



JULY 29, 2019 ZBA MEETING MINUTES

A meeting of the Peabody Zoning Board of Appeals was held on Monday, August 5, 2019 at 7:00 p.m. in the Wiggin Auditorium, City Hall, 24 Lowell Street, Peabody, MA.

MEMBERS PRESENT	MEMBERS ABSENT
Frances Bisazza-Gallugi, Chairperson	
Stephen Zolotas, Vice-Chairperson	
Julie Picardi	
Dan Sencabaugh	
Barry Osborne	
	Mike Garabedian (A)
	Ed Colbert (A)

NEXT MEETING, MONDAY, AUGUST 5, 2019

REGULAR MEETING

(Ms. Gallugi read the opening statement)

(Ms. Gallugi introduced the Board)

1. Application of **JAM 3, LLC**, for a **Chapter 40B Comprehensive Permit Application** as it applies to the premise known as **55 Newburyport Turnpike, Peabody, MA, Map 078, Lot 016**. Petitioner seeks to subdivide the lot and construct 60 rental units. The property is located in a **DDD Zoning District**.

(Secretary read the Legal Notice)

Attorney Silman: Thank you. Good evening Madam Chair, members of the Board. My name is Ruth Silman. I'm with the law firm of Nixon Peabody, here on behalf of the applicant JAM 3 LLC. Thank you all for being here this evening. I'd like to acknowledge in particular the tremendous efforts by your staff of the city and the support of the Mayor's office with respect to what we think is a very exciting project. We are here this evening pursuant to chapter 40B to propose a development for Comprehensive Permit. This is known as Newburyport Point, located at one Hotel Avenue. Everybody kind of I think, knows it more as the rear of Newburyport Turnpike, Route 1, but this project will be to the rear of what is now the Sonic restaurant. JAM 3 LLC., which I'll just refer to as JAM, or the applicants, is a limited dividend organization as required by chapter 40B. An affiliated entity currently owns the entire site and

the part of the proposal is that the Zoning Board endorsed a subdivision plan which it has the authority to do under Chapter 40B to create two separate lots, then enable the development of the parcel at issue. Here, there will be cross easements for access utilities and drainage to the extent that it is required the Massachusetts Department of Housing and Community Development issued a project eligibility letter dated September 6th, 2017. That is in your package. This application is being filed under the local initiative program as a lip. You'll hear a little bit more about the site conditions from both the project engineer and project architect. But as I said the project is located to the rear of 55 Newburyport Turnpike, the existing lot is about two acres and has about 200 feet of frontage on Route 1, as well as about 220 feet of frontage on Hotel Avenue. The proposed subdivided site will be just under 1 acre about 0.9 acres. It's currently an empty parking lot with quite a bit of, most of it is paved as impervious surface right now. The properties in proximity to the site are mostly commercial. There's the six story Hilton Homewood Suites located just to the north. Hotel Avenue is located to the east. Beyond Hotel Avenue across kind of the divide, because the topography drops off quite a bit, is a large multifamily residential complex that you can see across the way. And then there is a commercial building housing a number of retail and restaurant uses as well as the Marriott Springwood Suites located to the south. So, the property is sandwiched between the two hotels. There are no wetlands. This is not a designated flood hazard area. There are no historic resources or districts that are impacted. The site is served by public water, public sewer. Natural gas and electricity service are already present at the site and as I said earlier, we would, we will create cross easements as needed for access utilities and/or drainage. In terms of the project, architects will speak a little bit more. Let me just give you the basics about the development. It will include 60 rental units. This will be an all rental deal. A total of 91 parking spaces. And let's see... 15 of the 60 units or 25% will be affordable at a rate of 80 percent of what we call AMI, or the area median income. So, we believe that this project will add needed affordable housing to the city of Peabody and increase the supply of affordable rental housing. I'm happy to go through the requested waivers with you but think that it probably makes sense to turn this over right now to Greg Monastiero who is a principal of JAM, have him just speak for a moment and then you'll hear from the civil engineer and project architect and then again whatever questions, level of detail, discussion about requested waivers, however the Board would like to proceed, we're happy to do so. Thank you.

Greg Monastiero: Good evening. Greg Monastiero. I'm actually, the owner of the property and also, we're the owner of the restaurant up front. I do appreciate everyone, we've been working on this for quite a while with the City of Peabody. Tonight, they'll go through and they'll display and show you what we're looking at for the topography of the land and also for the building itself. Just for the Board's information we're currently also developing a 40B project just on the other side of the highway on Lynnfield. So, behind the Christmas Tree Shops, we're currently under construction with that it's about 120,000 square foot facility and 68 units. Similar type, design and concept that there's parking under and other items like that. I am also happy to address anything other if the Board has any questions. So, maybe at this point I think the best thing what we can do is maybe go ahead and address and look at the lot and I'll bring up the civil engineer and then we can have the architect just address the building.

(A Tripod is set-up with Plans of the proposed project: The Engineer and Architect use a laser pointer to highlight the areas they are speaking to)

Engineer Rich Harrington: Good evening. Rich Harrington from Williams & Sparages. Engineer for the project. To your left is the existing conditions plan and to the right is the proposed conditions. In what we have is, we have frontage along Route 1 for Sonic. Right now, they enter here, and they come around the building. They can queue into the aisles there or park along the perimeter. They exit back to Route 1 at this location, on the shared driveway to the north. They also have the driveway connection out the back of the property along our frontage for the proposed development. In addition, they have this extra parking out back which also connects at this point to the abutting property. Our proposal is to basically to work within this footprint and to also take this driveway and basically push it down in this direction along the width in the side yard setback of 30 feet from the proposed building, to the side property line. Currently, right now, the grade at Route 1 is 10 feet higher than the grade at the gutter, at this location, for the back road. So, water pitches downhill and it will pitch downhill when we're done. We have basically, about an elevation of 158 at this location. We'll be cutting the pavement and proposing our new building. In addition, we have the water service through an easement in front of the building of Sonic that connects to the other buildings. We also have the sewer line which is gravity into the sewer main within Route 1 to your left or to the west. Our proposal is to not change anything in regard to, any of the utilities with Sonic. It's basically to make adjustments to the drainage line that currently connects here and at our connections after we treat that runoff and provide recharge. What I'll also show is right now there's one hydrant here. There are about four hydrants around the parking lot to the hotel property to the southeast and there's additional hydrants to the to the north. We'll meet with the fire department and go over that locations as well. As you move to the right plan here the proposed grading and drainage plan, you'll see that what we're proposing is that there'll be a separation of the payment at the property line down the middle. We have a proposed building footprint which the architect will speak about. As mentioned before there'll be a lower entrance for the lower level parking and then you'll come up to the upper level parking and enter at this location here. You'll travel through the building to an outside area where there's a couple additional spaces. So, what you'll have is you'll have an entrance down here with a front lobby where there's a whole pedestrian area for bicycle racks etc. The handicapped space, the garage door to go in and then it's combination of the spaces out in front, a couple over here and on this side, there'll be 12 exterior parking spaces along with the interior upper and lower levels. As discussed as landscaping, existing the trees along this side that will remain off the property. There's a series of different types of retaining walls. Whether they're large boulders diverse lock block or poured concrete. Because it's just like a set of steps you're climbing up the hill and every pad site is terraced for each Hotel or a strip mall that you see. Right now, we would basically take the catch basin that's there now and redirect it down and we'd have catch basins in front of our property also. The roof dry walls would be collected around the perimeter and we have a proposed recharge area up here for the roof runoff. Quick math... is the existing we're about 54,000 combination of roof and pavement today. You don't have a reduction about 6500 in pavement when the project is developed. You will have an increase in roof area, but that increase is going to be offset by that recharge of the roof drywall to the Northeast. We'll have witnessed soil testing conducted with the town engineer. We received his comments earlier today. I'll just go through that quickly as we're in agreement that there's basically five aspects that he talked about. One was stormwater and what we'll do is we'll look at confirming the recharge from the test pit see and look at other infiltration aspects along the frontage. We'll also add some spark raids and pitch the pipes and add a couple extra structures as he requested. In

regards to traffic or peer review, everyone knows where we are. Everything leads up north to the highway. So, as far as capacity, the applicant is familiar with the demands of that sonic had back in the day and those vehicle trips have dropped significantly lower than the proposed 400 vehicles from the 60 units. We have, basically the overview is, it's about six and a half trips per unit. There'll be 31 trips in the morning at the peak hour and 37 at the evening. Basically 6 in in the morning 25 out as they go to work etc. Then 24 back in, 13 out. So, the volume of that will be using the back roadway system. As everyone knows, you cannot turn, if you turn right there's only one way to go is back into the hotel parking lot and then back up. So, it's basically a left turn only as you went to the exit to site. So, all the traffic (inaudible). We anticipate additional signage directing drivers in that direction. We'd also pull back the vegetation. There's some invasive growing along that shoulder. So, currently right now there is an easement along our property frontage because the pavement is right up to the edge of our property. There's also a drainage easement that cuts across the edge of this property to allow the drain above us from the hotel to come across and come down. Right now there's a drainage ditch that is along the bottom northeast along our frontage and that continues down to the pond below and behind this hotel to the south of us. So, we will not, we will maintain those same drainage positions. We're going to provide pretreatment and in to comply with that before the additional pavement is put into that area. Actually, it is a reduction in pavement. There was a question number three was about the water demands is a request for a hydraulic water study in to us to provide separate connections for the water demands and for the for the hydrants which will do. Any utility that comes from the underground electric which is proposed to come off a pole through Sonic. There's already an easement for water in Sonic. Those easements will be expanded in as needed for every utility within the property. Fire Department, we were asked to check with them and add any other hydrants that they like and we'll do that. We'll look at the turning templates for the vehicles. Sewer demand... there's a capacity study request and then they'll have their consultants look at the system. In the operation maintenance there's a pump system pump station for this road so they'll be reporting back on that and then there's also whatever our sewer demand is for the 60 units. We're asked to double that number and improve our sewer line somewhere to remove some infiltration from the sewer lines today so that isn't that benefit for that aspect in regards to demand. That's the overall overview of that. In regards to the comments that we did get and so I guess the applicant is requesting that the traffic study be considered by the board is what is the anticipated outcome that you get. Basically, what we're seeing is signage, additional clearing for sight distance and that's what we offer is to reduce that scope. I'll let the architect talk.

David O'Sullivan: Members of the Board, David O'Sullivan from O'Sullivan Architects in Reading, Mass. What we're proposing, we've basically designed this building to fit into the slopes. As the engineer said, we have a lower level garage that comes in pretty much at grade off the Hotel Boulevard. That is also our main entrance off of there, with lobby elevators Mailroom, etc. Utilities coming in off of there. The upper level, the garage next to one up is basically accessed on the side of the garage and so the parking is pretty well evenly done. We have actually but in this area is the secondary entrance on the upper level and we have indoor trash to control the trash and recycling so it's not exterior. So, we planned an indoor where the trash will be brought out to the driveway when it's collected but for the trucks but otherwise... So right in there is a trash room. right next to the door and just parking and basically upper lobby elevator going up to the next floor which is the first residential floor. What we have is over the

top of the garage, we have a one-story space. We've yet to program this fully but we basically have made the unit's in a u-shape with a one-story structure here on top of the garage which will be a common room that will have amenities for it such as a gym, club room etc. and then there's an outdoor space here for residents to use as outdoor space and we did this on kind of the southside so it gets the best light and then there's units on this floor wrapping around that. The next floor up which is pretty typical of all the other floors is basically just filling partial the courtyard leading part of it open that outdoor space is out here on the building. So, this is the rest of the units. The unit breakdown is 38 one-bedrooms, 16 two-bedrooms, and 6 three-bedrooms. So, they're all have, all the units would have laundry within the unit, individual utilities. Most of them have balconies and balconies along the side for their own private outdoor space as well. So, the exterior, this is the front facing the Hotel Boulevard with the garage entry here. The main residential entry here. There's a little trellis and canopy over it and kind of an element here that trying to accent the front entry. You can see balconies along here inset into the building units. The exterior of the building would be kind of a combination of hardy panels pretty much trying to get it as maintenance-free as possible, large windows, a variety of colors, dark and light colors to add some variety to it and the base would be kind of a masonry feel to it. You can see that entrance drive, going up on the side. This would be the other side. This is facing the north side here and that's the other garage door coming out to access those exterior spaces. This is the side that's facing Sonic. So, the garage is only one level towards the Sonic Building and then there's the residential above. All the units, as I say would have their own private utilities who have mechanical equipment on the roof. We basically have a fairly good height on the building. We are trying to make sure that these are luxury units so we have nine-foot ceilings. I think the high point on it --from the lowest point to the highest is 73 feet 11 inches but that would be less towards the Sonic side but it's still under the height of the adjacent hotels on either side of it. That's my pretty much synopsis. If you have any questions let me know.

Dan Sencabaugh: Through the chair. I just had a question on the parking. I see there's 91 spaces for 60 units. I think it was only 1.5 something per unit. Are the parking spaces going to be assigned for the units? Is it gonna be 1 parking space for the one-bedroom, and 2 for the two and three and then will it be about six or seven and visitor parking or is that the breakdown?

David O'Sullivan: The intent is to have some outside spaces visitor and do one per unit and then probably the depending on how it goes with the affordable versus non the other remaining kind of 30 spaces will be distributed.

Dan Sencabaugh: And then my next question is do you happen to know how many parking spaces Sonic has and whether or not they have any available spaces that could potentially be leased to the apartment complex?

Mr. Monastiero: Yes. So, I can lease it to myself. So, inside of it if you look at Sonic there's 26 stalls. Out of the 26 stalls in the drive-through that's the main part of the traffic. There's 10 spaces just to the front of the building in between where the Billboard went. Along on the side of the building we probably have an excess of about another 15 or 18 spaces and then on the back. Once we're done, we figure out a final kind of design and a landscape plan, we will work that. There is also one of the neighbors north has some excess space. We were letting them use

our parking lot for the hotel so we might look at doing some of those things along it. There is also if you notice, we own the strip all the way down the street that will be cleared and cleaned up. There's actually space on there in the hotel entrance. We have some spaces down below that.

Dan Sencabaugh: I did notice that in the packet that we received and reviewed that there was a Exhibit 9, Purchase and Sale Agreement between JAM Enterprises, LLC., and JAM 3 LLC to be submitted to the ZBA. Has that been submitted yet? And if it hasn't when can we anticipate that?

Mr. Monastiero: Uh, so we're going to, it's between ourselves. So, what we're gonna do is then execute that. So, the Purchase and Sale, we're just gonna do a quick claim deed and do that. It's all part of once approved will then be subdividing and then do a Purchase and Sale to ourselves. So, it's kinda conditional upon it getting approved.

Attorney Silman: We will get you the document. It is, the form of the document it is necessary to demonstrate site control for purposes of chapter 40B. So, you will have that shortly. I had hoped to bring it with me this evening.

Dan Sencabaugh: Okay. Thank you. That's all from me for now.

Stephen Zolotas: Through the Chair. With respect to the traffic study. Obviously the 400 trips make sense that the traffic study is what it is. The question I had was, was any study done with respect to the intersection of Hotel Avenue and Dearborn? That's the only area that I can see having some issue with respect to the additional traffic. Obviously, Route 1 has an incredible amount of vehicles but that hotel to Dearborn especially or comes up over the hill and a little bit of a blind turn now that was one little I didn't see that addressed in the traffic study.

Mr. Montastiero: Yeah. So, I'm going to let the Engineer speak, but on my behalf.....So, originally when we did Sonic, and it was designed, it was designed up for tips as high as ten thousand that back entrance is going to be cut off and separating Route 1 from the front end and people do use it for a cut through. The average trips now when we went into normal volume we're in year ten is roughly per month we have we serve about five thousand customers. So, the count is down dramatically on there. We will clean up and do the landscaping in again will we really think we're gonna be doing is pulling off normal flow that's coming in there and goes into the back. I'm not against working as the peer review and with the city to do what they think makes sense for the flow. The biggest challenge ahead with the traffic's study is that, anything that kind of will prohibit timing, because we're in pressure... one from the approval and rates are really good right now and we did want to get moving the project along. So, I just wanted to balance it. It's not trying to skirt around it. I just I don't think it will give us anything more than what the engineers and peer engineers but what can say here's what we want to do within the area, and I work with the city to do that.

Stephen Zolotas: Okay. Yeah. As long as this some work with this is there just to make sure that was the only point of concern with the traffic. The movement of the existing exit

way and entrance towards Hotel Avenue if I heard correctly and saw correctly, I believe the package says that's going to be dropped down towards the south side a little bit more, closer to the boundary of the property or did I miss here that?

Mr. Monastiero: The roadway pretty much, what's paved there now, there's gravel to the left it's just going to be done. So, it wasn't developed prior and now it's cleaned up and there's a nice retaining wall to the south of us to the south. So, all we're doing is basically paving that area the actual road area now is probably a little bit wider cuz it had two-way traffic and it was allowing to cut through. That one narrow will probably move with just about 10 feet onto the gravel and it will allow for a little bit of a wider swing going into the garage.

Stephen Zolotas: I'm assuming it's probably in the hydro study, but do we know or do you know how that will impact the strip mall in the hotel to the south since she'll be moving that a little bit closer?

Mr. Monastiero: There's again, the water will be self-contained onto a lot. The catch basin that's there now is actually set back in the gravel. So, we're using the existing infrastructure that's there. We weren't looking at adding anything or having any overflow over the wall.

Stephen Zolotas: So, what's there now will be sufficient?

Mr. Monastiero: Correct.

Ms. Gallugi: I'm sure that it's just a little typo, but on the 5th page where it says Project Schedule you have summer of applicant anticipates marketing efforts for the units to begin in the spring of 2019 with occupancy and early fall of 2019..... You mean 2020?

Attorney Silman: Correct.

Mr. Monastiero: Yeah. It was originally. I give you a little back story. We bought we purchased the property from ExxonMobil. One of the things that needed to be cleared. They had a restriction on the Title that no residential units can be done. It was never developed. It took us a year to get that done. It's now been recorded. That's what was the delay.

Ms. Gallugi: I just figured it was a typo. And the ventilation from Sonic? Is that going to be a problem for the residents? I mean do you, is there any.....

Mr. Monastiero: No. So, on the ventilation... that comes out.... it's got a full scrubber and a ventilation system that sits on the roof that actually is just replaced. We just replaced the air conditioning systems on it. No.

Ms. Gallugi: There's no smells or anything.

Mr. Monastiero: It's self-contained in there and there's a lot of recirculation into it. The oils are recirculated. So, no. The main grill goes up and it actually has a scrubber and filters and it's actually cleaned twice a month.

Ms. Gallugi: The only other comment I have at this point is I have to tell you this is one of the best applications. This whole thing is so very well done. I just want to thank you.

Ed Colbert: Through the Chair. My name is Ed Colbert I do have a question regarding safety. School buses and student access. How will that be accomplished? The main road Hotel Avenue outback, being one way at that point

Mr. Monastiero: It's actually two way. Just to the south of us the and it's two way down to the hotel so that is actually, two way and it's actually wider. When we do the front of our building, we will actually have a swing in. So, again it's a great point. We should bring it up and we should make sure that we allow for. But it is two-way traffic it allows to swing around in there so we should look... make sure we work at the front access of our building for that

Mr. Colbert: I'm not a hundred percent sure if school buses are allowed to be on private property. What I observed on Route 1. I have been living in Peabody, off of Route 1 for forty years, and school buses at the other locations of apartments, small motels and so on. They stopped at the driveway. They actually park on Route 1 with their flashes on. So, I'm not sure if somebody should contact the School Department and find out if school buses are actually going to be allowed to go into your property. Because if they're not allowed to go in, I think it's a safety issue on Hotel Ave.

Mr. Monastiero: Great point. We will contact them, and we'll come up with a plan that works and report back.

Mr. Colbert: I came from the construction industry. I'm just an old retired guy now but, this is a beautiful set of documents, full prints. I don't know you're gonna fit everything into that space, but it looked well done.

Mr. Monastiero: I do want to make sure that everyone's aware. So, we're not only just 27 Building. This it's not gonna be sold. This is actually for private investment. So, myself and my wife are the actual principles. Wynn Properties, not the Casino. They're actually our residential division. They are actually the management company. So, there are going to be doing both our buildings. Also, some additional ones that work in the future. So, we've done not only this, which you seen the professionalism here, we plan to carry that through, and we're taking their expertise to run and manage building the lottery and all the other things are all done and actually in the packet.

Ms. Gallugi: That's a very good point. I just want to expand a little bit on Ed's concern about school buses. There is no doubt that when this is complete you will have children that go to Peabody Schools. The JRM recycling site, somewhere around that area it used to be the old Carriage House Motel. We had a lot of children there and Eddie, the bus was because it's on Route 1. The bus was able to go in to the carriage house, stop and allow the children to come in. But if you weren't thinking about school buses and turn around and safety, that's something that you really need to consider because that will be a definite.

(Discussion ensued)

Ms. Gallugi: Ok. I just have a couple of more things but I'm going to wait. I'm going to open this up to the public. Anybody in the audience to speak in favor or opposition or just want to comment?

Joel Saslaw: Thank you. I'm Joel Saslaw, Benevento Circle, Peabody Mass., Ward 5 Councilor. I'm very happy to see this project tonight. I had the opportunity to meet with Greg probably over two years ago to talk about the project. To see it come to fruition tonight is very encouraging and as you can see from the plan everything is very well thought. Just some of the concerns, I am going to reiterate, a couple of things were already brought up tonight but by and large I am very happy with what is presented before us tonight. We just talked recently about the school bus and I had a opportunity to have a discussion early today with someone in addition to that so I think that's been vetted well enough and I know that Greg and his team will take that into consideration. One thing... I tried to go through the plan, but I don't think it was in there. I was happy to hear there's some discussion about some outdoor recreational space because at some point you will have some children living it at this facility of 60 somewhat apartments so I'm and so obviously, I think that's a good opportunity that you've taken advantage to address that. We got into the trash. I had a couple concerns, but it looks like... So, is all the trash gonna be in the basement and then kind of dump you know the lack of a better word a dump truck will come in and grab it through the basement? Is that correct?

Mr. Monastiero: The same as we do in the other. Actually, now the trucks won't be entering so they'll actually go into a consolidated room. They'll actually be compressed and separated. So, the recyclables, those are then...and they're wheeled out. The truck then comes and removes them, and they'll have two pickups a week. So, the trash will be collected throughout the building. It's brought in to a central room. It's compressed and that system is actually done in concert with JRM so Peter got a hold of us. We've designed our past building you'll be doing the same design in this building, so they'll actually own and operate the system and work with us on that. Okay?

Joel Saslaw: Very good. Thank you. It was addressed by one of the board members this evening, I do have some concerns with the spaces. I do know you obviously own the property next door and you talked about your neighbors, because my quick calculation was if you have 90 spaces and if we make the assumption of 1 space for every one bedroom two spaces for the two bedrooms of three bedrooms that came to 82 spaces. That's not including any guests and that's not including that's also assuming that every person every one bedroom there might be a couple that might need a second space so I'm comfortable the fact that you would you're looking at that because I said I do think that is going to be a little bit of an issue if you don't address it as far as you know, neighbors not being happy and just on the parking and obviously visitor parking so I once again you did bring it up on the radar tonight.... and then the last thing and it's a minor point they're not here but I'm sure if they had any concerns which is to make sure that it is a little bit of a compressed area, just to make sure that you have enough room for the emergency vehicle access. More importantly I'm talking specifically about the Fire Department and where their vehicles are usually a little bit larger and longer length and say a regular police car but as I said,

I'm looking forward to it. I think it's a good addition and would be great to see in the Fall of '20. If we can get some people in there by then that'd be awesome. So, good luck.

Ms. Gallugi: So, Councilor Saslaw, you are in favor of this?

Joel Saslaw: I am in favor of it. Yes. Very much.

Ms. Gallugi: Anybody else to speak in favor? In opposition or comment? Okay, I just have a little request. You obviously got the comments from the City Engineer and the Peabody Municipal Light Plant, and I know that you commented on most of them, but I personally would be a little happier and more confident if you could give us written responses to these and I think we'd better be and then we could let the Department see before we meet one more time. I would imagine one more time. I think that would be the best route to go and I think our engineer will be in touch with the City Engineer as well, to clarify certain items to make sure that that communication remains open so that we can have as productive a dialogue as possible and yes absolutely just to add to that and I would be comfortable and you know sometimes it's shame on us you know but I would really like to have an opportunity to give Police, Fire maybe the Health Department, Planning Board hasn't met, they plan on a meeting like this. We did hear from PMLP. School Department we do have a couple issues regarding the School Department, so I'd like to give them another opportunity to respond. This looks like a great presentation. I don't see them not responding and in a way that you can't work it out but I would like to get those from those departments. If you don't mind. Understood?

Attorney Silman: Yes.

Ms. Gallugi: Thank you and if they don't have any comments then that's okay too, but at least it's an opportunity. So how long do you think you need before you come back to us with these?

(Discussion ensued)

Ms. Gallugi: Okay we are going to put you on the August 5th Agenda. Hopefully you'll have everything ready. We will hear you at 6:55 p.m.

Attorney Silman: Great. Thank you.

Stephen Zolotas: Motion to continue.

Dan Sencabaugh: Second.

Stephen Zolotas: Motion to adjourn.

Dan Sencabaugh: Second.

Ms. Gallugi: Meeting adjourned.