



CITY OF NORTH ADAMS, MASSACHUSETTS

Conservation Commission

PUBLIC MEETING

MINUTES

February 23, 2021

Call to order Chairman Moran called the public meeting to order at 6:00 p.m. with the presence of a quorum.

Members present virtually Chairman Jason Moran, Vice Chairman Andrew Kawczak, Jason Canales, Adam Galambos, and Elena Traister

Members absent Tim Lescarbeau

Others present virtually David Bond, Martha Dahl, Tammy Daniels, Brad Dilger, Nick DiSarrio, Cathleen Dow, Jay Langenback, Jeff Randall, and Katy Wilkins.

Chairman Moran read the following statement regarding virtual meetings:

Pursuant to Governor Baker's March 12, 2020 Order Suspending Certain Provisions of the Open Meeting Law, G.L. c. 30A, §18, and the Governor's March 15, 2020 Order imposing strict limitations on the number of people that may gather in one place, this public hearing of the North Adams Conservation Commission is being conducted via remote participation. No in-person attendance of members of the public will be permitted, but the public can listen to this meeting while in progress by via teleconference at zoom.us. Members of the public attending this meeting virtually will be allowed to make comments if they wish to do so, during the portion of the hearing designated for public comment, by teleconference.

New business

- A Notice of Intent submitted by Tighe & Bond on behalf of Massachusetts Electric Company (MECo) for activities associated with the construction of a permanent gravel access road within the Line #5 Right-of-Way (ROW).

Chairman Moran opened the meeting to Katy Wilkins of Tighe & Bond representing Massachusetts Electric Company. Ms. Wilkins explained that this Notice of intent is an after the fact installation of a permanent gravel access road within the Line #5 Right-of-Way in North Adams. The line was constructed in the 1950's to provide additional service between North Adams and Adams. An emergency certificate was issued back on August 12, 2020 to address an emergency repair that was a result of tropical storm damage. Structure pole number 30 had a damaged crossmember and needed to be repaired right away. To get to that structure an access road was constructed to facilitate the replacement of that structure. The access road itself is about two miles long. The only access point that was deemed the most feasible safety wise and property owner wise was from the gravel facility off Old Columbia Street/South Street/North Adams/Adams town line. From there up to structure 30 was about 2 miles so it was very steep terrain, very rocky. There weren't any existing access roads that the equipment could go on. There were UTV/ATV trails of winding through the right of way, in and off the right of way, and down the right of way. No other line equipment was able to get in there. They tried a few different options to figure out the best way to get there and it was deemed that they needed to construct a road. They built a gravel access road about ten feet wide that allowed the equipment to get to the top of the hill, replace the structure and get back down. Due to the fact that this right of way was built in the 1950's and hasn't had much maintenance or repair done to a lot of the structures, they are all wood old distribution line poles like you see on the side of the road that go up and over the hill. They are concerned that in the future they're going to need to get back up there to do more maintenance and potentially do more structure replacement work and if there is an emergency or for ongoing maintenance, it would be nice to keep the access road to get up and down the right of way.

There is a 10-foot-wide gravel road. Matting was used across three of the larger stream crossings, there are some very deep ravine streams that cross the right of way closer down to the gravel facility and those were spanned using timber mats. A good part about the fact that they are so deep was the fact that they could span over the stream channels over bank and be able to get the equipment up and over there. Some of the access road was installed within buffer zone so there's about 20,430 square feet of buffer zone that was altered due to the installation of the 10-foot-wide access road. There are several little streams and intermittent channels that come up and down this right of way. A few of those that were crossed, were crossed using hard bottom crossing so they took larger stone and placed that in the stream channel so the water could still percolate through and move through. These were not shown on USGS or identified as intermittent. They were able to get up and over a lot of those locations with that hard bottom crossing that was installed there's three different locations where the hard bottom crossings were used to get from point A to point B. The reason for the notice of intent is that they said in the emergency certification that they would come back to permit to keep the access road. They are hoping that to maintain that access road and keep it there within the right of way and keep those three different hard bottom crossings in the already disturbed access road from the ATV activity.

Chairman Moran requested clarification on page five of seven of the environmental resource map showing the 11 by 17 of the transmission line and the access road looks like there's a heavily shaded gray or green area on the map which indicates wetland area and whether that means that the access road was installed in the wetland area or was the wetland preexisting. Ms. Wilkins confirmed that that whole area was timber matted. There is no gravel access road located in that wetland. It went up to the edge where it says 47-1A-12 on the map set and it was matted at all the way to structure 47 so no gravel access was actually installed in that area. Chairman Moran clarified that that area was an access route temporarily but it's not part of the permanent access route and requested whether there are other spots along all of the seven pages where the access route was just temporary or whether it was just in that one spot because it was in the wetland area. Ms. Wilkins explained that the areas on page three of seven between structure 63 and 66 where there are several stream channels coming down through there, those are the areas she mentioned that they spanned over with timber matting so nothing was actually built in those stream channels.

Chairman Moran inquired about whether they would come before the commission each time they needed to access the road or were they thinking that they would use timber matting each time with a perpetual approval from the commission. Ms. Wilkins explained that they're planning to install timber matting over the stream channels. Under the Wetlands Protection Act they can install the timber mats in the wetlands and over the stream channels to facilitate their maintenance activities. There has been discussion of more long-term crossings but she advised National Grid that that is maybe more involved than they had initially thought. They had first talked about just throwing culverts in there and she explained that these are large crossings and will need to make to stream crossing standards. There is nothing there existing. They took a step back figure out if they can put permanent crossings in this location knowing that it would be a more extensive permitting process.

Chairman Moran stated that a question for the commission would be whether a condition would need to be added to the order of conditions that they must use some form of timber matting and request that the commission be notified when they will be accessing the area.

Chairman Moran inquired about the stream crossing standards and how it probably was not advisable at the time in those two areas and how Ms. Wilkins would think the stream crossing standards fair against the hard bottom crossings that have been installed throughout all the way up. He could not understand how a hard bottom crossing is an acceptable stream crossing standard method. One of his concerns is appendix B page four, photograph seven and eight. Photograph seven doesn't show it in its entirety but in photograph eight it looks like a pretty good size stream crossing. The hard bottom looks like while it may allow water to infiltrate through, it almost looks like a deterrent for wetland species in particular animals going from point A to point B. His biggest concern with all this is he doesn't see the hard bottom crossings meeting the stream crossing standards. He would like to see something more robust in the sense of allowing the aquatic wildlife to pass through from point A to point B because in his mind, he doesn't think a hard bottom crossing allows that.

Vice Chairman Kawczak explained that he had the form letter from the DEP that assigns a file number to this meeting. It clearly meets the minimum requirements for data submission but also discusses two elements, one which Chairman Moran mentioned; the fact that it can be debated whether or not the hard bottom stone is in compliance with the long-term use and requirements under the Wetlands Protection Act. The other element he wanted to mention is that it's very difficult to control but to remind everyone that ATV's going through wetlands is not compliant with the Wetlands Protection Act. If you're making road improvements up to a point it's like you are putting a carrot in front of an animal in that you're creating an opportunity for ATV's to travel power lines which you can't control. It seems a little naïve to think that by creating a runway or raceway right along the power line right of way for ATV's and then you stop abruptly because you don't want to address the wetlands that are there, for your own purposes you just want to put matting over it is sort of incomprehensible that that's a full-time solution. It seems like it's a partial solution to address immediate needs and that's a little uncomfortable for his perspective such that the commission does have knowledge and it's being

suggested to close eyes to it because they're not the audience that is going to necessarily violate that and that seems a little difficult to comprehend.

Commissioner Traister explained that she understands that it had to be put in quickly to get there but in terms of a long-term solution she would prefer to see something else to offer movement of wildlife as well as similar concerns about the ATV use. Whether that's considering how to better manage what's going on there she wasn't sure. It's National Grid's right of way so she wasn't sure it is National Grid's responsibility to manage ATV's through there but she would like to see some better resolution on them.

Commissioner Galambos stated that the other commission members bring up great points and the point that he'd like to bring up is the age of the poles as well as the maintenance that is predicted to have to occur up in that corridor. He believes that addressing the crossings is pertinent. He also would want to acknowledge that that is a pretty hard area to get equipment to and if one pole crossmember had broken with an uptick in precipitation and weather events being more extreme. Having the ability to get equipment up there in a reasonable manner, whether that's in the order of conditions with timber matting with advanced notice or whatever the commission decides.

Commissioner Canales stated that his main concern was the large crossings and how they were going to be addressed.

Ms. Wilkins explained that the hard bottom crossings do not meet the stream crossing standards as set forth. There's really nothing that is going to allow anything other than hydrology to move from point A to point B. When they were initially installed they were installed because the areas were already degraded. There was ability for movement from one to the other but they felt like it was more appropriate means than trying to install a culvert or some other feature there but it is a possibility that they could, if the commission was amenable. They would have to figure out how to go back and have that approved for the commission to install some sort of culvert system so at least aquatic species or others can actually go from point A to point B even if it's not a completely round CMP or one of those more arched systems so you have the natural bottoms still available. If the commission feels like they need to meet the stream crossing standards for these crossings that were installed, National Grid has thought about putting in an additional crossing means or taking them out completely and having to deal with them in the future every time they go back up there which isn't ideal. Chairman Moran stated that if you put a really nice stream crossing in there you essentially created yourself a very nice highway for ATV's and UTV's to exploit the area, understanding that in the interest of public safety, if a pole gets torn down in a high wind storm and it takes National Grid three days to get up it makes for a difficult decision. Ms. Wilkins explained that there was a gate that was installed by the gravel facility but there are several other access routes off property so it's not going to stop everybody but hopefully it deters some of the larger jeeps and vehicles. Chairman Moran agreed that it is not for the commission to police the users that don't follow trespassing signs.

Chairman Moran explained that he would feel more comfortable talking about these hard bottom crossings that, if they are going to remain in perpetuity because they are going to provide National Grid the opportunity to respond and make corrections, adjustments, do maintenance, etc., he believes that they should work really hard to meet the stream crossing standards to the best of their ability due to the longevity of this type of work. Considering that the ATV riding, etc. are only jurisdictional to the commission in probably 20 or 30 spots only for 100 to 200 feet in either direction, the majority of this is not within the jurisdiction of the commission. If we can make those resource area crossings better than they were, they will hold up over time and allow for aquatic life to migrate through while also in time will lessen the damage from illegal ATV's/UTV's because it won't be causing the ruts and the things that were experienced when the trucks drove up there.

Ms. Wilkins explained that National Grid would like to keep the crossings and inquired about whether the commission could approve the order of conditions keeping the access roads within buffer zone with a special condition that the hard bottom crossings need to be removed and they would need to go back to the commission to present additional means crossing methodology that better meets the stream crossing standards.

Chairman Moran explained that they were in front of the commission to get approval for an after the fact filing in the sense that they were asking forgiveness versus approval. He would agree that the request is for the approval of the work already done and they would need to go before the commission again to better the stream crossings.

Commissioner Galambos agreed that it is a really hard delineation to make but he agrees that they are permanent and needs to be weighed considerably and whatever the commission can do to ensure that these three crossings are going to degrade at least slower than we would like then that would be preferable.

Commissioner Canales expressed concern that he would like to see a condition that they would address the hard bottom crossings. Ms. Wilkins stated that they should feel free to give a timeline. Chairman Moran agreed.

Commissioner Traister stated that she would also be in favor of a condition that would require an improvement to those hard bottom stream crossings in addition to some kind of appropriate crossing in the wetland area that was referenced earlier so that it's not leading ATV users straight to that wetland. She would also favor a timeline. Ms. Wilkins stated that

a couple years on the timeline would be best. Vice Chairman Kawczak expressed that he would be a little more aggressive on the timeline. He would like to see it done in 2021, not in 2022.

Chairman Moran inquired about how far the utility company is allowed to deviate within the right of way in the sense of being able to do something with the access road. He referred to page three of seven where they deviate quite a bit going up the hill probably to avoid a big steep slope. He inquired about whether there is a way for them to show skirting around the wetland area itself as a whole to try and steer clear, and if there was an opportunity that the physical access route itself might deviate some at some locations to lessen the overall impact. Ms. Wilkins explained that the wetland continues quite a bit to the north so trying to do a more northerly route isn't really feasible unless they go way off right of way but then the wetland continues a bit to the south and then it connects to a little stream channel so there could be a potential to come up with a different route up and through there to try to deter people from going through that wetland. She would need to discuss with National Grid but did not foresee a problem. Chairman Moran explained that they know that people are going to use this right of way for right or wrong reasons and as a commission if they can try to better the illegal usage of this area and it helps the environment, that is the end goal for everyone. Chairman Moran also agreed that a reasonable timeline should be added knowing that things happen and inquired about what Ms. Wilkins would feel would be an appropriate timeline for a potential condition to address the stream crossings. Ms. Wilkins agreed that the end of December of 2021 would be a reasonable timeline.

Chairman Moran discussed the option of closing out the certificate of compliance for this notice of intent as it is an after the fact permit. Ms. Wilkins agreed.

Chairman Moran stated that he would be comfortable with a motion for approval of the notice of intent with the following conditions: to address all of the stream crossings that have been identified as hard bottom crossings with the potential to revisit the access roads through the physical wetland areas themselves with a permitted and construction timeline on or before December 31, 2021.

Chairman Moran requested questions from the commission or the gallery. No questions.

Chairman Moran requested a motion to close the public hearing. Vice Chairman Kawczak made a motion to close the public hearing. Commissioner Traister seconded the motion. All in favor. Motion carried.

Chairman Moran requested a motion on the filing of the notice of intent. Vice Chairman Kawczak made a motion of supporting the notice of intent as submitted with conditions as well as the standard orders of conditions that are part of the DEP documentation. Chairman Moran reiterated the conditions that he took notes on were to address all the stream crossings within the access route and also address the access route through the physical wetland area along with a timeline of permitting into construction on or before December 31, 2021. Commissioner Traister seconded the motion. All in favor. Motion carried.

- A Request for Determination of Applicability submitted by Apex Solar Power LLC on behalf of Mass MoCA for property located at 1040 Mass MoCA Way to determine whether the area depicted on the plan for four EV charging stations is subject to jurisdiction of the Wetlands Protection Act.

Chairman Moran recused himself from the MASS MoCA filings while awaiting advisement from the state attorney general's office ethics commission on dual appointments to the MASS MoCA Commission as well as the Conservation Commission.

Vice Chairman Kawczak opened the meeting to Nick DiSarrio from Apex Solar Power LLC. Mr. DiSarrio explained that they are proposing four charging stations. The brand is Chargepoint and they have done a plethora of these across the northeast. They are proposing a slab on grade based off of the Hoosic River being directly behind these proposed charging locations and their understanding is that they wouldn't be able to dig in the ground so the proposal is to install a slab on grade and have that slab on grade continue over to an existing fenced in enclosure that's already there. The conduit would be rigid conduit to keep up with code and that would be encased in the concrete that ends up being installed on grade. They would strip off the existing grass but use that lightly in the sense of understanding that the Hoosic River is right behind it. At most they would run a smaller track machine down the grass path where the chargers are going strictly in that area only to strip off the grass in order to install the form, the stone, and then pour concrete to encase the rigid conduit in that concrete.

Vice Chairman Kawczak inquired about whether the concrete pad and/or wall exists already or whether that would need to be constructed and what the square footage of the footprint would be. Mr. DiSarrio explained that the footprint would be about two feet wide by the length of from the furthest charging station to the fenced in area that he spoke of. The concrete would be in the range of about six inches thick but no more than two feet wide and the length of it would be in the range about 60 feet. Vice Chairman Kawczak clarified that the footprint would be approximately 120 square feet. Mr. DiSarrio confirmed.

Vice Chairman Kawczak requested questions from the commission. No questions.

Vice Chairman Kawczak inquired about whether there was a discussion of the trading of this footprint with the other MASS MoCA project managers and project engineers because there is another MASS MoCA project where there is banking of open space/free space/permeable soils, etc. and inquired about whether there have been any communications with Hill Engineering or with Brad from MASS MoCA to trade off this footprint to access the banking numbers that have been discussed in the past. Mr. DiSarrio stated that they have not had any conversations about that on the project management side. Vice Chairman Kawczak explained that this is one of those situations where de minimis impact to the riverfront, de minimis impact to wetlands, they're behind a flood control chute and there isn't absolute liberty to dismiss the requirements of the Wetlands Protection Act relative to construction activities that are ten feet away from the defined edge of the river.

Vice Chairman Kawczak opened the meeting to the public for questions. No questions.

Vice Chairman Kawczak requested a motion to close the public meeting. Commissioner Galambos made a motion to close the public meeting. Commissioner Canales seconded the motion. All in favor. Motion carried.

Vice Chairman Kawczak opened the meeting to Commissioner Traister for her opinion on the determination of applicability. Commissioner Traister explained that it is her understanding that this area of the riverfront has already been developed and degraded and so the proposed activities as far as she understands would be allowable under the Massachusetts Wetlands Protection Act. Commissioner Galambos and Commissioner Canales both agreed.

Vice Chairman Kawczak requested a motion for determination. Commissioner Traister made a motion to recommend a negative determination due to the existing development degradation of the riverfront area where the project is proposed. Commissioner Canales seconded the motion. All in favor. Motion carried.

- A Notice of Intent submitted by Hill-Engineers, Architects, Planners, Inc. on behalf of Mass MoCA for property located at 1040 Mass MoCA Way for the installation of an outdoor exhibit made up of eleven (11), 10-foot diameter concrete pipes in the riverfront area.

Vice Chairman Kawczak opened the meeting to Brad Dilger of MASS MoCA. Mr. Dilger explained that the project is for existing artwork by Taryn Simon to go between buildings 25 and 19. The proposed area is currently a grassy area that was previously cleared from the Sprague Electric days that had some existing structures that were torn down and filled back in so they would only be disturbing soil necessary for this installation. Everything would be replanted with grass after construction is finished. They are applying some of the banked square footed from their previous meetings. Jeff Randall of Hill Engineering explained that this is an outdoor art exhibit in the riverfront on the west side of campus between buildings 18, 19, and 25. They are about 105 feet from the flood chute located behind building 17. They filed the notice of intent for the disturbed area that they are proposing for this exhibit which is 1,875 square feet. They will be utilizing the banked soil that they previously restored on Marshall Street when they tore down the building and peeled up the parking lot and replanted that area. The exhibit consists of precast cylinders that stick up in the air like an organ. He explained the areas of erosion control and silt fence areas and they will either pull up the soil of these structures and they can either take this down or offload into trucks.

Mr. Randall addressed Mark Stinson's concerns on the file number that was issued regarding the AUL. He explained that that Mr. Dilger has Geotech's on board to deal with the geo waste side cleanup or brownfield site. They'll take care of all of that paperwork that is required as part of that. Mr. Randall noted that he addressed Mr. Stinson's concern number two and explained that he did include that in all the paperwork submitted on page seven, it was special condition number one which they had banked previously and that was recorded at the Registry of Deeds. The next question was regarding using the resource areas boundaries approved by any current valid order of conditions. He explained that they're using the flood control chute, there are no other resource areas that he is aware of. The last comment was in regard to old orders of conditions that had been taken that hadn't been closed out. They will address those things going forward.

Vice Chairman Kawczak inquired about how Mr. Randall plans to close out the orders of conditions. Mr. Randall explained that he will work with Mr. Dilger to track down the old orders and get them closed out.

Vice Chairman Kawczak explained that in regard to the charging station project presented earlier, there wasn't a legal vehicle to unbank the mathematics of porous versus non-porous soils and inquired about whether Mr. Randall could consult others on his team and be willing to take the 120 square feet mathematically and included in the subtraction schedule. Mr. Dilger explained that he was only briefly aware of the charger project but didn't see any reason why they wouldn't be able to utilize that banked area.

Mr. Dilger explained that regarding the AUL, they have been in contact with GGA Geotechnical Engineers to outline the conditions that go along with that and they're trying to finalize the structural component and trying to minimize the amount of disturbance that would need to happen to adequately provide structure for this installation. He will also look into closing out the old orders of conditions.

Vice Chairman Kawczak requested questions or comments from the commission or the public. No questions.

Vice Chairman Kawczak requested a motion to close the public hearing. Commissioner Traister made a motion to close the public hearing. Commissioner Canales seconded the motion. All in favor. Motion carried.

Vice Chairman Kawczak stated that he was in favor of approving this project with standard orders of conditions in addition the subtraction of 120 square feet of ancillary storage be applied against their mathematics for open space. The next condition was embedded in the literature from DEP was that MASS MoCA should consider closing out open ended orders of conditions.

Vice Chairman Kawczak requested a motion to approve with the conditions mentioned. Commissioner Traister made a motion to approve. Commissioner Galambos seconded the motion. All in favor. Motion carried.

- A Request for Determination of Applicability submitted by David Bond for property located at 1190 South State Street to determine whether the following scope of alternatives is adequate for work in the Riverfront Area as depicted on the referenced plan in regard to a request to blow snow on an as needed basis using water from the Hoosic River.

Chairman Moran recused himself due to a personal/professional relationship with the applicant.

Vice Chairman Kawczak opened the meeting to David Bond. Mr. Bond explained that he wanted to start with a history of activities that have been going on over the last few months that led to make this RDA a formal request. A local business owner bought East Coast Snowcross. Southside Sales is owned by Bruce Gaspardi and once he acquired this series he approached Mr. Bond's partner Jay who is the track manager and asked if it would be possible to use that track as a place for a race because a few years ago they had some races at that facility and also used it as a practice track. Mr. Bond explained that they reached out to City Hall to figure out if it was possible to allow people on site due to covid regulations. He further explained that they started to blow snow by pulling water from the river without permission from the Conservation Commission. In previous years they had permission first. They realized that there is a still pond in the track that they used during the summer to capture rainwater to make sure that it didn't get outside the track and into any of the environmentally sensitive spots and they realized they could actually use that on site water to hold in blowing snow and not have to pull water from the river. They were told that they are not allowed to have an event due to covid regulations. They will not be pulling water from the river anymore. They may have a practice on the weekend of March 6-7 with 25 to 40 people. They originally thought they would need to request extra parking but will no longer be having a race. In the future, now that there is a local owned East Coast Snowcross, they will want make a request to the commission earlier probably in the late summer with a plan.

Jay Langenback inquired about parking. In between the track and the highway there's a pretty sizable area of field space so they didn't know if they could be granted permission to use that for parking while the ground is frozen.

Vice Chairman Kawczak requested questions from the commission.

Commissioner Galambos requested clarification on the request before the commission. Mr. Bond explained that there is no longer a request at this time. At first they needed permission to pull water with a permit but have since found a water resource on site. They no longer need to move forward with the RDA. In the future they will make the request as needed. When they were planning the event with 200 people they were looking for a parking plan that satisfied covid guidelines but they will not have that event as that is not allowed until phase four.

Commissioner Canales inquired about whether it would need to be documented that the Conservation Commission has been made aware that there was water taken from the Hoosic River without a permit.

Commissioner Traister inquired about whether the Conservation Commission regulates water withdrawals for snowmaking or whether that is a different regulation in Massachusetts where DEP may directly be managing water withdrawals.

Vice Chairman Kawczak explained that what happens is that because the water withdrawal from a resource area which is the river is considered an alteration this commission is the organization that raises the red flag. The commission would then then inform the proponent, in this case David and company that he needs to get a water withdrawal permit which is a separate regulation from DEP. All of the ski areas within Massachusetts have them and he confirmed with Mark Stinson, the representative for Western Mass DEP, that any snow making activities coming from a resource area need to have a permit that says you're drawing water from this resource, how much water it is, when it is, etc. That has to do with the flavor of how restricted they could be in regard to stressing the fish in August that don't have enough oxygen or water at that moment in time. Either way whether it be for the motocross operation or the snowmaking where you need to use water you need a water permit. He also feels that a new notice of intent needs to be filed for the other use on that site beyond what the permit was initially issued for. When you look at the aerials there's a lot of motorcycle work to the north that starts out from their site. They're opening up new tracks and he suspects from looking at the Google maps and he also has the original delineation map from back in 2015 that there's a high probability that the bikers are going out through the edge of the rare species. There are things out there that are not being controlled. He explained that the

commission is very close to needing to use an enforcement order just because of the seriousness of the violations. The commission has a charter of protecting the wetlands and some cases referring to Natural Heritage Program to protect the rare species. The site is clearly being used beyond the initial expectations and will need more permitting in the future. If you look at a Google map the trails all over the place initiate from that site and he is sure there's some stress on the vegetation wetlands in that area.

Vice Chairman Kawczak requested input from the commission on how to handle the request that is before the commission. Mr. Bond and Mr. Langenback stated that they were okay with withdrawing the request.

Vice Chairman Kawczak requested a motion to close the public hearing. Commissioner Traister made a motion to close the public hearing. Commissioner Galambos seconded the motion. All in favor. Motion carried.

Vice Chairman Kawczak requested a motion to withdraw the application. Commissioner Traister made a motion to withdraw the application. Commissioner Galambos seconded the request. All in favor. Motion carried.

Other business

- Updates from David Bond on activities at 1190 South State Street (The Range).

Approval of minutes Public meeting – January 5, 2021

Chairman Moran requested a motion to accept the minutes of January 5, 2021. Commissioner Canales made a motion to accept. Vice Chairman Kawczak seconded the motion. All in favor. Motion carried.

Adjournment Meeting adjourned at 7:38 p.m.

Respectfully submitted,



Michelle Ells
Conservation Commission Secretary