

**TOWN OF WEYMOUTH
PLANNING BOARD
MINUTES**

There was a Planning Board meeting held on Monday, January 10, 2000 at 7:30 P.M. at the DPW.

Members present: Susan Abbott, Chairwoman
Mary S. McElroy, Vice-Chairman
Mary Sue Ryan, Clerk
Paul M. Dillon
Paul Hurley
Paul F. Lynch, Sr.

Staff present: James Clarke, Director of Planning & Community Development
Roderick M. Fuqua, Principal Planner

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WEYMOUTH, MASS.

The meeting was called to order at 7:30 P.M. by Chairwoman Abbott.

1. Minutes – 1/22/99 (Regular and Exec. Session), 5/24/99, 9/13/99, 10/27/99

Upon motion made by Mr. Hurley and seconded by Mrs. Ryan, it was:

UNANIMOUSLY VOTED: to approve the minutes of January 22, 1999 (Regular and Exec. Session), May 24, 1999, September 13, 1999 and October 27, 1999.

2. Petr: McDonald's Corporation
Locus: 96 Main Street
Sheet 29, Block 329, Lot 22
Zoning: B-1

Decision on special permit to construct a 12' by 12' rear addition for the purpose of a 2nd drive through booth

Mr. Clarke stated that although this was scheduled for a decision, he recommends that the Board hold off until the next meeting on January 24th. Although he has no problem with the proposal for a 2nd drive through booth and the layout for the queuing, he thought he would have a MOU between Abro Corp. and McDonald's Corp. regarding the plaza at this time.

Upon motion made by Mr. Dillon and seconded by Mrs. Ryan, it was:

UNANIMOUSLY VOTED: to defer the decision on the special permit for McDonald's Corporation to January 24, 2000.

3. Petr: Weymouth Housing Authority
Locus: Cadman Towers, 575 Bridge Street
Sheet 7, Block 108, Lot 2
Zoning: B-2/R-1

Site plan review for renovations to Cadman Towers (advisory only)

Present on behalf of the Weymouth Housing Authority were Roland Mousally, Executive Director; and Angelo Kyriakides, Architect.

Mr. Fuqua stated that this project is an existing six story building. It was referred by the Building Department and we did a review of the zoning on this. Typically a building of this size would come before the Planning Board for a special permit and/or site plan review. In this particular case, the building is already in existence; the use is already there. This was permitted under Chapter 40B quite some time ago. The proposal, in review, they have reduced the height of the building and reduced the number of units so everything conforms to the original conditions or is lessened. In talking this over with the Inspector of Buildings, he thought it would be best for them to come in just as an advisory role.

Mr. Kyriakides presented the site plan to the Board. The number of stories will be reduced from six to three and the number of units reduced from 70 plus to 30. What is before the Board is something that blends more with the community. There are 34 parking spaces for 30 units versus 37 spaces for 74 units. The handicapped spaces will all be in the front. He explained the material that would be used for the building, landscaping and other improvements proposed.

Mrs. Ryan asked what their timeframe was. Mr. Kyriakides replied that they hope to be out to bid in the next 30 days, award the contract by mid to late March with construction starting in early spring. He stated that this is about an eighteen month project.

Mr. Mousally stated that they project to have people in the units by June 30, 2001.

Mrs. Abbott asked about the units that have been eliminated. Mr. Mousally replied that once they get this project completed, they will be doing two things. They will be looking for development funds and are looking at the base. They are also applying for some Section 8 replacement vouchers.

Mrs. McElroy asked how they prioritized who would get the new units. Mr. Mousally replied that they sent a notice to all the people who were relocated asking if they had intention of returning. The relocated residents were given first priority. Presently only twenty-two have indicated that they want to come back.

Mrs. Abbott thanked the Housing Authority for their presentation.

4. Public Hearing – 7:45 P.M. (cont.)

Petr: Linden Properties, Inc.

Locus: 861 and 879 Main Street

Sheet 45, Block 516, Lots 17 and 18

Zoning: MSD (Medical Service District)

Special permit to provide for off-street parking to be located on more than one lot

Upon motion made by Mr. Dillon and seconded by Mrs. Ryan, it was:

UNANIMOUSLY VOTED: to open the public hearing at 7:55 P.M.

Mr. Gregory Galvin, attorney for the applicant, stated that he sent a letter to the office stating his client's intent to withdraw the special permit application.

Mrs. Ryan read the letter from Gregory Galvin informing the Board that his client does not intend to move forward on this project.

Mr. Galvin stated that he has been further informed that there will be a new applicant so this proposal must be withdrawn.

Upon motion made by Mr. Dillon and seconded by Mrs. McElroy, it was:

UNANIMOUSLY VOTED: to allow the applicant to withdraw the special permit application without prejudice.

5. Petr: Weymouth Redevelopment Authority
Locus: Woodside Path
Sheet 34, Block 434
Zoning: R-1 and POP

Decision on preliminary plan for road layout

Mr. Fuqua stated that the Board heard a presentation on this proposal. Following the meeting, he did meet with the Police Department, Fire Department, School Department and DPW. There had been some discussion as to which route was the best to go – out to the existing dirt road on to St. Margaret Street or to make an extension onto Lane Avenue. As a result of that meeting, the Police Department through Sgt. Newell has responded that they would prefer Lane Avenue with a sidewalk and would also like to see a turnaround incorporated for people picking up and dropping off school at Seach School. In talking with Sgt. Newell, he has gone up and reviewed the traffic when children are dropped off and picked up at school, and feels that if there is a turnaround that can be incorporated into the design, it would relieve not all but a lot of the congestion at Lane and St. Margaret Street. Because of the walkway, Sgt. Newell would prefer to see a sidewalk. Lt. Borolini from the Fire Department reviewed both alternatives and would prefer to see Lane Avenue. Their reason is they have difficulty with their equipment now, especially the ladder truck during winter coming in up St. Margaret Street. The School Department, through Mr. Leonard, had referenced that if Lane Avenue is the route that is taken, they would like to see a sidewalk for the children walking to school, as well as a turnaround for people dropping off and picking up children. DPW is still looking at looping the water line. Their position, through Mr. Olson, is that if there is a water line that can be put in from Lane Avenue connecting over to Woodside Path, it shortens up some of the dead end lines in this area. Based on the comments, Mr. Fuqua stated that he would recommend that the Planning Board allow this to proceed to the definitive stage.

Mr. Lynch asked if Lane Avenue was wide enough for a sidewalk. Mr. Fuqua replied that if there was a sidewalk on Lane Avenue there would have to be some kind of a taking for the width of the sidewalk.

Ms. Valerie Pawson stated that she is an attorney and is representing Mr. and Mrs. Burke. She also has letters to the Board for other members of the neighborhood. They were at the last hearing which discussed the two alternatives. She presented her reasons why Lane Avenue would not be the best alternative. She also submitted pictures showing existing conditions. For a number of reasons, they feel it is shorter, cheaper, less variances required to go through the existing roadway than to impact on Lane Avenue. For those reasons, they ask that the Board seriously consider turning down the extension of Lane Avenue.

Mr. Clarke stated that there was a preliminary plan presentation on December 13th. This is not a public hearing. At that time the Board allowed discussion and there were additional people present. Tonight the Board is scheduled to make a decision. Since the public has come, it is not inappropriate to get their comments. There are two members of the Redevelopment Authority present – Martin Joyce and Robert Hunt. He asked if they had any comments.

Mr. Robert Hunt stated that it appears that Lane Avenue is the best route to go.

Mr. Clarke stated that as Rod said at the last meeting we were asked to get comments from Police, Fire, School and DPW which we have done. We still have to come back with a definitive plan, and there are still issues to look at. There have been two neighborhood meetings over the summer and he thinks it's fair to say that although there were people opposed to Lane Avenue, there were many who were in favor of Lane Avenue.

Upon motion made by Mr. Dillon and seconded by Mrs. McElroy, it was:

UNANIMOUSLY VOTED: to approve the preliminary subdivision plan submitted by the Weymouth Redevelopment Authority entitled "Woodside Path Subdivision Preliminary Plan Weymouth, MA dated August 18, 1999, drawn by Mistry Associates, Inc.

6. Petr: Supreme Enterprises
Locus: 1680 Main Street
Sheets 61, 64, Block 641, Lot 17
Zoning: B-1

Decision on special permit for retail building with two drive throughs

Mr. Clarke stated that the applicant and his attorney are present. Two weeks ago the Board did receive a list of proposed conditions. We have a couple of suggestions. The first is based on residents concerns by adding a fence to screen car lights. The second item regarding that is the speaker/sound that would be shut off at 7 P.M. They have also eliminated the parking space at the front that the Board did not think was appropriate. The other concern was regarding the two drive throughs. The suggestion, if the Board decides to approve the special permits, is that the food service drive through be limited to the north side of the building and that no food service drive through operation be allowed on the south side of the building. Regarding approving something when the Board does not know the specific tenant, the Board has done this many times in the past. That is what the Zoning Bylaw is in place for. We have received information from the applicant that appears appropriate

regarding the traffic on the site coming to and from the location, and the proposal for the access way onto the property. From the staff's position, we feel that with those conditions and any others the Board might consider, that the applicant has met the requirements for this property in the B-1 zone.

Mrs. Ryan stated that she appreciates all the comments and suggestions from the staff. She will not be supporting this application to allow a double drive through on this existing site. She feels the area would be negatively impacted by such a permitting primarily because of this particular area where it is situated on Route 18 - an area that just a matter of yards away is a truck facility, a school bus depot facility, proposed transfer station, and it is close to the commuter rail. She appreciates the fact that one drive through would be for food and the other drive through would be for anything other than food. Her feeling is that drive through windows do create more traffic and even if one drive through is not food, there are other things of high intensity that could add to the traffic situation there. Without knowing the occupants of this particular piece of property, we have anything from a lottery drive through to ticket station for the commuter rail. On the food side of it, you could envision many things. These are her thoughts on this and why she would not be supporting this. When you look at this area, Michele Drive is right across from it. It is a new residential subdivision. We have permitted an apartment complex just up from there, and her own feeling is that this would be an inappropriate spot for two drive through windows that even with the improvements, she would not support this petition.

Mrs. Ryan made a motion to deny the special permit for the various reasons she cited.

Mr. Hurley seconded the motion. His reasons were that the applicant has not convinced him that: (1) the use involved would not be detrimental to the established or future character of the neighborhood or town; (2) there will be no nuisance or serious hazard to vehicles or pedestrians, and (3) the public convenience and welfare will be substantially served.

Upon motion made by Mrs. Ryan and seconded by Mr. Hurley, it was:

VOTED: 4-2 (Mrs. McElroy and Mr. Dillon opposed) to deny the special permit application because the applicant has not convinced the Board that: (1) the use involved would not be detrimental to the established or future character of the neighborhood or town; (2) there will be no nuisance or serious hazard to vehicles or pedestrians, and (3) the public convenience and welfare will be substantially served.

7. Form A Plans

a. Tamburlane Ridge – Sheet 52, Block 544, Lots 3 and 22

Mr. Fuqua stated that Ken Ryder has purchased this subdivision, and has made some lot line adjustments. This plan does not change the number of buildable lots.

Upon motion made by Mrs. McElroy and seconded by Mr. Lynch, it was:

UNANIMOUSLY VOTED: to endorse the Form A Plan for Tamburlane Ridge – Sheet 52, Block 544, Lots 3 and 22.

b. School House Road – Sheet 21, Block 220

Mr. Fuqua stated that the Form A Plan relocates the easements for School House Road.

Upon motion made by Mr. Lynch and seconded by Mrs. Ryan, it was:

UNANIMOUSLY VOTED: to endorse the Form A Plan for School House Road – Sheet 21, Block 220.

c. Libbey Parkway – Sheet 39, Block 445, Lot 10

Mr. Fuqua explained the Form A Plan for Libbey Parkway. It is currently one lot and they have gone through the Board of Zoning Appeals to subdivide in two lots because both buildings are condominiums. It doesn't change anything on the lot except for the ownership.

Upon motion made by Mrs. McElroy and seconded by Mrs. Ryan, it was:

UNANIMOUSLY VOTED: to endorse the Form A Plan for Libbey Parkway – Sheet 39, Block 445, Lot 10.

d. Middle Street – Sheet 37, Block 464, Lots 13 and 30

Mr. Fuqua stated that this plan is a re-subdivision of a Form A plan on Middle Street. Currently the lot line comes at a diagonal and this plan will square off the lot.

Mrs. Ryan asked if there was a day care center proposed for this property.

Mr. Gordon McGinnis, Brava Realty, stated that he represents Mr. Petrucelli who owns the property. A day care center is not proposed for this property. The property is being sold as a residential house lot. He has someone who is going to buy the lot and build a house on it.

Upon motion made by Mr. Lynch and seconded by Mrs. McElroy, it was:

UNANIMOUSLY VOTED: to endorse the Form A Plan for Middle Street – Sheet 37, Block 464, Lots 13 and 30.

8. Subdivisions

a. Ledgewood Estates (Bantry and Lightwood) – bond reduction

Mr. Fuqua stated that currently the Board is holding a bond of \$64,450 and based on the work completed, the Board may reduce the bond to \$37,450.

Upon motion made by Mrs. Ryan and seconded by Mr. Lynch, it was:

UNANIMOUSLY VOTED: to reduce the bond for Ledgewood Estates to \$37,450.

b. Performance Drive – bond reduction

Mr. Fuqua stated that there are still two items outstanding on Performance Drive and he recommends reducing the bond from \$18,000 to \$575.

Upon motion made by Mrs. Ryan and seconded by Mr. Hurley, it was:

UNANIMOUSLY VOTED: to reduce the bond for Performance Drive to \$575.

c. Burns Way – bond release

Mr. Fuqua stated that Burns Way has been accepted as a public way and the remaining bond of \$500 may be released.

Upon motion made by Mrs. Ryan and seconded by Mr. Dillon, it was:

UNANIMOUSLY VOTED: to release the remaining bond of \$500 for Burns Way.

9. Other Business

a. Review of Board of Zoning Appeals cases

Mr. Clarke stated there are two BZA cases. The first was 16 Roosevelt Road and they are proposing a second story addition. The second case was for 24-38 White Street and it is a request to subdivide an existing 36,200 square foot lot into two lots. Lot A with the existing single family dwelling would have approximately 17,000 square feet. Lot B would contain approximately 19,000 square feet with 92 feet of frontage to contain a single family dwelling.

Mrs. Ryan stated that our bylaw requires 25,000 square feet.

Upon motion made by Mr. Dillon and seconded by Mrs. McElroy, it was:

UNANIMOUSLY VOTED: to send a letter to the BZA regarding 24-38 White Street in opposition to the subdivision of a 36,200 square foot lot into two lots.

b. Mr. Clarke stated that Board members received a letter from the Mayor tonight. The Conservation Commission and BZA will also get similar letters. If members are interested in serving on one of those three boards, they should send a letter to the Mayor. At this time, there is no guarantee there will be a Conservation Commission, but there will be a Planning Board and BZA. He noted that the Transition Bylaw Review Committee recommends a five member Planning Board.

10. Public Hearing -- 9:00 P.M. (cont.)

Petr: Marlin Development Corp.
Locus: 500 Washington Street
Sheet 25, Block 330, Lot 13
Zoning: B-1

Request for special permit for a 12,150 square foot pharmacy and drive-thru window

Upon motion made by Mrs. McElroy and seconded by Mr. Lynch, it was:

UNANIMOUSLY VOTED: to continue the hearing at 9:00 P.M.

Rocco DiFazio, Attorney for the applicant, Robert Lacourse, Senior Project Manager and Joan Peyrebrune, Transportation Engineer with VHB were present to represent the Marlin Development Corporation.

Mr. Clarke stated that at the last hearing many issues were raised. A letter was received today from VHB addressing those concerns. He suggested that the applicant go through those items.

Mr. Rocco DiFazio stated that there were numerous questions raised and Marlin Development through their engineers has answered those questions. First he would like to address the engineering part and Mr. Lacourse is present to address those items. Mr. DiFazio suggested that rather than go through each item, Mr. Lacourse respond to any questions the Board may have. Ms. Joan Peyrebrune, Traffic Engineer, is also present to address traffic concerns. They were asked to re-visit traffic to see what impact Avalon would have on this project, especially on Saturdays and Sundays. They were also asked some engineering questions about what they were going to do with the parking lot. They plan to take some of the parking away and provide more greenery as the plans will show.

Mr. Dillon asked about the free standing sign. At the top of the sign it says CVS and under it says 24 hour drive through and one hour photo. He asked if that was separate from the permitting process of the actual sign itself. Mr. Fuqua explained that they have so many square feet for their sign. The entire sign width is enclosed and would include CVS, 24 hour drive through and one hour photo. The cumulative total has to equal what is permitted.

Mr. Hurley stated that he has two comments, one regarding traffic. A couple of their other larger projects they have heard from the Fire Chief regarding a safety device which allows safety vehicles to go through intersections. He asked if we could look into that as a traffic mitigation. Also it has been presented to the Board that this will be a CVS. He asked the applicant to talk about the façade of the building. He asked if CVS does not end up being proposed and there is another pharmacy and the façade of the building is changed, that there be a provision of a site plan review or a design review of the building. Mr. DiFazio stated that at the last meeting they told the Board that it would be a CVS and there has been no change to that. The Board requested that the building be similar to the CVS on Southern Artery in Quincy and they have agreed to that. Mr. Hurley stated that he wouldn't want to see another company come in because we are permitting a pharmacy, not a CVS. He would not want to see someone come in with a box structure and someone who would not work

with the community.

Mr. Hurley asked if there has ever been a public/private partnership in regards to traffic signalization where exiting from their property would be incorporated into the traffic system, where traffic would queue up on the red light, the same as it would for traffic on Main Street and Washington Street. He asked if it would be possible and stated that it would take some re-design of the proposed plans.

Ms. Joan Peyrebrune, VHB, stated that it is possible and the site has been designed with an idea like that in mind. She explained how that could be done.

Ms. Peyrebrune stated that regarding Mr. Hurley's question concerning a signal pre-emption for emergency vehicles, it is something that has been done, but in this case she has not checked to see what equipment is there now. It is an old traffic signal equipment which probably can't handle that, but when the new signal is put in, it would be able to accommodate a signal pre-emption.

Mrs. Ryan stated that she has a few questions. She referred to comment number 5 regarding clarifying future growth. She read the last two paragraphs of comment 5. She asked if it was correct that VHB has been working with proponents of the Avalon project regarding traffic. Ms. Peyrebrune replied that in terms of the Avalon project, their information was provided to them and Avalon included those traffic figures so the Avalon traffic study in terms of their analysis always had the pharmacy in there. Because they did their study before the Avalon project became public, they did not have the Avalon study in their numbers. Now that it is public, she was able to get a copy and re-analyzed everything. Mrs. Ryan stated that Avalon is putting out their traffic analysis and VHB has looked at it and accepted the numbers as to what their project is going to generate. VHB is not asking the Board to come to conclusions which they have made with regard to a traffic analysis, nor has the town approved anything with regard to the Avalon project. Ms. Peyrebrune explained how they looked at the numbers from Avalon and arrived at their conclusions. They use the ITE trip generation book, look up assuming 300 apartment units, know how much traffic that would generate, distribute that and add it to the roadway. It is really not buying into anyone's assumptions. The assumption is the development program.

Mr. DiFazio stated that the Board has asked for an independent traffic study and they have agreed to have that done and they will pay for whatever it costs. The Board's independent traffic study will either confirm or deny their numbers.

Mr. Clarke stated that he would like to make a clarification. Normally what happens is that when someone is getting ready to do a proposal, they call us to ask what projects are coming forward. They don't necessarily ask for all the traffic study, but they find out what is proposed and where they are located. Using the ITE, they can include those figures in their own analysis.

Mrs. Ryan stated that there is so much in the proposal that is contingent upon reconstruction of the intersection. Her question is will this permit be conditioned upon Mass. Highway re-doing the intersection. Over the years, Mass. Highway has said many things that have either taken many years or never happened.

Mr. Clarke stated that he did meet with Mass. Highway and reviewed all of the different projects that are going on along Route 53 and 18 with particular attention to this area. Mass. Highway is very interested in seeing what is going to happen here. He thinks what we will probably look at as we get ready to set conditions is that there be a two phase approach to this project. The two phase would be to deal with this current project as it stands with a certain level of changes to the intersection and changes to the site plus probably some recommendation on a contribution to fund the longer range solution to the issues of the intersection. As Avalon comes in, we would approach them as well. We would make a recommendation on what we consider to be an appropriate level of mitigation for a specific project. One could not be tied to the other, but at this point we would go on the assumption that there are two projects that are looking to go forward.

In response to Mrs. Ryan's question regarding traffic, Mr. Clarke stated that he wants to look at what's been proposed by VHB. The applicant has consented to allowing us to do a peer review.

Mr. Dillon asked if the prescription drive through was specifically for prescriptions only. Mr. DiFazio replied in the affirmative.

Mr. Hurley asked if it was correct that they intend to operate the prescription window 24 hours a day. Mr. Paul Cerasoli from CVS replied in the affirmative.

Mrs. Abbott opened the meeting for questions/comments from the public.

Mr. Jim Cunningham, 58 Lake Shore Drive and member of Whitman's Pond Association, asked about drainage, runoff and the retention basin. Mr. Lacourse stated that he would like to point out a couple of things. Presently, there is water that runs out of the parking lot into Washington Street. They are re-grading the site so that no water drains off the site into Washington Street. There will be significant improvements to the storm drainage system with the catch basins on site and a small detention basin to the south of the pavement. Mr. Cunningham asked where the water will discharge to. Mr. Lacourse replied that the water will discharge to its current location into the wetlands. The wetlands essentially surround the site right now.

In response to Mr. Clarke's request for an explanation of the role and background of Marlin Development, Mr. Gesner stated that he owns Marlin Development which is a development company primarily based out Boston. They primarily do retail development with retail tenants throughout New England. His CVS projects have been in Waltham, Natick, Randolph, Stoughton, North Dartmouth, and New Bedford. They have a good reputation. They hire VHB who does all his work for him. Every project they have started they have finished. He has the property under option right now and his intention is to lease to CVS. He will own the property and manage it.

Discussion ensued regarding labor agreements. A representative from the South Shore Building Trades was present and wanted to know if the Board could recommend that union labor be used. Mr. Clarke explained that this is land use permitting and labor agreements does not come under the Board's jurisdiction, but it was the sense of the Board that they

would like to see the issue resolved. There were also a number of non-union workers present.

Mr. Vincent O'Keefe, 18 Dana Road, stated that he is concerned about Federal Street becoming another Route 3A. He is concerned about this project adding more traffic onto Federal Street and what could be done to stop people from using Federal Street. First of all they have a left turn onto Federal there that has never been addressed. He is concerned that people will leave CVS, take a right onto Washington Street and a left onto Federal Street and bring traffic through the residential area.

Ms. Peyrebrune stated that they received a letter from staff and one of the questions was asking them to quantify how much traffic they thought potentially could cut down Federal Street. The issue really is how people who want to head back onto Route 18 to Route 3, how they get back there from this site. There are really two options. The first is the option to take a right out of the site and a left onto Federal Street. The second is to make a left out of the southerly drive; then they can either cut through the shopping center or continue down to Middle Street and then to Winter Street. She thinks more realistically people will cut through the shopping center. The question they were thinking about was if they should allow left turns out of the northerly driveway. It would be a tough move, but if vehicles are queued, they could get in there. Personally, she feels they should make right turns and take a left onto Federal Street. Regarding how many vehicles that would be, there are about 30 vehicles exiting during the peak hour. Fifty percent went up to Federal and the other half went through the shopping center, and that would be about fifteen vehicles per hour, one every four minutes additional vehicles onto Federal Street. She actually thinks that the majority would take the left out of the site and go through the shopping center because that is really more of a direct route.

Mr. O'Keefe asked if they were aware that Federal Street is a major bus route.

Mrs. Abbott stated that she assumes the peer review would take a look at all of the issues including Federal Street.

Mr. Scott Parker, 121 Federal Street, expressed concern over additional traffic onto Federal Street.

Ms. Peyrebrune stated that this intersection is on the State's Transportation Improvement Plan to occur in year 2002. One of the things they have discussed with Mr. Clarke about is if there was anything we could do to get this project bumped up quicker. As Mr. Clarke mentioned, the town can actually do the design and go through all of the public process, and then the town could provide the design plans to Mass. Highway. The town could also require as a condition a contribution towards improvement to the intersection. They are trying to find a way to make these improvements happen, but it is a state intersection and they are very limited in their ability to do anything.

A motion was made by Mr. Dillon to close the public hearing.

Mrs. Abbott stated that we don't have the peer review yet.

Mr. Clarke stated that he would prefer to close the meeting, but if the Board wants, the hearing could be continued to January 24th at 7:30 P.M. He would hope that the Board could conclude the hearing on the 24th and make a decision at that meeting.

Mr. Dillon withdrew his motion to close the public hearing.

Mr. Dillon asked if we have sufficient amount of time to make a decision on the 24th. Mr. Clarke replied that he would not ask the Board to make a decision if they are not comfortable that the issues have been resolved.

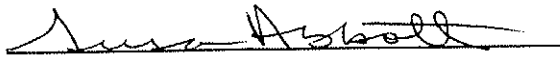
Upon motion made by Mrs. McElroy and seconded by Mr. Dillon, it was:

UNANIMOUSLY VOTED: to continue the public hearing to January 24, 2000 at 7:30 P.M.

Upon motion made by Mrs. McElroy and seconded by Mr. Hurley, it was:

UNANIMOUSLY VOTED: to adjourn the meeting at 9:50 P.M.

This is to certify that the foregoing is a true and complete statement of all actions and votes taken at this meeting on January 10, 2000.


Susan Abbott, Chairwoman