having paint on the ground to show any particular areas coming in or going out of the gravel. But we can certainly do that.

Matt Eggenberger: And regarding Enterprise, if they...? Is there a particular number of cars, or how would you know when it's time to pave it?

James Keller: I think that would be more a function of if they extend their lease. And right now, they still have a multi-year lease left.

Matt Eggenberger: Okay, so I understand. Thank you.

Paul Culter: Any other questions or comments? Kurt.

Kurt Irey: I had a question. One, I just wanted to know what you anticipate the gravel to be made of. Is it just ordinary gravel? Is there anything in the gravel that would help tamp down the you know particulate that's in the air? Kemper Road runs right there, which is a major thoroughfare. And I'm just wondering if dust and whatnot is going to be kicked up a lot by trucks that happen to be using the gravel parking lot. I know there are some trucks back there. And just had a concern about the traffic there on Kemper Road.

James Keller: I don't have that level of detail to be completely honest with you. It's my understanding that when they do put in the lot, that they have to compact it at least in the initial base coats for that very purpose. If there are any particular specifications that it needs to be built by, we'll certainly do that.

Kurt Irey: Okay.

James Keller: But I honestly don't know if there are, or what those requirements are.

Kurt Irey: Okay. And then you had the... there was a hope to pave it at one point.

James Keller: Yes, ultimately that would be our plan if we, if the agreement with Enterprise is extended for a longer period of time, our plan is to pave that lot.

Kurt Irey: Okay. And I don't know if you, Gordon or Paul, you know. Is there any sort of requirement for striping in a... parking spaces in a gravel lot?

Paul Culter: It's hard.

Kurt Irey: I mean I... You wouldn't be able to do that, I can't imagine. But I didn't know if there's any sort of requirement for that.

Gordon Wong: No, only when you need to get a certain amount of vehicles that are parking spaces that are required. The way you would do that most likely would be car stops or some sort of stops that will allow the vehicles to come up towards them. And that will identify those. And one other question, if I may, is this designated mainly for like residential vehicles and not commercial trucks? Are they going to keep their rental trucks?

James Keller: We've asked them to keep those in another area, over toward the west. There are existing lots there.

Gordon Wong: Okay.

Tom Pernik: I do have a question.

Paul Culter: Thomas.

Tom Pernik: James, have you priced it out, assuming you might have to put asphalt in? Or if you have to put these bumpers in, if it's not asphalt? Did you price any of this out?

James Keller: I know that they've been doing that. Brent has been working on that, but I honestly don't... I couldn't tell you what the price is. But I know that in terms of the gravel lot, we're ready to proceed.

Tom Pernik: The other question I had was you mentioned that you have a multi-term, a multi-year lease with Enterprise right now. Do you know when that expires?

James Keller: I do not. It was a contract that was entered into before we purchased Park 42, and I'm not exactly sure of the termination period on that.

Paul Culter: Other questions or comments from the Board?

Wendell Herrin: I don't know if it was answered or not. The catch basin that's already put in; was that based on the large parking lot that might be there, or what's there now as far as water retention and drainage?

James Keller: It is my understanding that it was based on that entire area. And you can see if you look at the photograph that has the three squares, it extends...

Wendell Herrin: Right.

James Keller: To that entire area.

Wendell Herrin: Okay, thanks.

James Keller: Mm hmm. Thank you very much.

Paul Culter: In consideration of your variance tonight, just to see how this goes, would you be opposed if we put a couple of standards on there. And again, I'll leave this open to the Board. Maybe the first of which being that no

commercial trucks or rental trucks shall be parked on that gravel lot. And the second is that your holding company, or the property owner, will completely maintain that lot to make sure that it drains properly and is free from weeds that may grow up through that gravel parking lot. And the third I'm going to suggest is that we take a look at this for a year, so we if we approve this, the condition is that you would come back in a year just to see how this lot has been maintained, and if it's still functioning as you expected.

James Keller: As far as your first request with the commercial trucks, sometimes honestly it's hard to seek compliance from our tenants.

Paul Culter: Mm hmm.

James Keller: And we would have no way to go in and move the trucks ourselves. We will certainly ask. I agree with you. It would be certainly more aesthetically pleasing if they weren't there. But I can't guarantee that. I don't want to make promises I necessarily can't keep. But that has been our plan to ask to have it just for passenger cars and vehicles, vans, things like that.

Paul Culter: Well, and this would give you a little bit more teeth; because if it's actually in the variance, if they don't comply, then that's an issues with the property.

James Keller: Correct. I just don't know what their rights are all under the lease, and I'm sure that they've got a plethora of lawyers that I would have to deal with on that. So I'd rather be honest with you and tell you that I know that we have had... We've asked them to park in the other areas and not up near the buildings. But sometimes it's hard to get compliance because you get drivers coming in who are only there for a few hours, and they really don't pay attention to those rules. We will certainly do our best.

Paul Culter: Okay.

James Keller: That is our plan. So far as keeping the weeds free, for the next eight... or for the next nine months, the property is still being maintained by the former owner. It was a three part agreement with us and Neyer Properties and the City of Sharonville to get the lawsuit the City of Sharonville brought resolved. So they are in charge of maintenance on that. And I honestly don't think that would be much of a problem. But I'm not in charge of maintenance. They have to mow and maintain it. And if that were a requirement on weeds that was otherwise there, then I would imagine they would have to do it.

Paul Culter: Okay.

James Keller: After that time period, when we're in charge of it, then of course. And then lastly, as far as the one year, that's no problem at all.

Paul Culter: Okay. Does the Board have any issues with any of those conditions as a request? Gordon.

Gordon Wong: What exactly will be the conditions? Because you know you mentioned a couple things. And then he counteracted.

Paul Culter: Right. I'll go over those when I pose the question for vote on the variance.

Gordon Wong: Okay.

Paul Culter: Any other questions or comments for the applicant? Thomas.

Tom Pernik: I guess I have a question for the... Paul, maybe the Board. You know some of the questions that we've been asking, Mr. Keller you know he has not been able to answer. And I think there's kind of important questions that we asked that, and unfortunately Brent's not here to be able to answer these. But I really believe in my heart of hearts that it's... Personally, I think it's a case of financial hardship. I think that they probably don't

want to put asphalt in and maybe tear it up later if a building goes in. And I just don't know if this is something... I mean as stands right now, I don't think I can be in favor of this, but you know I think if we got more information, I might be swayed otherwise. I think it's a great idea to you know have a one year approval of this. But I just kind of feeling that things just don't feel right, I guess in my opinion.

Paul Culter: Board want to have a discussion on Mr. Pernik's comments?

Matt Eggenberger: I don't see where it's going to be that much different that it is now. There's already some compacted gravel there, and the weeds are going up through it. What would prevent you from parking there now other than City ordinance?

Paul Culter: The City ordinance.

Matt Eggenberger: Yeah.

Paul Culter: So they'd have to have a variance to either... If they paved it, it wouldn't be an issue. But if they wanted to park anything there now, they would have to have a variance, approved variance through the Board to be able to park on an approved gravel surface.

Matt Eggenberger: Why is it an approved gravel surface already? Do we know?

Paul Culter: I think it has something to do with French's; when they were there and had that big industrial facility before it became an office park that they had something out there, whether it was storage or some other type of unapproved parking. That's just my guess right now. It's an industrial property. Kurt?

Kurt Irey: Paul, I would just agree with your conditions on the variance. I think that makes sense, for us to come back and look at things in a year from now; also the conditions for the weeds and the parking for the trucks. I mean, I think we have the authority to put those conditions on there and see that they're met.

Paul Culter: Okay.

Kurt Irey: So, I would agree with those.

Paul Culter: Alright.

Wendell Herrin: I would agree also... [*Inaudible*].

Paul Culter: Okay.

Matt Eggenberger: Yeah, one thing I was very concerned about is we don't end up with what we have right here at Sharon Road. I mean you come underneath the railroad tracks and all that mud and stuff. And when I asked my question earlier about ingress and egress out of this gravel area, if it gets approved, I mean is it just that quickly they come right from the gravel right onto Kemper Road there?

James Keller: No, I think that there already is like a culvert.

Paul Culter: Yeah.

James Keller: Between the road and this parking area.

Matt Eggenberger: Okay.

Paul Culter: It's there, and it is curved. And I think if anything, they're going to drag that onto their own parking lot, asphalt parking lot.

Matt Eggenberger: Mostly then would they come into the site from 42, and not over there by the RockQuest?

James Keller: I think that's where most of the traffic does come from, yes, the main entrance. But, you can enter... There's two different locations near RockQuest, sort of in the front of it and behind it, if you will, that you can enter. And the parking lot's all ultimately joined.

Matt Eggenberger: I'm wondering if we might want to put that as a condition, too, that they have to somehow control mud going out onto Kemper Road there.

Paul Culter: Well, I think when I drove around the area and looked at it, they can't access directly from Kemper Road. They're going to have to somehow go through their own parking lot. I think most of that would be shed off of the vehicle before it made it out to Kemper Road, and certainly 42. And then the condition could be that they have to access that gravel lot from their existing asphalt parking area.

Matt Eggenberger: Mm hmm.

James Keller: Which is exactly what is happening now. You would have to.

Paul Culter: Right. Because I mean, and again anybody can drive over anything, but I agree, Mr. Keller, that there is some type of depression there before you get to the road. And there's a curb, and they're going to be set off 30 feet from the road. So the gravel would stop 30 feet from Kemper Road.

Matt Eggenberger: Yeah, I think though when you look at the railroad tracks, there is like an asphalt apron that goes back towards the railroad tracks, probably even longer than that.

Paul Culter: On Sharon?

Matt Eggenberger: Yeah.

Paul Culter: Yeah, but after that, it's mud. I mean it's not even gravel. I agree with you 100%. I mean I drive that way to work all the time, and the trucks drag everything out onto that road. And I really don't think that that's the case here, with a distance that they're going to have to travel through that parking lot over the asphalt and then back out onto either 42 or Kemper Road.

James Keller: And with it being a gravel parking area, there really should not be a build-up of mud that they're tracking. They would be in the areas that you're talking about that we can't control anyway to get on the mud.

Matt Eggenberger: And then if it were a problem, with the one year approval, we can address that then. We'll know by then. Okay, thank you.

Paul Culter: Any other questions or comments for the applicant or further discussion? No? Okay, seeing none, do I have a motion on the variance with the following conditions: that commercial rental trucks shall not be parked on the gravel surface; that the gravel lot will be maintained, free of weeds and in good condition upon maintenance possession by the applicant (since he did mention that they would not have that within nine months, I believe); and then the third condition being that they will come back in one year for the Board to reevaluate the functioning or functionality of that gravel parking lot. So do I have a motion on that variance as presented with conditions?

Wendell Herrin: I so move.

Paul Culter: Wendell, thank you for the first. Do I have a second? Matt, thanks for second. Gordon, would you call the roll please?

Paul Culter: Given the fact of the conditions that we've provided and that they will come back in one year from this date for us to review functionality of that parking lot, I vote YES.

Matt Eggenberger: Yeah, given that it's already kind of a gravel and lot like that, and with the conditions we've put on the variance, I vote YES.

Tom Pernik: I'm going to vote no, and the reason being is that I think that as I understand this to me it just seemed like the asphalt's not being applied possibly due to a financial issues. Although Mr. Keller didn't identify what it would cost or the timing that they've got long-term lease and that. I don't think I have enough information to approve this, regardless if it's for a temporary approval or not. But, I'm going to vote NO.

Madeleine Dressing: I will vote YES on this.

Kurt Irely: I vote YES with the conditions that we've imposed on the variance. I think it makes sense.

Wendell Herrin: I vote YES with the three conditions added to the variance. I think it's a reasonable request.

Paul Culter: Okay, and with five affirmative votes, your variance has been granted with those conditions.

James Keller: Thank you.

Paul Culter: Thank you.

James Keller: Thank you everyone.

6. Discussion

Paul Culter: Alright, discussion. There is an item that was provided to you this evening for a change in time for future BZA meetings. Gordon or Donna, I don't know what meeting that would start with. I'm assuming next month. So from 7:00 to 6:30. Do any of the board members have issue with making it to a meeting at 6:30 instead of 7:00? No? No mutiny? No? I think one conversation that I was having with the mayor was that they were thinking about combining BZA and Planning Commission, where we'd both be here together, and that way we could blend right in the cases. They can hear what we were discussing, but it sounds like they're going to keep us separate for right now. If there's any case that has an overlap I guess we'll be close enough in terms of meeting time, that we could have a joint session if that's needed, so...

Gordon Wong: We will experience that next month.

Paul Culter: Okay.

Gordon Wong: And my only thought on the subject would be identifying who chairperson I believe needs to take charge in a situation if there is a question. I think the members should note question, the chair person should say their name. That way we can identify who is speaking when it comes to the recordings.

Paul Culter: For the joint meeting?

Gordon Wong: Yes.

Paul Culter: Okay.

Matt Eggenberger: Would Zoning Board vote first and then Planning Commission?

Paul Culter: We would have to, because if we'd have to approve... In the case we have to approve a variance where there's a conditional, we'd have to approve that variance first before the condition's determined.

Gordon Wong: Yeah, and I believe we have the zoning... Well, yeah the zoning first. That meeting going first, and PC is joining and then ending zoning. We would go with the first group, like you said also. It normally takes yours before it takes PC.

Paul Culter: Right.

Matt Eggenberger: And if the case were to come up, like at 6:45, will Planning be here and ready to go earlier than 7:00? Or are we going to be sitting here waiting for 7:00 if we're done early?

Paul Culter: Well, I don't think we would need to remain around.

Gordon Wong: Once the joint session is done, you guys can leave.

Paul Culter: Right.

Matt Eggenberger: Yeah, no but I mean you know just looking at how they would stage the cases so that the combined cases would be the last on our agenda and the first on the Planning agenda. So let's say we had one easy case at 6:30, and then the next one is a combined. Are we waiting until 7:00? Or will all the Planning Commission be here, and we can roll right into starting Planning?

Paul Culter: I think we just go through our cases first, then we're done.

Gordon Wong: Your simple cases will go first. The thought would be any combined cases, simple ones first. They will be adjusted by what we think may be problems or not problems. If we think they're going to be a long time, then we'll try to get the easy ones first. That is what we normally do. Then we can continue on with those. Did that answer your question?

Matt Eggenberger: No. What time would those combined cases start?

Wendell Herrin: If we have a case like tonight, you know it was over in 15 minutes.

Gordon Wong: Mm hmm.

Wendell Herrin: Will we wait until 7:00 to do it?

Gordon Wong: That's one of the things we're going to work out. [*Inaudible*].

Matt Eggenberger: I would rather Planning Commission was here and ready to go as soon as we're ready to go.

Gordon Wong: And that's something I guess we'll have to discuss with them also.

Wendell Herrin: Yeah.

Gordon Wong: The other thoughts would be, you know we're expecting 30 minutes for the meeting, the average time. Fifteen minutes. If they want to take a break, then I would say, "Well, you've got extra fifteen minutes. Take a break. Get your paperwork in order, whatever." Because we're going to be shuffling papers around also. There's going to be some... where is everyone going to sit? I guess we're going to have to figure that one out.

Wendell Herrin: Yeah.

Gordon Wong: Are we going to shuffle everyone to one side, and them to the other side? That'd be easier, too.

Wendell Herrin: That's for you to work out.

Mike Wilson: Gordon, let me ask you this. Are we changing policies or rules and stuff like that that would cause us to have more joint sessions [inaudible] have had in the past?

Gordon Wong: The thought behind this is what we're experiencing now. We get a zoning case that is done in 10-15 minutes. Why are they waiting until 7:00, or when the PC hearing is, especially if that person has to go to both sessions?

Mike Wilson: I see what you're saying. Okay, I see now. Okay, got it.

Paul Culter: But you're just going to have...

Mike Wilson: I was going to say at least with the new proposed times, at least we're cutting 30 minutes out of there. You know so... [inaudible]. In the past, when they needed to go before both, they would just go before both. It's actually more of I guess a professional courtesy [inaudible]... ..

Paul Culter: Well, you're going to have to probably then change the notification time for the Planning Commission meetings to 6:30 as well, just in case we get done. Because legally you can't start your meeting before the posted time in the public notice.

Gordon Wong: That's going to be one of the things, I mean at one time I mentioned should it be noted Planning Commission to follow immediately after BZA.

Paul Culter: Right.

Gordon Wong: They felt like we should just post the two times, and that you guys are going to spend at least 30 minutes... I mean if the full thirty minutes doesn't matter to you guys, keep it at 7:00. Otherwise, we'll have to have that discussion with PC.

Wendell Herrin: In the past year say, how many combined cases did you have? Do you know? That would require both boards?

Gordon Wong: It's hard to say, because it comes in batches, like tonight we had what? Three? Yeah. And then there could be one next month. You know we could all of a sudden have two buildings go up, and next month we'll have nothing.

Wendell Herrin: So there's always a chance you have the gap in there.

Kurt Irey: So when we get our notices, our notification packets, it'll say in there that this is going to be a joint session or if it's not, you know. Normally we're not going to worry about a joint session, unless it tells us in advance that you're going to have stick around for the last topic, which is also going to be heard by Planning Commission.

Gordon Wong: I think that is something we need to note on that, yes.

Madeleine Dressing: Why do we have to stay then? Why would we have to stay for Planning Commission? If it's two the same things, I understand that. Like if we had this other gentleman would have to come back for Planning Commission.

Paul Culter: Well, or Planning Commission wanted to have a joint session with us to discuss...

Madeleine Dressing: Wanted to...

Paul Culter: *[Inaudible]*.

Madeleine Dressing: Okay, so it's up to them to kind of decide.

Gordon Wong: The joint session is when that person has to have both approval.

Madeleine Dressing: Okay.

Gordon Wong: You guys, BZA will start off.

Madeleine Dressing: We say it first.

Gordon Wong: As soon as you're finished, they will join. You will hear that combination.

Madeleine Dressing: Okay.

Gordon Wong: When the combination cases are heard, you guys are dismissed.

Madeleine Dressing: I got you. Okay, I got it. Thank you.

Gordon Wong: Yes. PC will carry on with their own agendas.

Madeleine Dressing: Thanks.

Matt Eggenberger: The line of questions is pretty much the same... *[inaudible]*. Planning Commission asks *[inaudible]* the same questions we do generally?

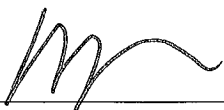
Gordon Wong: A lot of times, yes.

Paul Culter: Alright, good? Do I have a motion to adjourn?

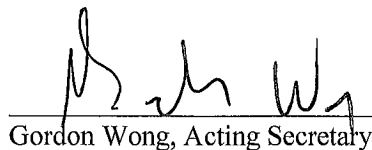
7. Adjourn

A motion to adjourn was so moved by Wendell Herrin and seconded by Kurt Irey.

The meeting was adjourned.



Paul Culter, Chairperson


Gordon Wong, Acting Secretary