

TOWN OF GOSHEN
PLANNING BOARD
APPROVED MINUTES
GUILDHALL PUBLIC HEARING
JULY 15, 2008

MEMBERS PRESENT: Chairman Allen Howe, Vice Chairman John Wirkkala, Jonathan Purick, Rich Moen, Select Board Representative Melanie Bell, and Sue Peacock, Secretary.

OTHERS PRESENT: Town Attorney Bernie Waugh, Attorney Timothy Britain, Shaun Carroll, Jr., Kathy Carroll, Fred Trommsdorff, and Ed Andersen, Sr.

AGENDA ITEM: 1: Continuation Hearing Guildhall Sand & Gravel

Mr. Howe stated that he wanted the Board Members and Attorney Waugh to go over the legal questions that Attorney Waugh has commented on between meetings, and also to answer any questions the Board Members might have. Mr. Moen made a motion to go into a non-public session, Mr. Purick seconded. All were in favor to enter into a non-public session.

The Planning Board resumed its Public Hearing at approximately 7:30 P.M.

Mr. Howe stated that one of the questions that lead to the legal discussion is in relation to the use of the Davis Site as a haul road for the Unity permit. At our last meeting, there were several ideas being discussed. Mr. Howe said that one of the ideas was to set a maximum of 110 truckloads a day moving through the Davis Site, with not more than 77 truckloads containing excavated material from the Davis Site itself. That was Mr. Howe's understanding that it was an acceptable alternative to the applicant, as opposed to an option that would not address at all the use of the Davis Site as a haul road. Which conceivably then could be a bit open-ended in terms of what amount of material would come through from Unity. Mr. Howe stated that he knew that at the present time the Unity Permit states 110 truckload a day limit, and as it stands now that would be a possible cumulative total of the 110 plus the 77, for a total of 187 truckloads. That number could obviously change in the future. Mr. Howe stated that other options that had been proposed was to not address use of the Davis Site as a haul road at all, to not discuss the Unity question and to focus discussion on the Davis site itself. That subject and other ideas are still being kicked around. Mr. Howe stated that what he wants to do now is to give each Board Member an opportunity to present their thoughts on Attorney Waugh's legal opinion.

Mr. Howe stated that he wanted to start with Select Board Representative Melanie Bell's opinion. Ms. Bell stated "It is better to address the issue of the haul road, than to leave it as an open ended question. She stated that she was not sure what that number should necessarily be, but that issue does address the deliberations.

Mr. Moen felt that the haul road issue does not need to be addressed, and the reason why is that the applicant had stated that there would not be more than 110 truckloads per day coming out of that haul road. Mr. Moen stated that he knows that there have been more than 77 truckloads going out of the site now. He stated that he has seen that in the past two weeks, being on vacation, and going back and forth to Newport a few times a day. He has not seen an enormous difference between 77 and 88 truckloads, and the number can go up to 110, but Mr. Moen believes that had already been weaned to that process. Mr. Moen stated that if he understood correctly that would just pertain to the permit that is currently for the Unity Pit. Mr. Moen stated if that permit were to change, once that maximum material condition got out. Mr. Moen could then see the applicant coming to the Planning Board with a status change that they were able to do this, or not able to do this and ask for a change if need be. Mr. Moen stated that there has been a lot of dialog with the maximum amount of trucks, and both parties are trying to set a different rapport with one another. Mr. Moen sees this as an excellent opportunity to go that next step.

Mr. Wirkkala said that he believes that the haul road issue should be dealt with as part of the permit process. Mr. Wirkkala had wanted to, in some way not deal with the issue, for the reason that he felt that it would give Mr. Carroll a chance to have an opportunity to run the trucks that were permitted by Unity. Mr. Wirkkala wanted to have the opportunity to let the Goshen citizens to react to the traffic that would be involved in that excavation. Mr. Wirkkala stated that if there were no problems, then there would be no need for this Board to get into the issues involving what the Town of Unity might be permitting. Mr. Wirkkala stated that he recognizes that this needs to be dealt with in some way now. If there is another way or another manner so that there is a guarantee that the people affected by the trucking are not adversely affected. Mr. Wirkkala stated that he would like try to find the means of doing that. He believes that this needs to be discussed and will have to be part of the process.

Mr. Purick started off by stating that he likes Mr. Carroll personally, and that he might not like all of his ideas, so he does not want any of what he says to be taken personally. Mr. Purick strongly has a difference of opinion on this issue. What Mr. Purick sees happening is when this becomes a legal issue, it is because we have different moral priorities, and we just cannot resolve that, and he does not want it to get to that. Mr. Purick deals with things that he feels that are morally right or wrong, and if anyone else does not agree, that's okay. What he sees is using the haul road out of Unity going through our town, is in Mr. Purick's opinion "skirting" an issue, and he used an example. Mr. Purick stated that when Mr. Carroll started running stuff out of there, and then Mr. Carroll talked with the Selectman, and advised them that you (Mr. Carroll) were taking stuff out of Unity through there, and assured the Selectman that there were not more than 77 trucks, and that is what he had a problem with.

Mr. Carroll replied by saying that he never said that he was pulling 77 out, he had said there were more than 77 truckloads being pulled out. Mr. Carroll stated he had told Melanie Bell at the last Public Hearing that in two weeks he would be hauling out of the pit, and that he would haul 86 trucks. Mr. Carroll stated that he had told Ms. Bell that after the Public Hearing of May

6th that he would start hauling 86 truckloads the next day. Mr. Carroll stated that he wanted to be up front with everyone, and he was not sure at the time whether he should also go to the Select Board the next day, which Melanie had told him that is was the case.

Mr. Purick then asked Mr. Carroll his basic hours of operation for hauling trucks? Mr. Carroll stated that the permit states that he is allowed to haul from 7 A.M. to 5:30 P.M. Mr. Purick asked if he is hauling all of that time or is some of that time for warm-up or put away. Mr. Carroll answered that usually the last truck is loaded at 4:30. Mr. Purick wanted to make sure that this came out to 9 ½ hours, and Mr. Carroll agreed. Mr. Purick wanted to clear up the issue of the warm-up period, and Mr. Carroll stated that no truck is to be in the pit before 7 A.M. Mr. Moen stated that the way the permit is written up is that they can start up the excavator or the bucket loader up to a ½ hour earlier. Mr. Howe then stated that for clarification purposes *there is no existing permit for the Davis Site at this time*. If there is a desire in the future to revisit those operational issues, we still can. Mr. Howe stated that at previous meetings all of the Board members were in agreement of carrying those operational standards from the last permit forward.

Mr. Purick then continued on with averaging some of the numbers. He stated that if he used 9 hours multiplied by 60 that would be 540 minutes. Mr. Purick then asked Mr. Carroll how many truckloads he is hauling out of there now on an average? Mr. Carroll stated that there is about 14 or 15 truckloads a day hauled out of there. Mr. Purick then wanted to know an average of how many trucks are used. Mr. Carroll replied that it is always different, but in an average day, about 6. Then Mr. Purick multiplied 15 truckloads times 6, which would come out to 90. So that 90 truckloads goes by 180 times, Mr. Purick said. Mr. Purick also said that if he takes the number of 180 and divide it into 540, that's 3 minutes, so every 3 minutes there is a truck going by someone's house, or through town. So there has to be somewhere between 15 seconds and 30 seconds on either side of that, that there's going to be a noise. Mr. Purick said if he could equate that to putting that into your neighborhood, where that's going on, that's a certain amount of disturbance that you are not going to appreciate. Mr. Carroll then said "If you're reading into it like that in that depth, then that's fine." Mr. Purick stated that he is just trying to put this into the perspective of the homeowners that are being affected by this every time. If we are allowing more trucks, then we are allowing more disturbances in that area. Mr. Carroll then replied by saying "It is actually not, we have been here for about 15 years now. We've been doing this for 15 years, so we haven't added any more trucks on than what we have been running with in the last permits." "We have been running the same trucks or less", Mr. Carroll said.

Mr. Purick then said that what his point is that to say 90 trucks, we're increasing the burden to the aggrieved already. Mr. Purick said that he was already reluctant to increase the number at all or much because of that. He also said that he tries to balance what the business is and what the town wants.

Mr. Howe said that he thinks that we are, as a Board, put in a slightly awkward position by the Unity Planning Board, in the way they decided on the permit to actually incorporate movement of material over property in Goshen. Mr. Howe continued on by saying that it doesn't mean that we cannot still deal with it. He thinks we have to evaluate what the alternative would be if Unity approved, let's say, that the material had to exit onto a public roads in Unity to get to

Newport, the trucks would still come down Lear Hill Road and go up Route 10. Mr. Howe stated that we have to keep in mind and still deal with the situation as it exists. It's unfortunate, that it exists that way, the alternative may be that same level of trucks would come down the public highway, Mr. Howe added. If that were the case, Mr. Howe said that we would have absolutely no say in terms of the number of trucks coming out of the Unity pit.

Mr. Wirkkala asked if it was possible that Coon Brook Road would be something to consider, and does the Bridges property not touch that? Mr. Carroll stated that Coon Brook Road does not touch the Bridges property. Mr. Wirkkala said that he knew there was an area set aside on Coon Brook Road where the Bridges property is, that is a conservation area. He wondered if there was any section of the property that wasn't in a conservation easement.

Mr. Carroll stated that he could talk to Judy Lewis, and come up through that way, that is the only other avenue that he would have. Mr. Howe stated that he was not familiar with the property and asked where does that put you if you were to come out that way? Mr. Carroll said it would put you at the bottom of Fellows Hill, and where Bloomin Acres is located on Coon Brook Road.

Mr. Wirkkala wondered if the existing Unity permit is for 80,000 cubic yards. Mr. Carroll said that was correct, and he had gone to the Planning Board about 2-3 weeks ago and stated he would like to haul more than 80,000 cubic yards out of there. Mr. Carroll had told the Unity Planning Board about Witham's Pit said his company, and had hauled out of there longer than we had expected, because we didn't have the chance last year strip the Bridge property. So because of that, we just stayed right in Lempster and just kept hauling. Mr. Carroll stated that his company will be in Unity for about another year and a half.

Mr. Howe stated that basically he believes that we need to address the Davis Pit as a haul road, not to leave too many things unknown, it leaves it unknown for the applicant, and also for the Goshen residents, in terms of what is a permitted number of trucks to be coming out of that site. Mr. Howe's opinion is that it needs to be addressed. Mr. Howe stated that it does not necessarily have to be a specific number that I say. He stated that we could get to that discussion later if the Board wishes, as to what kind of number it would be and how it would relate. Mr. Howe does think we should not ignore the issue of using the Davis Pit as a haul road.

Mr. Howe stated that basically that leaves us with three people saying that we should address it as a use of a haul road, and two people saying we should not. Mr. Howe does not believe that we would need to take a vote on that aspect of it, unless somebody wants to. Mr. Howe stated that our next question would be how are we going to regulate use as a haul road? Mr. Howe said that he tried to get a copy of the Unity permit recently, but as of yet he has not been able to. Mr. Carroll stated that he could get a copy of the permit for Mr. Howe, Attorney Britain then found his copy, and Mr. Howe said we could copy the permit at the end of the Public Hearing, so we could give his copy back to him.

Mr. Wirkkala stated it was his understanding when he talked to Sue Lawrence, which was approximately October of 2006, that she said that they(Unity Planning Board)had permitted 80,000 cubic yards and they permitted 110 trucks, which seemed like an odd number, which was a requested number. Mr. Wirkkala stated that it was a number that Selectman Carrick and I said was a number that was not in line with what our existing permit for the Davis Pit was which was 77 truckloads. We had asked them to consider the fact that we had to put that limitation on because of the fact that we had citizens who had felt that the prior tuck traffic had been too much for the location. The 80,000 cubic yards and the 110 trucks was with the understanding that this would be a short-lived and intensive excavation that would take place over a limited number of days, or perhaps a couple of months, and then it would be completed. Mr. Wirkkala stated that the Unity Planning Board would be opening up the Hearing again at that time on all issues, which would include the hours and trucks at a future hearing. Mr. Wirkkala's understanding was that is what we are dealing with tonight. Mr. Wirkkala felt we ought to have a chance to look at the permit to see if that is a correct or incorrect understanding, and he felt it makes a difference as to whether or not we are in a position to know what level they are intending to use that haul road for and over what period of time. Mr. Wirkkala said that if it is a very short permit, and they are going to reconsider everything over again, it's possible that we shouldn't be making a decision until we are more informed as to what their actual decision in the long term may be. Mr. Wirkkala stated that was a concern of his, he feels that we should not lock into something at this time if Unity hasn't weighed in, in terms of what their long-term approval might be. Mr. Wirkkala fully understands that we may be back here and we may be dealing with 110 trucks. Mr. Carroll wanted to clarify that he is going back to the Unity Planning Board, but only to increase the number of yardage. Mr. Howe stated that his expectations were that the Unity Planning Board was satisfied with the 110 trucks, and they have no real reason to alter that amount. Mr. Howe said that does not mean that we are necessarily stuck with that number, or could not propose some other number, and also propose it for an interim period. Mr. Howe said especially we believe there is going to be an update on the permit. Mr. Howe still thinks that we can address use of the site as a haul road, and come up with a truckload per-day figure that is acceptable to the Board and hopefully acceptable to the business as well.

Mr. Carroll asked if the Board put a limitation on the pit, and it is less than what I can live with, then I have to deal with it. Mr. Howe stated that is correct, and that we are obviously discussing what you can deal with, and before you (Mr. Carroll) were saying that you could live with 110, because that was the maximum you could take out of Unity. Mr. Howe said that the concept that we were presenting at the time was the total trucks coming out of the Davis Pit would be 110, and not more than 77 could carry material excavated from the Davis Pit. That way we could keep that Goshen figure constant, unchanged from previous numbers, and try to come up with a position that addressed use of the site as a haul road. This will have more impact on the town residents, yet it is not open-ended. Mr. Howe said that today you may have only a certain demand for a product, next year things may be booming, and you can put out the 110 trucks a day, plus put out 77 out of the Davis Pit.

Mr. Carroll asked if we could deal the issue of hauling through the pit at another time. Mr. Carroll could not understand why this has to be tied together, and why cannot it be dealt with in a different manner? Mr. Carroll said so we can get this permit for what we have always done in the Davis Pit? Mr. Howe stated that this is the last issue, and his intent is to deal with it tonight.

Mr. Howe stated that this is the only hold-up, the question of the use of the haul road. Mr. Howe stated that we have already been doing a “test” period at 90 truckloads because that’s the level of hauling coming from the Unity pit.

Mr. Howe stated that he would agree with a middle-road compromise of the total of 110 truckloads, with not more than 77 from the Davis pit, for an interim period of a 1-year period. Then the Board could come back and revisit the question, and the Board would have more information on the Unity Pit at that time, in terms of what they are doing with the renewal. If there were some issues to deal with then we could come back and address them, or if for some reason it does cause a tremendous inconvenience and safety hazard to the people in Goshen, then we could come back and address them.

Mr. Howe would like to propose an interim period, 110 total truckloads per day exiting the Davis Pit, not more than 77 of which are hauling material excavated from the Davis pit. The operational standards for all trucking exiting through the Davis pit, hours of operation, and types of trucks would be the same as in the previous permit, with the exception of one truck that is 80,000 pound weight truck that you were using from Unity. Also, in order to accommodate that truck we would have to address that. Everything else in the past permit would simply be moved forward. Mr. Moen said that proposal seemed perfectly fine for him.

Attorney Waugh wanted to clarify if what he was suggesting was that the Board would take a vote tonight or are you suggesting the Board would vote subject to a written document which you would prepare.

Mr. Howe said that what he is suggesting is that if we can resolve that one issue tonight, and vote on it, then he can go away and finish the permit and background reasoning documents. Because right now there are a couple of holes in the documents until we decide this one thing.

Mr. Howe was trying to get an approval of the concept, and until we come back he will not share the document with all Planning Board members. The Vice Chairman typically gets to review the written documents, and Attorney Waugh will review it as well for legal questions. The other Board members won’t see it, but it can be changed once they do see it, and it should be clear to the members that they should be happy with the wording. Mr. Howe stated that we want to get a consensus from the Board and close the Public Hearing, and force ourselves to get a document, and get a vote.

Mr. Purick said that he thought that everything else that was addressed that was discussed in the past. Mr. Howe stated that there was one other item, which was the issue with the one larger truck that was mentioned from Unity. Mr. Wirkkala questioned the other trucks that were involved. Mr. Wirkkala said that based on the historical background figures on load counts Mr. Carroll had given, the size of the trucks, and the average load in yards has slid upward from 14, then to 16, then as high as 18. Mr. Wirkkala stated that he was not sure of what it was at present, but it seems like the modern trucks are improved, and a lot of them get larger. Mr. Wirkkala stated that it seems perhaps the vehicles that are being used with the Patten Trucking fleet now are not the same trucks as the Board approved in the past. Mr. Carroll stated that they are the same trucks. Mr. Carroll said that what happened about 3 years ago, is that we started

doing everything by the ton, and prior to all those, they were done by yardage. Mr. Carroll said that now we have a set of scales on the loader that allows them by the ton, and it is more accurate to pay the drivers by the ton. Mr. Howe wanted a clarification from Mr. Carroll if 76,000 pounds was the standard truck, and 80,000 pounds was the one exception coming from Unity. Mr. Carroll stated that is correct, because that is Unity's legal load.

Mr. Trommsdorff said about the larger truck that had just been referenced, the one you have been using lately. He said "That is the noisiest creature you've got on the road." "It makes a racket and a half when it goes by my house, and when it goes into the pit, you would think you were a bunch of Indians over there beating on drums." "Noisy, noisy, and I don't know if it's the bed or what's in the truck, but it's extremely noise." "Beyond that, my next question is why all of a sudden is there so much noise coming out of the pit?" "What are they doing over there different?" "Don't tell me it's the same, it can't be Shaun, I've been there too long." "There's a lot of noise, lots of banging and clanging."

Mr. Carroll replied "I know all last week we were, the town, putting 4 inch minus in their trucks, and that's pretty loud." "We were working with the town, and I know that 4 inch minus we had to put it on a level, and their trucks were in there getting reloaded, which that probably is what the noise is." "I'm not saying it is, but I'm guessing, because all last week we re-ditched and put that 4 inch minus all the way up Lear Hill Rd." "Instead of them driving back to our plant with that material, they were loading it in the pit, and then going out and going to the top of the hill and working under the excavator."

Mr. Trommsdorff replied "Well, it's an explanation, but it's absolutely horrendous, and the larger truck when it is empty is when it makes all the noise." Mr. Carroll said he would go in there tomorrow and see what the noise is, or he wouldn't mind jumping in the truck and driving over there and seeing which one it was. Mr. Trommsdorff said "I don't watch it all the time, but it is the large truck, the tractor trailer. Mr. Carroll stated that the tractor trailer is the Patten truck.

Mr. Carroll said he would go in there tomorrow and check it out, and said also that it would be nice if someone from the Planning Board could see what is going on. Mr. Howe stated he could be there at 9 a.m. the next morning to meet Mr. Carroll to go into the pit and see what actually goes on.

Mr. Moen stated just for everyone's information, there was a joint venture with Carroll Concrete and the Town to try to alleviate some of the wash out on both sides of Lear Hill Road. There are quite a bit of water bars and catch basins. Mr. Moen said that all the shoulders have this crushed gravel all the way up Lear Hill Rd.

Attorney Britten stated that he would be happy if we could take a vote on this issue tonight, and then to come back on July 29th to finish this up, once Mr. Howe has the written document.

Mr. Howe stated that he would like someone to make a motion. Mr. Moen made a motion to accept the proposal of the 1-year interim of 110 trucks. Mr. Howe said this would be an advisory vote. Mr. Howe asked if there was a second to that motion, and there was none. Mr. Howe asked if there was any discussion as to why there is no second to the motion.

Mr. Howe took that to mean that people don't agree with the proposal. Mr. Howe then seconded the motion, and asked if there was any further discussion on the question.

Mr. Wirkkala stated that his opinion is that the figure is too high, and as he looks at the load count data, that is the dates from 1999 to 2002 which was distributed by Mr. Carroll. This document has daily load ranges with 110 being one of the higher figures in the ranges. Mr. Wirkkala said this document, provides the background data to the Board capping trucks at 77. He believes that 110 is a figure that is too high. Mr. Wirkkala said that he thought 77 had been indicated, a figure that might have been somewhat arbitrary. But it was a figure that seemingly worked. The Board came to it after some thought and it has been maintained for some time. Mr. Wirkkala would suggest that if we are going to change the 77 figure, we should do it in the way that represents more of a compromise from the 110 figure. Mr. Wirkkala thinks that whatever number we put in place should be less than 110. Mr. Wirkkala also suggested that it should be a figure we review in a year, to review the truck count to see whether or not we are doing something that is within the realm of endangering the public welfare or not.

Mr. Howe said the suggested proposal is for an interim period to be reviewed, for the 110 figure. Mr. Howe agrees with Mr. Wirkkala's analysis of that particular table or data, and he saw no reason based on those figures that we should increase the truckloads per day from the Davis site to more than 77, granted some of the averages were slightly higher. Mr. Howe stated that the issue that is present now is the hauling through the Davis pit from Unity. That is the new addition that isn't being addressed by any historical data, other than the recent data where Mr. Carroll said sometimes he's got 6 trucks, sometimes 7. At 15 truckloads per truck 7 trucks, you're up to 105 truckloads a day. Mr. Howe said that as Mr. Purick calculated earlier, 15 truckloads per truck 6 trucks, is 90 truckloads a day. Mr. Howe stated that Mr. Carroll is still running up at the 90 to 105 figure at present.

Mr. Howe said that there were a couple of reasons why he was looking at 110, the first reason being it was a number that the applicant could live with. Another reason why was because that was the number that actually was in the Unity permit, and we're not restricting or regulating that Unity permit. Mr. Howe is also trying to think to the future, how we would address concerns that might come up anyway. Mr. Howe stated if we are talking 90 or 110, which is about in the same ballpark, it's going to vary from day-to-day. But the number of 110 or something is obviously open, if that particular motion fails, then we need to propose some other number.

Mr. Purick stated for clarification purposes "It seems like I can understand why you want to run out of here because this is an existing road, and therefore you wouldn't have to go through the expense, time, building another one. "It also seems like it may not be easy to make another road." "I am trying to be sensitive to that, and it doesn't seem like it's easily plausible to put another road in somewhere else."

Mr. Carroll said that right now, part of the reason where the entrance/exit is where it is located. Because I think Don Davis had an agreement with the town, which is in the minutes somewhere. Mr. Purick then commented "What if the entrance was further up on Lear Hill Rd, then that impacts more people."

Mr. Carroll stated he will go to the pit tomorrow and see if he can figure out why there seems to be more noise. Mr. Purick's concern and also the Board's concern is that anytime we change anything, we set up a precedent, and he believes that there is property that Mr. Carroll has across the street that he would like to excavate? Mr. Carroll said that the Anderson property is what he was trying to get into.

Mr. Howe stated that at this time we are maintaining the 77 truckloads per day excavated from a Goshen pit, that would go unchanged. Mr. Howe said that we are dealing with only the unusual situation of hauling through the Davis pit. Mr. Carroll said that he'd like to see the 110 truckloads, which would allow him to run the summer and see how it is. Mr. Carroll stated he can pretty much almost guarantee we won't run 110 trucks out of there. The economy the way it is, and we are running about 86. Mr. Carroll said that if we can try and see how it works out, I can give the Board the figures every month, and I can let you know what we're hauling out of there.

Mr. Howe asked Mr. Carroll if 90 would be an acceptable interim 1-year number? Mr. Carroll said that 90 are acceptable, but the problem is if all of a sudden I do get this truck, we are going to be closer to the 110. The only thing is that I don't want to be restricted to say 84 trucks, and then all of a sudden we're running 87.

Attorney Britten stated that he believed Mr. Howe made perfectly good sense as to why the 110 number should be there, and just to be consistent with what the Unity permit provides, and to mesh the two permits. Attorney Britten also said that Mr. Carroll believes that it's not realistic to expect that there will be 110 this year because of the current economy. But, Mr. Carroll still needs the flexibility in case things change within this 1-year interim period.

Mr. Moen stated that by the time we meet in a year, in theory, if everything holds up, the roughly 90 truckloads and Mr. Carroll's interpretation of thinking it might take possibly a year and a half to move the material, we are already three quarters done in that pit.

Mr. Howe stated that there was a previous motion and wondered if there were any other focused comments. Mr. Howe said that we are ready to vote on the proposal. To recap the motion for a 1-year interim period, the maximum number of trucks exiting the Davis site would be set at 110, not more than 77 which would haul material excavated come from the Davis pit itself, and tied into the fact was there would be one 80,000 pound truck being using only to haul Unity material.

Mr. Moen asked for all those in favor; Mr. Moen, Mr. Howe, and Ms. Bell were in favor. Mr. Howe will write up the proposal and have for the next meeting on July 29th.

Mr. Howe stated that the Public Hearing will be closed, and his intent will be to finalize the draft reasoning and permit document, and get it back to Attorney Waugh and Mr. Wirkkala. Mr. Howe stated that we will come back on July 29th at 8:30 P.M. to take a vote on the full permit.

Mr. Moen made a motion to close the public hearing, Mr. Purick seconded, and all were in favor. The Public Hearing was adjourned at approximately 9:30 P.M.

Respectfully submitted,

Sue Peacock
Planning Board Secretary