

DRAFT

City of Boston Conservation Commission
Public Hearing Meeting Minutes
Boston City Hall, Hearing Room 801
Boston, Massachusetts, 02201

November 6, 2013

Commissioners Present: Jacob Kritzer, Stephen Kunian, Vivien Li, Antonia Pollak, John Sullivan, Michael Wilson

Commissioners Not Present: Charles Button

Staff Present: Stephanie Krueel, Executive Secretary

6:10 PM Notice of Intent from Charlestown Maritime Center, LLC for Construction and Maintenance of a Marine Vessel Fabrication and Repair Structure at 333 Terminal Street, Charlestown, Boston Harbor (DPA, Buffer to Coastal Bank)

Representatives: Jamy Madeja, Buchanan & Associates; Rick Salvo, Engineering Alliance, Inc.

- **Motion made by V. Li and seconded by A. Pollak to appoint Stephen Kunian as acting chair (6/0/0 6:10 PM)**

S. Kunian introduced new Commissioners Jacob Kritzer and Michael Wilson.

Ms. Li stated that Buchanan & Associations and Boston Boat Works are dues-paying members of her employer, The Boston Harbor Association.

S. Krueel read into the record a letter from Massport dated 11/6/13 requesting a continuance to allow more time for the property owner to review the NOI.

J. Madeja contested the claim that Massport has not had ample time for review. She stated that time is of the essence for this project.

Ms. Krueel noted that the email which accompanied the letter stated that Massport is not opposed to the project.

Ms. Madeja stated that in addition to this landside NOI, a waterside NOI is forthcoming. For this project the floor was raised to accommodate sea level rise.

A. Pollak stated that she wanted to hear from the proponent tonight rather than immediately granting a continuance based on Massport's request. Mr. Kunian concurred.

Ms. Madeja described the project area as highly industrialized. The proposed stormwater management system would recapture, redirect, and reuse runoff. She has secured a letter of support requesting expedient permitting from the General Court of the Commonwealth of Massachusetts. The project is in a Designated Port Area and will support 100 jobs.

R. Salvo described the site while referencing an aerial photograph. It is currently 100% paved. There is an existing 7,200 sf building on the site to be razed.

V. Li asked Mr. Salvo to point out Massport's property. He stated that the leased area is that east of the proposed building, which is on the lease line. No building will be constructed on the Massport side. There are six years left on the lease, and it may then be extended or swapped. A portion of the proposed building is within the 100-foot buffer to the coastal bank. The project was originally designed to be above a base flood elevation (BFE) of 9 feet NAVD88. The revised elevation is 14.2 feet NAVD88. No fill is being proposed at this time. With regard to stormwater management, the roof would occupy 48% of the parcel. A 36-inch pipe would capture runoff for reuse in the boat washing area, where water would be self-contained and treated on-site. There will be no discharge in accordance with the Multi Sector General Permit, as is the protocol in the existing operation in East Boston. Utilities will be connected at the front of the property. Temporary erosion and sedimentation control measures will be employed.

Ms. Pollak asked when the condition of the pier was most recently assessed. Ms. Madeja replied that the pier has been filled for a long time. A visual inspection of the rip rap found it in okay condition. Test borings were done within the pier last week during the MEPA site visit. Teamsters have been driving trucks on the pier for the past 30 years.

Mr. Salvo explained that there is a granite seawall, and the proposed building would be 32 feet away. There are no sink holes to indicate any washout. Ms. Madeja added that the goal is to keep the in-water granite bridge abutments.

J. Sullivan asked how ingress/egress would be handled if the building is raised 5 feet above the ground. Mr. Salvo replied that an asphalt apron with an 8% grade would lead to the entrance.

Mr. Sullivan asked if the 36-inch pipe would store 21,000 gallons of water. Mr. Salvo replied that the operation needs are for more than 21,000 gallons of water, so the runoff capture would only supplement the boat wash operations. Ms. Madeja added that the dirty water will be removed from the site by truck.

Mr. Sullivan asked where precipitation in excess of 1-inch would go. Mr. Salvo replied that sheetflow would be directed to landscaped strips. Mr. Sullivan asked where this was indicated on the plan. Ms. Madeja suggested that more detail could be provided in the final plans, and Mr. Salvo offered to add capacity to the design. Mr. Sullivan asked that the plans show how overland flow would be treated, perhaps in swales. Ms. Madeja offered to provide a plan including a landscaped treatment swale for a 1-inch or 2-inch storm.

Mr. Sullivan asked where employees would park. Ms. Madeja replied that most employees will arrive to the site by bus; however there is ample parking on-site and off-site at the adjacent lot.

Ms. Pollak asked Ms. Madeja to explain the project deadline in more detail. Ms. Madeja explained that Boston Boat Works (BBW) has been asking for more space in its current location in East Boston, which it leases from Massport. Massport was not able to make the needed changes. MJM Yachts, the boat designer, has used BBW as a primary building for 17 years, with 55 employees in Boston. The new line of longer boats needs bigger fabrication space. MJM created a deadline for BBW: they must have adequate space built by Christmas 2013. Due to the lengthy permitting process in MA, MJM has been willing to be a bit flexible. But their contracts oblige the building and delivery of boats by certain dates. Moving the operations to Charlestown will create 50 more jobs.

Ms. Li asked if any railroad tracks are left on site. Mr. Salvo replied that they appear on the plans, but are historical. They have long since been paved over.

Ms. Li asked for clarification regarding Massport's ownership of the project site. Ms. Madeja explained that the current lease allows this type of activity, BBW is the tenant, and 333 Terminal Street, LLC is a sub lessee.

M. Wilson inquired about the topographic changes around the bridge columns. Mr. Salvo replied that that area is on an adjacent property. Mr. Wilson asked if the trench drain is part of the landside application. Ms. Madeja replied that it is part of this application, but is outside of the 25-foot Riverfront Area.

J. Kritzer noted that there is a priority habitat area ¼ mile downstream. He inquired about the expected sediment load during construction, and if there is any risk to that habitat. Mr. Salvo replied that there would be no sediment loading during construction. The site is flat and E&S controls would prevent migration of fines. The foundation is a slab on grade, and there would be a very small window of time during which the land would be subject to erosion.

Mr. Kunian received no comments from the public.

Ms. Pollak wants to see Mr. Sullivan's suggestion regarding stormwater management on paper. She proposed to continue the hearing to November 20, 2013. Mr. Kunian suggested that the approval be subject to review of the revised stormwater plan. Ms. Pollak asked Ms. Krueel to read the email from James Stolecki of Massport that accompanied the request for continuance letter. Ms. Krueel obliged.

Ms. Madeja stated that Massport has had a long time to review the project and has not raised any environmental issues.

Ms. Li asked if a Chapter 91 license is pending, and when it was submitted. Ms. Madeja replied that it was submitted to the Commission and TBHA on October 8, 2013. Ms. Pollak asked when approval is expected. Ms. Madeja replied that this is a water dependent use, and thus approval is expected any day now.

Mr. Kunian asked the Commission to consider approving the plan with the final plan to be submitted. He believes it is likely that the applicant will be responsive to Massport's concerns if it has any. Ms. Madeja interjected that if design changes are required, they would need to have the amendment approved by the Commission.

Ms. Pollak stated that she is concerned that pieces of the project may be missing. Mr. Kunian responded that he is less concerned about that because items can be submitted after approval.

Ms. Li noted that it is rare for Massport to ask for more time for review, and so she is taking the request seriously. She suggested that the Commission could require a consent letter from Massport to be filed by the proponent prior to start of construction. Ms. Madeja noted that an OOC can't force Massport to do anything.

- **Motion made by A. Pollak and seconded by V. Li to issue the Order of Conditions with the following additions: (6/0/0 7:10 PM)**
 - **Within two weeks of issuance of this Order, the Applicant shall submit to Commission staff a revised stormwater design that accounts for precipitation events in excess of the 1" rainfall.**
 - **The Applicant shall submit to Commission staff a letter from Massport indicating that they have reviewed the Notice of Intent, do not identify any outstanding environment-related issues, and do not have any suggested design changes. Any changes to the design of the project must be brought to the Commission for approval.**

7:10 PM Notice of Intent for **DEP File No. 006-1365** from City of Boston Parks Department for Field Improvements at LoPresti Park, Sumner St, East Boston, Boston Harbor (LSCSF)

Representatives: Cathy Baker-Eclipse, City of Boston Parks Department; Brandon Riley & Cheri Ruane, Weston & Sampson

Ms. Li stated that Weston & Sampson is a dues-paying member of her employer, The Boston Harbor Association.

B. Riley described the state of existing amenities. Water currently flows overland and through existing outlets into the Harbor. The proposed project consists of two synthetic turf fields totaling 41,000 sf as well as renovation of the leftover natural turf field. Resource areas include buffer to coastal bank and LSCSF. During-construction E&S controls will include a construction fence, silt fence & straw wattles. A drainage/stormwater treatment system is proposed as well.

Ms. Li inquired about the cost of the project. C. Baker-Eclipse replied that the cost is \$900,000. They are working on securing City funding and a grant. The project will be bid out in December and completed in June 2014.

Ms. Li inquired about the status of tot lot and basketball courts during construction. Ms. Baker-Eclipse replied that one basketball court would be utilized for staging, and the other basketball court and the tot-lot would remain open during construction. The spray area within the tot lot is needed for site access, and will be replaced in phase II, which will begin in July 2014 (and does not contain wetland resource areas). Ms. Li expressed concern about the potential loss of the spray area and asked Ms. Baker-Eclipse to promise that it would be re-established during phase II. Ms. Baker-Eclipse assured the Commission that funding for the spray area would be an ask in the FY 2015 budget cycle. No amenities on the water's edge, including the Harborwalk, would be touched and would remain open during construction of both phases. During phase II both basketball courts and the spray area would be out of commission during summer 2014 and would be open again in June 2015.

J. Sullivan asked how, as a site that has been remediated, oil would be prevented from being pulled out of the ground during inundation due to extreme high tides. C. Ruane replied that there would be a check value in the outflow in a maintainable location.

Mr. Sullivan asked for Appendix I, which is referenced in section IV of the O&M Plan, but was not included in the submission.

M. Wilson asked if the turf within LSCSF is anchored. Ms. Ruane is working with the installer to ensure that nothing floats up.

Ms. Li commended Ms. Ruane and Weston & Sampson for their work on the new Charlestown Park.

No comments were offered from the audience.

- **Motion made by V. Li and seconded by M. Wilson to issue the Order of Conditions with the following additions: (5/0/1 7:26 PM)**
 - **The applicant shall provide to Commission staff a Stormwater Operations and Maintenance Plan, which shall be incorporated into this maintenance condition by reference herein. This maintenance condition is perpetual and shall not expire upon issuance of a Certificate of Compliance**
 - **One basketball court shall remain available to the public during construction. At the end of Phase II of this project, which is anticipated to be complete by June 2015, two basketball courts and one spray area shall be available to the public.**

7:22 PM Notice of Intent for **DEP File No. 006-1367** from the Massachusetts Department of Transportation for the River Street and Western Avenue Bridges Rehabilitation Project at Cambridge Street and Western Avenue, Allston, Charles River (Bank, LUWW, BLSF, Riverfront)

Representatives: Alex Murray, Beth Suedmeyer, Rob Antico, & Robin Bergfors, MassDOT; Kate Kennen, Offshoots; James Downing, Howard Stein/Hudson Associates; Dan Driscoll & Robert Lowell, DCR; Bob Hajjar, Hardesty and Hanover

Ms. Li stated that DCR, Epsilon Associated, and Howard Stein/Hudson are dues-paying members of her employer, The Boston Harbor Association.

A. Murray explained that while this is a complex project, the wetlands component is simple and straightforward. This is a bridge rehabilitation project for four bridges.

B. Hajjar described the existing bridges and infrastructure. He noted that the project includes widening the bicycle and pedestrian facilities. The rehabbed bridges over the Charles will be historic reproductions of the existing bridges. Construction will be conducted in a similar way to the nearby Anderson Bridge rehabilitation project. The access bridges over Soldiers Field Road will be rehabilitated first, over a period of 1.5 years. In-water work will include new wing walls with temporary coffer dames, demolition and pile driving, and new scour-protection rip-rap flush with the river bottom.

M. Wilson asked if scour is due to ice or boat traffic. Mr. Murray replied that both contribute to scour.

M. Hartnett addressed the impacts to the resource areas including Land Under Water, Bank, Bordering Land Subject to Flooding, and Riverfront Area. There will be rip rap on the banks and in the stormwater facilities for erosion control. The project is consistent with the Charles River Master Plan and work at Anderson Bridge. There will be an 85 ft expansion of the wing walls. Temporary impacts include landscaping activities.

Mr. Murray noted that this will be a 40 month project. Stormwater management improvement is a major goal of the project. J. Downing described the deep sump catch basins that lead to drywells, then overflows to sediment basins, then to the River.

K. Kennen, the phytoremediation consultant, described her goal as to create binding sites so phosphorus can attach to plant roots. Species such as cattail and bulrush would be planted in the swales. Specific Willow species with high evapotranspiration rates will be included in the vegetated swales.

J. Sullivan noted that DCR owns some of the land within the project area. He asked how drainage structures there would be managed. Mr. Downing replied that the deep sump catch basins incorporated in the plans would handle the drainage.

Mr. Sullivan stated that Harvard had a plan for a 72-inch storm drain ending at the parcels to be used for this project. Could the new outfall be incorporated into this project? R. Antico replied that Harvard has not mentioned this planned storm drain. The current project will take the parcels from Harvard. The project is to be advertised in December 2014.

Mr. Sullivan asked if all the water/sewer entities have been consulted. There could be huge utility conflicts. Mr. Murray agreed that the utility situation is quite difficult. Mr. Sullivan noted that the outlet on the Cambridge Street line is problematic.

Mr. Kunian asked if the project has been approved by the Cambridge Conservation Commission, and if the plantings along the river are in DCR's jurisdiction. Mr. Murray replied that the CCC has approved the project, and the plantings are consistent with DCR's plan. DCR is part of the project team.

Mr. Kunian noted that the project area is very active transportation-wise, and asked if there are provisions for construction period pedestrian, bicycle and boat access. Mr. Murray replied that there would be no access interruptions, and that accommodations would be made for all modes. Mr. Hajjar added that there are specifications that everything be removed to allow the Head of the Charles Regatta to take place. Mr. Murray noted that two arches will always be open for boating during construction. Ms. Suedmeyer explained that MassDOT has embarked on a public relations campaign with the boating community regarding this projected.

Mr. Kritzer noticed that "Fish Runs" was not checked on the NOI form, and inquired about the Time of Year restriction.

Ms. Krueel read the letter from the Division of Marine Fisheries pertaining to the recommended TOY and turbidity monitoring.

Ms. Pollak asked, in light of the tree removal, soil compaction, and dust removal that would occur as a result of this project, are there any landside controls planned, such as erosion control matting? Mr. Murray replied that the contractor, who will need to obtain a general construction permit, will be required to develop and erosion and sedimentation control plan.

Mr. Sullivan inquired about how phosphorous removal would take place on the Cambridge site, given the tight geography. Mr. Downing indicated that there are many site constraints. The plan calls for conveying water from the north side to the south side of the bridge to be treated on the Boston side. Mr. Sullivan asked if the project team knows how much phosphorous would be created by the project. Mr. Downing replied that they are utilizing the Upper Charles Model. Mr. Murray is aware that the loading rates are not based on testing, however the proponent had to rely on the regulatory numbers for this project.

Ms. Li asked what the cost is for the project. The proponent replied \$58 Million. Ms. Li asked how many trees would be removed. Ms. Hartnett replied that 30 trees would be removed, 4 of which are public shade trees. Ms. Suedmeyer added that not all replacement trees would be planted in the project area.

Ms. Li said that she is interested in a 3:1 tree replacement ratio. Adding 90 trees would work toward the Mayor's goal of adding 100,000 trees to the city. Mr. Murray replied that the proponent is proposing a robust landscaping plan, and he would be fine with replanting at a 3:1 ratio: However, all the trees would not be planted within the project area.

Ms. Krueel inquired about a note in the DEP system regarding drainage. Mr. Murray replied that it was misplaced and did not in fact apply to this project.

Mr. Wilson asked for more information about the landscaping plan. R. Bergfors explained that the areas of disturbance on the shoreline are really small and will contain outlet sediment traps. She then went on to further describe the landscape plan.

Mr. Kritzer asked if the project area currently contains invasive plants. Ms. Bergfors explained that it does contain voluntary and invasive species such as desert false indigo. Mr. Kritzer asked whether or not the voluntary species would simply return after they have been removed. Ms. Bergfors replied that they could possibly return. DCR will be responsible for maintenance of the riverfront area.

Ms. Pollak noted that there is an elaborate DCR master plan containing a good landscape plan, and she likes the idea of planting trees further down the river. Ms. Bergfors stated that they do not want to block views, overcrowd, or overplant, which makes it challenging to find good locations to plant new trees. Tree placement will be finalized in a comprehensive compensatory tree planning plan that will cover tree replacement for all of the projects along the Charles River. This plan is a condition of the Longfellow Bridge project. Mr. Kunian suggested it be made a condition of this Order as well.

D. Driscoll brought up the loss of historic understory and native shrub life in the Charles River Basin. Tree life has exploded from voluntary growth. More shrubs would be more beneficial than more trees. Mr. Kunian replied that he is aware of the “Cherry Tree Fiasco” and is conscious of the historic aspect of the area.

Ms. Li stated that she would be comfortable with either a 3:1 tree replacement ratio of a 2:1 ratio with more shrubs.

Mr. Kunian asked about swimming in the Charles River. Mr. Driscoll replied that they are working with the Charles River Conservancy to try to find safe public swimming locations. Sediment remains a major challenge. The state code does not allow public swimming due to coloration caused by suspended sediment.

Mr. Wilson asked if plantings could be used to deter public access and damage to the riverfront area.

Related to pollution, Ms. Kennen stated that Polycyclic Aromatic Hydrocarbons (PAHs) don’t mobilize in water, but they can be liberated in certain plant species.

Mr. Wilson asked if there is wildlife that tries to access the vegetated areas along the Charles from the water. Ms. Kennen replied that this is probably not the case due to the roadways.

R. Lowell stated that DCR has an Operations & Maintenance plan for the detention basins. Mr. Murray added that MassDOT will maintain the Harvard parcels post construction. Access will be from above. A clam shell could be used to remove sediment from the shallow splash pads.

Ms. Li praised the group for bringing a large project team with the ability to answer all of the Commission’s questions. Mr. Kunian praised the presentation.

Mr. Murray had some questions regarding the draft Order of Conditions. He noted that the NPDES permit requires catch basin maintenance once per year, rather than twice per year as specified in condition #52. Mr. Downing noted there are 30 catch basins along the Charles River. Mr. Sullivan asked if DCR is responsible for cleaning these catch basins. Mr. Lowell confirmed that DCR cleans these catch basins once per year. Mr. Kunian suggested that condition #52 be revised to be consistent with the conditions for the Longfellow and Anderson Bridge projects.

Mr. Murray noted that stockpiling and refueling within buffer zones will be a necessary part of the project. The Commission suggested that the condition be changed to allow refueling of stationary equipment within the buffer zone with proper spill kits, while maintaining that the construction vehicles be refueled outside of the buffer zone.

- **Motion made by V. Li and seconded by A. Pollak to issue the Order of Conditions with the following additions: (6/0/0 8:30 PM)**
 - **Trees designated for removal shall either be replaced at a 3:1 ratio or shall be replaced at a 2:1 ratio accompanied by increased understory shrub plantings.**
 - **The proponent shall submit to Commission staff, when available, a compensatory tree planting plan for all projects in which it is involved along the Charles River.**
 - **Condition #31 be amended to read, “Only stationary equipment may be re-fueled within wetland resource areas and buffer zones.”**

8:30 PM Notice of Intent for **DEP File No. 006-1366** from Northeastern University for the Henderson Boathouse Renovation Project, 1350 Soldiers Field Rd, Allston, Charles River (LUWW, Riverfront Area)

Representatives: Bob Corning, Frank Holmes & Chris Fee, Stantec; Rick Corsi, DCR

Ms. Li stated that DCR and Stantec are dues-paying members of her employer, The Boston Harbor Association.

B. Corning described the existing conditions and the purpose of the project. The Mean Annual High Water (MAHW) line was flagged in 2013. The project will provide access to the public, but the gates will be locked during off hours.

J. Sullivan asked for a description of the proposed dock decking material. Mr. Corning replied that it would be a combination of Ipe and slip-resistant aluminum in a similar color, alternating board-by-board.

Mr. Kunian asked if DCR is satisfied with the proposed project. R. Corsi replied that they are happy with the project, especially the public access component.

M. Wilson asked if containment booms would be employed during construction. Mr. Corning replied that construction would be performed waterside and a boom can be employed. They are currently seeking a Chapter 91 license and are hoping to finish the project by the end of summer 2014.

J. Kritzer requested a review letter from the Division of Marine Fisheries. Mr. Corning agreed to obtain one.

Mr. Wilson asked how much public usage the proponent is expecting. Mr. Corning replied that current users have families who would like to access the docs, and it will be used for events and by summer camps. He is not yet certain as to what the actual usage will be.

- **Motion made by A. Pollak and seconded by V. Li to issue the Order of Conditions with the following addition: (6/0/0 8:45 PM)**
 - **The applicant shall submit to Commission staff a review letter from the Division of Marine Fisheries.**

8:45 PM Request for Extension of Order of Conditions for DEP File No. 006-0991 from Born Again Church, Inc for Construction of church, parking lot and stormwater, water and sewer infrastructure, 950 Harvard St, Mattapan

Representatives: Zena Thomas & Bishop HESSIE HARRIS, Born Again Church

S. Krueel provided a brief history of the permits and extensions that have been issued for this property. The current OOC expired on November 3, 2013.

Rev. Harris explained that the church is proposing construction of a 300 seat capacity addition as well as a parking lot. He brought a copy of the approved plans.

V. Li asked why the project, originally approved in 2005, has been delayed so long, and if the proponent is really ready to move forward. Rev. Harris responded that he has secured \$1.5 Million and is ready to begin. Construction will begin in the spring and will take approximately 18 months.

J. Sullivan noted that the proponent will need to have the plans re-approved by Boston Water & Sewer Commission as per condition #40.

Ms. Krueel read condition #50 regarding a required land transfer to the Conservation Commission. The proponent agreed to move forward with this condition.

Mr. Sullivan remembered that there had been an issue with the neighbors regarding stormwater, which was the impetus for condition #50.

S. Kunian suggested that the engineer meet with staff. He congratulated the proponent on raising the money.

No public comments were offered.

- **Motion made by J. Kritzer and seconded by M. Wilson to issue a three year extension of the current Order of Conditions as written.(6/0/0 8:54 PM)**

8:50 PM Updates and General Business

- Requests for Certificates of Compliance
 - **DEP File No. 006-1185** Boston Fish Pier Parking Modifications, 212 Northern Ave: The proponent requested a continuation of this item because the Harborwalk signs have not yet been installed.
 - **DEP File No. 006-1346** Spectacle Island Erosion Embankment Improvements: S. Krueel confirmed that all conditions have been met.
 - **Motion made by V. Li and seconded by A. Pollak to issue the Certificate of Compliance (6/0/0 8:50 PM)**
 - **DEP File No. 006-1326** World Trade Center Sewer Line & Floating Dock Repairs, 200 Seaport Blvd: S. Krueel confirmed that all conditions have been met.
 - **Motion made by V. Li and seconded by A. Pollak to issue the Certificate of Compliance (6/0/0 8:51 PM)**

- **DEP File No. 006-1267** Open Space Development, 154 Adams St: S. Krueel confirmed that all conditions have been met.
 - **Motion made by V. Li and seconded by A. Pollak to issue the Certificate of Compliance (6/0/0 8:53 PM)**
 - **DEP File No. 006-0966** Single Family Home, 108 Beaver St: S. Krueel confirmed that all conditions have been met.
 - **Motion made by A. Pollak and seconded by V. Li to issue the Certificate of Compliance (6/0/0 8:59 PM)**
 - Administrative Correction to **DEP File No. 006-1359** Shipyard Quarters Marina: S. Krueel requested approval of the correction of a typographical error. The public hearing date and issuance were incorrectly written as 8/16/13 and 8/18/13. They should be listed as 10/16/13 and 10/18/13.
 - **Motion made by A. Pollak and seconded by V. Li to issue the corrected Order of Conditions (6/0/0 9:00 PM)**
 - Adoption of minutes from 10/2/13 and 10/16/13
 - **Motion made by V. Li and seconded by A. Pollak to issue adopt the minutes of the October 2, 2013 meeting as corrected (6/0/0 9:01 PM)**
 - Adoption of meeting schedule for 2014
 - **Motion made by V. Li and seconded by J. Kritzer to adopt the proposed 2014 meeting schedule (6/0/0 9:02 PM)**
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- **Motion made by M. Wilson and seconded by J. Kritzer to adjourn the meeting (6/0/0 9:03 PM).**

Respectfully submitted,

Stephanie Krueel

Stephanie Krueel
Executive Secretary