

**TOWN OF BETHLEHEM
BOARD OF APPEALS**

February 3, 2010

A regular meeting of the Board of Appeals, of the Town of Bethlehem, Albany County, New York, was held on the above date at the Town Offices, 445 Delaware Ave, Delmar, New York

Present: Daniel Coffey, Board of Appeals Chairman
Michael Moore, Board of Appeals Counsel
Lennie Micelli, Board of Appeals Member
David DeCancio, Board of Appeals Member
Matthew Watson, Board of Appeals Member
Kenneth Umina, Board of Appeals Member

Mark Platel, Assistant Building Inspector
Justin Harbinger, Assistant Building Inspector
Terry Ritz
Fred Richter
Kathy Zabinski
Jim Feil
Glenn Vallentino
Ted Zabinski
Daniel Desjardins

Agenda: Public Hearing, South Albany Airport

Chairman Coffey called the meeting to order at 7:01p.m. noting the presence of a quorum
The first item on the agenda is a public hearing for an area variance from article V, Section 128-39
D subsection 4, additional 100' buffer, requested by the South Albany Airport Corporation for
Property located at 6 Old School Road, in Selkirk. The applicant's request the construction of a maintenance
hangar parking and access in the additional 100' buffer setback. Mr. Platel, could you please provide the reason
for the hearing.

Mr. Platel, The applicant is seeking an area variance to construct a maintenance hanger, parking, access, and a
storm water management area located in the 100' additional buffer setback requirement for nonresidential and
nonagricultural uses adjacent to property that is zoned for residential use. The hangar, parking, access and
storm water area will require a variance for an encroachment of the entire 100' additional buffer. The proposed
building and parking area will meet the minimum required setbacks to the property lines for the district. The
existing use of the property is as an airport and is located in a Rural Light Industrial Zoning District.

Chairman Coffey asked for a motion to indent the public hearing notice into the record. On a motion from Ken
Umina, and a seconded by Matt Watson the motion passed 5-0

Notice is hereby given that the Board of Appeals of the Town of Bethlehem, Albany County, New York will hold a public hearing on Wednesday, February 3, 2010 at 7:00 p.m., at the Town Offices, 445 Delaware Avenue, Delmar, New York to take action on application of South Albany Airport, for a variance under Article V, Section 128-39, D. (4) specific Regulations for the District (100' Buffer), of the Code of the Town of Bethlehem. The applicant requests the ability to construct a hanger, parking and access at property located at 6 Old School Rd. Selkirk N.Y. 12158.

Mr. Desjardins, I am Architect with Passero Associates and Mr. Ted Zabinski President and Manager of the So. Albany airport will give the presentation.

Mr. Zabinski: Good evening, I am Ted Zabinski; I am the President and Manager of the South Albany Airport. Corp The airport has been in existence since 1947 and is a public use airport. What is planned is to construct a Maintenance Hangar on the property within the 100' additional setback. Dan can show you the area in detail.

Mr. Desjardins: Just to give an orientation as to where the sits the airport is located along Creble and Old School Rd and the airport is accesses by a driveway off of Old School Rd. The runway runs in a North South orientation and this is essentially the property boundary and the property is 66 plus acres.

Mr. Zabinski, The hangar will be used for inspection, repair, maintenance and other such work on aircraft. The current maintenance hangar we use is very small in size and will be replacing that building.

Mr. Desjardins, Excuse me this is a blow up of this area and pointed out that building number 2 is the building Ted was referring to.

Chairman Coffey, Existing Hangar?

Mr. Desjardins, Yes on drawing # 3 in the lower left hand corner is a blow up of the area. The building Ted is referring to is labeled building # 2.

Mr. Zabinski. In this detail we see building 6 + 7 on the map and they are existing T hangars. Building 7 will be removed and the new hangar would be constructed just to the north of that hangar. The hangar is 80' wide x 60 feet long with a small area to the side that will be used as a classroom or storage area for parts.

Chairman Coffey, Is this currently planned?

Mr. Zabinski, Yes it is.

Mr. Desjardins: This is currently planned for this summer but the project will be going out to public bid and will be constructed if the prices come back to where it can be afforded.

Mr. Zabinski, This are here shown in gray. The T's here are tie downs for aircraft and we have 2 existing ones up here and 2 more just above them, we have one facing the north, south and east. We currently have National Grid supply us with utilities underground with a transformer located in this area. about a year ago. This existing hangar would stay and this one would be coming out which is.....

Mr. Desjardins, about 10' from the property line.

Mr. Zabinski, Currently 10' off the property line and that would be coming out. We are looking for a 25' setback about 24' off of our fence which is a foot inside our property right now.

Chairman Coffey, There is an existing building hangar now, an old wooden structure.

Mr. Desjardins, Yes In you packet there is a photo of the structure.

Chairman Coffey, And that is actually closer, the structure that you are proposing?

Mr. Desjardins, Yes

Chairman Coffey, How Big is the current structure

Mr. Desjardins, 30 x 42

Attorney Moore, Pre existing nonconforming.

Mr. Platel, Correct

Chairman Coffey, Approximately how old is that Hangar?

Mr. Zabinski, I do not know, By the way just to introduce this is Jim Feil the Vice President of the Airport, Glen Valentine Board Member at Large and my wife Cathy Zabinski the Treasurer of the Airport.

Mr. Zabinski, In this shaded area is to be paved. The storm water management area retention pond would be in this area. We have a security gate to keep the aircraft secure.

Mr. Micelli, Backing up you stated that you would be doing repairs on the planes; can you explain what you

mean by repairs?

Mr. Zabinski, Yes, it could be anything, inspections, sheet metal or fabric repairs, engine and changing of part, tires and general maintenance. This is for GA (General Aviation) Aircraft. The runway is not big enough to accommodate large jets so 95% of the aircraft is for single engine aircraft, no jets or helicopters at this time.

Mr. Micelli, The planes that are there are the ones that you would maintain if needed?

Mr. Zabinski, Yes, pretty much.

Mr. Micelli, Can planes fly in from other places for maintenance?

Mr., Zabinski, Yes, they could

Mr. Micelli, What would be the hours for repair, is it during the day time?

Mr. Zabinski, Yes, pretty much unless some emergency on call repair but no real time has been set but my guess would be like 9:00 to 5:00 or 8:00 to 4:00.

Mr. Micelli. Thank you.

Chairman Coffey, Creble Rd. is oriented in such that the proposed structure would be located towards the back of your lot.

Mr. Desjardins, Go back one sheet, it shows the whole property, and the proposed aircraft hangar is right here, there is a residential zone which is depicted by this heavy dashed line, this is heavy industrial or is it?

Mr. Platel, Heavy Industrial.

Mr. Desjardins, I do not know what this zoning is.

Mr. Zabinski, But going back to your question where Creble road is located here and old school rd would be just behind here.

Chairman Coffey, Currently behind the fence there is wooded area, the lands of Mr. Curly.

Mr. Zabinski, Yes there are some 60' pines back there, things like that.

Mr. Desjardins, If you look at the photograph attachment.

Mr. Platel, The photos are in the file.

Mr. DeCancio, That current hanger you have is about 10 or 15' tall?

Mr. Zabinski, Yes 10' 12' somewhere around that.

Mr. DeCancio, And the new one will be how tall?

Mr. Zabinski, I think the total height is about 18 -19 feet. The other hangar that is next to it is 16 feet tall, 18 feet tall.

Mr. DeCancio, the one that is there right now?

Mr. Zabinski, I'm going to say a foot or two higher than the existing tan colored hanger that you saw.

Mr. Desjardins, Drawing number 6 shows the elevations of what we are proposing from the front we see that the main door is 14' high clearance then the rest of the roof line is the minimum you need to accommodate that 14' door.

Mr. DeCancio, So that is the minimum height you can go than?

Mr. Desjardins, Yes that is about it, you don't want to put the roof much flatter than that.

Mr. DeCancio, Ok

Mr. Desjardins, It is pretty flat 12 on 1 for obvious reason with snow load. The overall height at the peak is less than 20' and the edge is 16'.

Chairman Coffey, Going back to the drawings of the property is there any other place where this hangar could go where the variance would not be needed.

Mr. Desjardins, yes there is and I have prepared a drawing just for this explanation. What I have shown here is the airport property and the pinkish line is the 125' setback line. I have to say that I did not spend a whole lot of time researching whether that 25' setback applies to the entire property. I think there may be a 50'

Mr. Platel, I believe the 25' will.

Mr. Desjardins, side yards

Mr. Platel, you have different zones I would have to look and see if they allow residential use or not to determine if the 100' additional would be required for them or not. I did not do that.

Mr. Desjardins, Is it strictly where the property abuts a residential zone?

Mr. Platel, A zone that allows a residential use.

Mr. Desjardins, So actually in this area we would not need the extra 25'

Mr. Platel, I would believe so, yes

Mr. Moore, The extra 100'

Mr. DeCancio, They would not need it?

Mr. Platel, They are in an Industrial District.

Mr. Moore, No, would not need it.

Mr. Desjardins, these properties up here, Terry (talking to Terry Ritz) I know this is one of your properties up here that is zoned residential?

Mr. Ritz, No that is Rural Light Industrial.

Mr. Desjardins, It is Ok.

Mr. Watson, So you are talking about that upper corner?

Mr. Desjardins, Yes this is Rural Light Industrial.

Mr. Watson, Where you would not need the setback?

Mr. Desjardins, That is correct.

Mr. Watson, Were you not telling us when Dave and I were there what did you say the setback requirement for

runways and taxiways was.

Mr. Zabinski, Minimum 100' from the centerline for your safety area.

Mr. Desjardins, On this plan there is a line drawn around the runway which is a ROFA which stand for a runway object free area. That means that you cannot put any fixed objects there for safety concerns for aircraft that may go off the side off the runway when landing or taking off. That is also sometimes called a building restriction line. A building could not be located in an object free area. That leaves out the entire east side of the runway. There may be a little triangle in here that could be available. The issue with this whole portion of the airport here is access and also availability of infrastructure that would be needed for a building. We are not proposing and facilities in the new building at this time, but whoever is working there has a short walk to the main terminal building to use those existing facilities. Back to the main question as to if there is anyplace else the hangar could go, the short answer is no. It has to be in this area right in here for access by aircraft and it also needs access for automobiles.

Chairman Coffey, Now where the diagram indicates existing hangar, those will remain.

Mr. Desjardins, Yes

Chairman Coffey, So I take it another advantage would be that the proposed hangar will be in close proximity to the other hangars?

Mr. Desjardins, Absolutely.

Chairman Coffey, Did you say access by automobiles was also needed, and why is that.

Mr. Zabinski, Close access for #1 heating oil for the mechanic and we do have a security fence and gate right would be just on the other side of that obviously. The other thing to is when Passero Associated designed this they have to abide with FAA specs as far as distance between buildings and things when you are taxiing aircraft and the building is set back away from the other buildings as far as you can go for safety reasons.

Mr. Desjardins when we go back to drawing 4 you can see the existing hangar buildings and these are existing taxi lanes for aircraft and because these aircraft are up to 40' in wing span we use the FAA formula and come up with a require separation distance between buildings of 66'

Mr. DeCancio, That is the minimum you need by FAA Standards?

Mr. Desjardins. Between the buildings, yes, so what we did was take that corner of the building drew a 66' arch

and took the footprint of the building and set is 25' from the property line and over as far as we needed to go to maintain that distance. So the sighting of this hangar is quite critical as far as offsets to buildings and to maintain proper clearances.

Mr. DeCancio, Now what about would you be able to turn it 90 degrees.

Mr. Zabinski, You could the problem is you would not be able to as far as the width and the hangar door width. We would like to be able to get 2 or 3 planes in there if we can. It would definitely change things and now the door becomes a little narrower and the maneuverability.

Mr. DeCancio, Is that because you will have to make the building smaller?

Mr. Zabinski, Well we, actually if we brought it up closer his way too we got another road right here and I do not believe that we have enough safety zone area between the two and when they designed the building here it was originally we were thinking 15' well it is 25' and then we found out about the variance of 100' so let's just make it as safe as possible with the 66' corner to corner here so the aircraft be able to taxi safely. It is about the smallest area we could go with for this particular spot for the radius as you can see here the distance between the existing hangar here and here it could be even more than that, I am not sure of the scale. But that is what the FAA requires us to have. We are trying to abide by the FAA requirements here and want to maintain a safe operational airport too.

Mr. Desjardins, We drew a the 125' setback line on this plan to come in this general vicinity and maintain the 125' setback this whole building would have to move up into this area here and it just can't go there with the way the airport is currently set up

Mr. DeCancio, How much can you go up?

Mr. Desjardins, It would be a matter of less than an additional 25' if at all. We have not looked at it in much detail. You are limited by existing access through a gate here and along an arch and accessing another gate in here. Now you still need room for aircraft to maneuver in and out of this space.

Mr. Micelli, You would probably lose that moving up the 25'.

Mr. Zabinski, O, Definitely

Mr. Desjardins, You would lose a lot of maneuverability

Mr. Zabinski, And it really becomes a safety issue too, it's just congestion there. Not that we have a lot of

activity there having weekend flyers but we do not want to create a hazard there. And that's really pretty close as it is with the average wing span being 40', that leaves 6' on each side and we would really like to keep it at that and maintain FAA regulations.

Mr. Micelli, Right.

Mr. DeCancio, Now do you need to have the building that deep as you have it, what is the minimum building that you need to accomplish what you want to do?

Mr. Zabinski, Well we were looking to do an 80' x 80' but the financial reasons we decided to scale it down and have this little parts room / flight school later. What we are hoping to accomplish depends on the size of the aircraft is when the mechanic works on the planes there can be one in each corner so there will still be room for more.

Chairman Coffey, Depending on the size of the plane you can fit 2 of them in there.

Mr. Zabinski, Yes, if it is a bigger twin you could only get 2 of planes in there. I do not really see getting more than 3 or 4 planes in there.

Mr. Desjardins, You can see that even though the building is 80' wide the door opens up to be 60' wide and that is about the minimum you could accommodate 2 aircraft to fit in there.

Mr. DeCancio, That is only 60' but you need 66' between the buildings.

Mr. Desjardins, Well not technically because you are not moving them straight in like you would parking your car in a garage.

Mr. Zabinski, You either tug or with a couple of guys pushing, but taxiing requires that minimum distance.

Mr. Micelli, So is the back of the building solid and you are only going in one way?

Mr. Desjardins, Yes this would be the view of the back.

Mr. Zabinski, What we are hoping to do is an electric bi-fold door that comes up in 2 half like the existing storage hangars we have.

Mr. Micelli, And the only time that you will use it in reality is when planes need to have repairs basically?

Mr. Zabinski, Basically.

Chairman Coffey, maintenance, oil changes, things like that?

Mr. Zabinski, Actually one kind of nice feature I know there is the house behind us is the fact that if there is any noise which we have the railroad behind us and that is where the big noise problem is. If we have any planes taxiing I mean this building will kind of buffer it a little bit. The planes are never started in the hangar they would be pushed in or out.

Chairman Coffey, In this neighborhood you have the railroad and also Sabic in the area.

Mr. Zabinski, Yes, Just down the road.

Mr. Platel, for the Boards information this does have to go to the planning board for a special use permit also and will get further review.

Mr. Watson, If they add a second part later would they have to come back later?

Mr. Platel, If they get an approval with this on it no they will be going to the planning board and if they build it at this time then all of the approvals will be granted for that also.

Mr. Moore, The SUP is for what?

Mr. Platel, Special use permit for an airport.

Mr. Moore, For any airport use?

Mr. Platel, Yes.

Mr. Desjardins, Now, we have a special use permit, we came before the planning board last year for the shade hangars, and air craft parking areas that are covered structures with open sides. Our understanding is that since we have a Special Use Permit in place for this property we will be applying for an amendment. It will go through the complete engineering and planning board review. What they require is the vegetative screening so we know they will be looking for plantings between the building, fence line and property line. This will provide an additional vegetative screen, visual screen.

Mr. Coffey, We'll leave that to the planning board. The Chair has received a letter from John Curly, owner of the property behind at 50 Old School Road. Just to summarize, they can't be here but state that the hangar

would be built on a rise of land that overlooks his property. Is there an elevation differential from where the building would be and his property to your knowledge.

Mr. Desjardins, I do not have the elevation of his property but would guess about 8' vertically.

Chairman Coffey, Who is higher or lower?

Mr. Desjardins, The Airport is higher. Lots of chatter from others that the airport is higher.....

Chairman Coffey, Overlooking Curley's property there is a lot of tall trees right? No sight line from his house?

Mr. Desjardins, this area is wooded back here.

Chairman Coffey, And how far back is his house?

Mr. Zabinski, His house is actually, you can barely see it right here. Just to let you know also the property owned by....

Mr. Desjardins, This is the area we are proposing the hangar and this is the Curly residence.

Chairman Coffey, There is a fence along there.

Mr. Desjardins, Yes this photo is a little dated.

Mr. Zabinski, also the Curly's reside here, there is a piece a land flag shaped parcel right here there is a parcel of land here about 25' back and the property line runs almost parallel with the fence there is actually about 25' of land between our property and Curly's property. So it is not really directly behind our property.

Chairman Coffey, Ok, to continue on Mr. Curly's letter he is concerned that it will visual dominate the landscape, again we are not seeing and I walk the property yesterday and did not see much of a rise between your property and the land behind it and do not see that it would dominate the landscape. Do you have any comments on that concern?

Mr. Zabinski, Well to go back on that a little bit here, we actually thought about that in the early stage of design and lowered the height of the building and lowered the door from 16' to 14' and the overall height of the building to 19'4". The building's roof design was lowered to 1 on 12 instead of 4 on 12 to reduce the peak. Although the building is 19'4" there are some big pine and oaks and whatever else is behind there, you are looking at 50 to 60 foot trees, there a lot of overgrowth behind the security fence that we have and the parcel of

land too. We did invite Mr. Curly to the airport about a week ago and we explain the project to him. We did not know that he was opposed at that time. We asked him if anyone was apposed and his comment was that, is there was any reason why he should be opposed to it and I said no. And he said ok and chuckled and then today I heard about the letter.

Mr. Coffey, For the record he does say that we do not want the improvement to the airport that others feel are necessary to be impossible, we are just asking for consideration that the hangar be 40' from the boundary line. Would that be feasible?

Mr. Zabinski, We would not be able to get aircraft through there and right now this is an existing hangar with 5 on each side, there is a hangar with one airplane and another tied down next to it. If we move this building up...

Chairman Coffey, You mean east?

Mr. Zabinski, Yes, east, we would violate the FAA what they require for distance clear area. It, I don't know how we could do that.

Mr. Desjardins, I just have a sense the further you move the building away form the property line shifts the building into a more visual, this being more open field in then this being wooded down in here.

Mr. Zabinski, I understand his concerns.

Mr. DeCancio, Now would that be the tallest building at the airport?

Mr. Zabinski, I do not know I think the clubhouse building is higher or the same height at 20 feet.

Mr. DeCancio, Now before I asked if you could go up a few more feet. You said you could maybe go another 20', now you are saying you can't?

Mr. Zabinski, Well because when Dan explained it I was not aware of it. I do know there are what the footage was here. I do not see how we could do it. I did speak to Mr. Curly today and he did say he sent a letter, I did not know it would be here today but I did ask him a question and he asked about making it 40' instead of the 25'. Dan and I discuss it and we went over it and it really made sense that this is really the only place we can put it. Then I asked him if there was a problem leaving it at 25' he said no that it was too close and would 15'.

Chairman Coffey, Is that what he is talking about, another 15' back?

Mr. Zabinski, Yes, and there is like I say a 25', this piece of property here which is owned by Bona

Development which is the old school and there is a strip of land 25' wide and then it is the Curly's property behind that. There is a really a large area of trees here that is really wooded. I don't really know what more to say.

Chairman Coffey, There is also a pre-existing wooden hangar there that is already closer to the fence line if I understand.

Mr. Zabinski, Yes that is true

Dan Desjardins, Yes, somewhere between 10 and 15 feet.

Mr. Zabinski, And another one actually too.

Mr. DeCancio, Would you be agreeable to do some plantings like shrubbery, evergreens and maybe help alleviate that.

Mr. Zabinski. Absolutely. We talk about the aesthetics of the building we did not just want a metal building we actually looked at post and beam and things like that, we talked about landscaping around it and we are willing to do it. We actually will be required to do this as part of the special use permit. We have done it in the past and we have no problem with that. We have been really trying to improve the airport and make it look pleasing to everyone. Over the last 6 years we have made a lot of improvements to the airport.

Mr. Micelli, How long has Mr. Curly been a neighbor of the airport.

Mr. Feil, Been there a long time, as long as the airport probably.

Mr. Micelli, So I can just understand this a little bit better the 40' pretty much can't be done.

Mr. Zabinski, As far as I can see for safety reasons

Mr. Desjardins, It would severely compromise the whole circulation to the front of the hangar.

Mr. Zabinski, We did a lot of preliminary design with the hangar that we constructed last year, I would not call it a master plan but we looked at everything to see what was the safest and most effective and efficient way also. Passero Associates really specialize in airport design and represent other clients all over New York State. We hired them as our consultant to come up with what I'll call our master plan and they came up with this a year, year and a half ago and since then we have detailed it more.

Chairman Coffey, Do you have much traffic there?

Mr. Zabinski, As far as aircraft traffic?

Chairman Coffey, Yes.

Mr. Zabinski, I wish there was more believe it or not. We sell fuel there and we have tenants there with the planes, tie downs and hangars. Things have been a little slow with the economy but we hope it will pick up.

Chairman Coffey, In a day how many planes would land or take off?

Mr. Zabinski, Right now with the weather some days none but on the weekends more. In the nicer weather maybe we will get 10 or 12 a day.

Chairman Coffey, You might have people stop to fuel up and go on.

Mr. Zabinski. Yes exactly, transients we do have parking for them and we do sell aviation fuel.

Mr. DeCancio, Do you think that this maintenance hangar will increase the traffic at the airport. Will it change the amount of people that will use this facility?

Mr. Zabinski. I would say a little bit there are facilities for GA aircraft at other locations 5 other facilities in the area. We are just starting out and they have major facilities for larger planes. We are just for single engine and small twins airplanes.

Mr. Micelli, How does word get out, is there a local paper or something like that?

Mr. Zabinski, That is what we will wind up doing. Right now we do not have a full time mechanic. Work there. They are there in an as need basis. We have 3 or 4 part timers that come in when needed.

Chairman Coffey. Do you know any other neighbors that are on favor or opposition to this plan?

Mr. Zabinski, We did talk to Jason Leonard a few months ago and he lives next to, northeast of Curly and had n opposition to it. His back yard faces toward where the hangar would be and he did not seem to mind at all.

Chairman Coffey. What about this Bona Development that owns this strip between Curley and you.

Mr. Zabinski, I really do not think he has any problem and was actually a share holder of the airport and once

time and had a plane there. I spoke to him and he got the announcement and did not seem to have any problem with it.

Chairman Coffey, Do you know how wide Bona's strip is?

Mr. Zabinski, There are 2 parcels actually right.

Chairman Coffey, I am talking about between where the hangar would be and Mr. Curley's property would that give you an extra, that is all wooded land correct?

Mr. Desjardins, That would be 25' and it is the entire length of this leg of the property.

Chairman Coffey, and that would in fact for all intensive purposes give Mr. Curley an additional 25' buffer, not officially.

Mr. Zabinski That's a good point.

Mr. Desjardins, Mr. Curly's property line to the back of the proposed building is 50'.

Chairman Coffey, Any other questions from the board.

Mr. Micelli, None

Chairman Coffey, Any questions from the audience to be addressed to the board.

Chairman Coffey, Would anyone like to speak in favor of the proposal.

Terry Ritz, 284 Maple Ave. Property owner adjacent to the airport spoke in favor.

Fred Richter, 857 Elm Ave. Property owner near the airport also spoke in favor.

Chairman Coffey, Any other speakers in favor of the application. Is there anyone wishing to speak in opposition to the application? With no one speaking in opposition the hearing was closed at 7:38

Chairman Coffey, I would entertain a motion to table a discussion on the South Albany Airport until a later date. A motion was made by Mr. DeCancio and seconded by Mr. Watson with a 5-0 vote in favor of the motion. This motion was made after discussions between the Board Members, Attorney and Building Inspector and was tabled at 7:43 pm.

The minutes of 1/20/10 were approved on a motion by Mr. Micelli and seconded by Mr. DeCancio, with a 5-0 vote in favor.

Chairman Coffey read a resolution thanking Michael Hodom for his 20 years of service as a Board of Appeals Member and the Chairman of the Board for 16 years. On a motion by Mr. Watson and seconded by Mr. Umina and on a 5-0 vote the resolution was approved.

Chairman Coffey, The next meeting of the board will be on February 17, 2010 and I will not be present and select Mr. Micelli to be the acting chairman and noted that Mr. DeCancio will also be away but that there will be a quorum.

Meeting Adjourned at 7:54 on a motion by Mr. Micelli and seconded by Mr. Watson, with a 5-0 vote in favor.

Respectfully Submitted Mark J. Platel