

April 11, 2016

PRESENT: Rusty Bridle, Chairman
Jim Waddell, Vice-Chairman
Rick Griffin, Selectman
Phil Bean, Selectman
Regina Barnes, Selectman
Frederick Welch, Town Manager
Mark Gearreald, Town Attorney

SALUTE TO THE FLAG

I. Public Hearing (5:40)

1. Intermodal Transportation Facility that includes a Bus Terminal with parking on the south side of the US Route 1 and NH Route 101 intersection; a potential parking lot expansion on the north side of NH Route 101; and a proposal to reconfigure US Route 1 and NH Route 101 Highways

Scott Bogle, Rockingham Planning Commission & NH DOT Gene McCarthy Highway Engineer

Mr. Bogle: this is not a project put forward by the State DOT; this is a project that RPC undertook as a follow on to the Route 1 corridor study that was done in 2009 and we took it at the urging to Hampton's appointed representatives to the Planning Commission and with the support of Selectmen at the time. The purpose of the project was to provide the Town as well as the State DOT with public input and design concepts, costs estimates and ridership estimates to guide decisions as to what would happen over the next 20 years. These are not final plans this is a conceptual design study, if the Town chooses to move forward with one or more of the elements of this project there would be subsequent opportunities for revising the designs. While the State owns the parcel as well as the highways, anything on this parcel would only move forward with the expressed support of the Town. There are four elements to the project:

1. Environmental Site assessment of interchange parcel
2. Concept design options for interchange realignment
3. Concept designs options for transit facility
4. Transit service potential – intercity, regional, local

Mr. Bogle: this is not a package deal; the Town could choose to pursue all the elements or pursue just the interchange redesign or some combination of those. There was a good deal of input gathered as part of the project:

Advisory Committee

- Town of Hampton (4 representatives)

- Hampton Beach Area Commission
- Coastal Economic Development Commission
- NHDOT
- NHDRED/State Parks
- Transit Providers (COAST, C&J, Flight Line)
- NH Seacoast Greenway

Public Meetings

- March 2013 – Public input on desires for site
- October 2013 – Presented design concepts; Identified preferred alternative

Transit Feasibility Element

- I-95 Commuter service to Boston
Mon-Fri, 8 Round Trips/Day
Gross cost \$1.4 million/year, est. 55K-105K trips/year
- COAST Commuter service to Shipyard/Pease
Mon-Fri, 1 Round Trips/Day
Gross cost \$89K/year, est. 6,525 trips/year
- Shuttle connecting Beach, North Beach, Town Center
July 1 – Labor Day, 7 days/week, 12 hours/day
Gross cost \$105K/season
Est. 16,000 trips/season

Mr. McCarthy: Many deficiencies at the interchange; bring more control and efficiencies; developed three different alternatives:

Interchange Alternative A

- Existing SB becomes US Rte. 1
- Existing NB becomes Rte. 101 Access Road
- Single Diamond Interchange
- Two Roundabouts or Signals
- No new Bridges

Interchange Alternative B

- Existing SB becomes Local Road
- Existing NB becomes US Rte. 1
- Single Diamond Interchange
- Two Single Lane Roundabouts
- No new Bridges

Interchange Alternative C

- Same as Alternative B
- Hybrid Roundabouts or Signals
- New Bridge is Required

Mr. McCarthy: we looked at three different options for a Transit Center:

Transit Center Option 1

- Access to Rail Corridor
- Aerial utilities through Parking
- Wetland Impacts
- Impacts Old Dump Site
- Within Projected Coastal Inundation
- Maximum Parking

Transit Center Option 1A

- Access to Rail Corridor
- Avoids Impacts of Option 1
- Fewer Parking Spaces

Transit Center Option 2

- Pedestrian Access to Downtown
- Utilizes both segments of Route 1

Conceptual Cost Estimates

Interchange Alternatives

- Alternative A = \$4.4M
- Alternative B = \$3.4M
- Alternative C = \$6.3M

Transit Center Options

- Option 1 = \$2.7M to \$3.6M
- Option 1A = \$3.7M to \$4.6M
- Option 2 = \$2.2M to \$3.1M

Mr. McCarthy: these figures are the approx. total project costs; no improvements on Route 101; no mitigation costs; no hazardous materials costs; no utility relocation costs; no right of way costs. The preferred alternative was Interchange A.

Potential Funding Sources

Interchange Realignment

- NH Ten Year Plan process to access Federal funds

Transit Center

- Federal CMAQ funds via NHDOT
- Federal EDA funds through REDC/CEDS
- Parking fees

Transit Services

- Boston Commuter Service – Farebox, CMAQ, FTA
- COAST Shipyard Commuter Services – Farebox, FTA, Shipyard
- Beach Shuttle – Fare box, public/private

Summary Implementation Steps

- Update listing on RPC Long Range Plan (RPC & Town)
- Submit for NHDOT 10 Year Plan (Town & RPC)
- Inclusion in other plans (Beach Master Plan, CEDS) (Town)
- Monitor regional park and ride capacity planning (RPC)
- Assess other sites for Transit Center (Town, RPC)
- Refine Beach shuttle proposal (Chamber, HBAC, Village District)
- Refine commuter service proposals (NHDOT, RPC, COAST, PNSY)
- CMAQ grant application (future) (NHDOT, RPC)

The choice to move forward with any or all project elements rests with the Town of Hampton.

II. Public Comment Period (26:27)

Carolyn Fetter: is there a financial flow from any of these projects, who benefits from it, who is going to be responsible for the upkeep, maintenance, the infrastructure demands, because with other State projects the taxpayers of Hampton wind up bearing costs, whereas, the State winds up benefitting financially.

Emily Bean: since we are unable to support projects in our Town such as HAJH expansion project, why are we going to spend more money, time and resources on a project that will jeopardize our safety of our citizens and most importantly our children? We already see a huge volume increase in the summer months with tourism at the Beach and a bus terminal will create more unwanted traffic; it would also encourage the increasing heroin epidemic by giving people an unsupervised meeting place for illegal activity.

Charlie Preston: I would like to be a part of future this is conceptual, a minimum of 10 years out; anything that promotes carpooling, public transportation. Could be overflow parking for events such as Seafood Festival and Christmas Parade. I do not foresee a busy bus depot with diesel pollution; remote area and bus exhaust is probably a bigger issue in our schoolyards. It would be nice to have access to the trestle for fishing as a component of this.

Ann Kaiser: I have no problem with the reconfiguration of the intersection, but my problem is with the transport center. Has anyone asked C&J if they make the extra stop to pick up riders, as this would add time for the Portsmouth riders? If you build it, they might not come.

Gordon Player ~~Claire~~: smacks of the federal government; we live in suburban area; it is quiet and peaceful; no buses zooming up and down the Beach, does not make me happy.

Christine Jenkins: my issue is that land and wildlife would be destroyed; it is the gateway to Hampton Beach; would like to protect land.

Samantha Bean: I love Hampton, small Town, mother, and safe Town, children able to ride bikes; would bring fumes, extra traffic, and safety issues; this would bring many problems, already drug issues at Beach.

Pat Collins: no problem with concept of enhanced transportation services for residents or tourists, I have problem with location; this needs to be out of sight and out of mind; what is the benefit for taxpayers; we all commute, that is part of living here, I do not live in Manhattan anymore, I live in Hampton for a reason.

Remy Cushing: I can remember before the expressway was there the area that is targeted, as a parking area was the uptown dump; my concern is there any residual concerns from the dump, which might have adverse impact. We used to have trains in Town; we also had two bus lines that stopped in the center of Town to go into Boston. This is a great concept, but have a number of concerns; have infrastructure to meet needs of 21st century; important to have Towns support; fund are available through ten-year plan. This holds great potential to help the existing businesses at Beach; hope Town would take a good hard look at this and go forward with it.

Nathan Page: is the Town going to have to pay for part of this? Mr. Bogle: the only element where local funding would be involved would be potentially the Beach shuttle.

Nathan Page: I see other costs such as police patrolling it; would like to see the park and ride on Timberswamp Road be expanded; I personally do not want to see a park and ride at the gateway to Hampton; hoping interchange realignment would be a single barrel. Having another rotary would be horrific with traffic backed up; disastrous; the park and ride we already have is underutilized.

Selectman Griffin: I would like to know if you are in favor of a reconfiguration. Nathan Page: definitely in favor of a reconfiguration; in favor of an intermodal station somewhere else out by the highway; put it by Liberty Lane extension; you want to be next to highway.

Tim O'Connor: I own 573' that borders Route 1; used to traffic, but it is dangerous; in favor of reconfiguration; not sure that is right place for intermodal; Timberswamp Road parking lot closer to highway, 50% utilized.

Stephen Janetos: encouraged that these two separate plans can be uncoupled; very much in favor of a reconfiguration; no in favor of transit center; other viable locations that exists already underutilized, but available; giant parking lot as the entrance to Hampton is not anything we want to project.

Bob Preston: seems clear that the intermodal be on the west side of Town; support the concept of idea; safety to coming on and off Route 1; lost around 500 parking spaces at Beach with new construction, having parking spaces for people who work at Beach; worth considering; plenty of time to work on this; asking to support.

Ann Carnaby: handy having commuter buses in Downtown; in favor of reconfiguring Route 1 and 101; how can having one lane in each direction ease traffic.

Mr. McCarthy: they are called roundabouts; which are smaller and meant to slow traffic down; keeping traffic moving at a steady pace; not reducing capacity just redistributing; the attempt is to control traffic eliminating weaving; provided interchange to have ramps connecting at one location; control and manage traffic better so it is safer and efficient.

Anne Russell: rotary two lanes of traffic, roundabouts one lane; roundabouts have been working all over the country; Newburyport and Portsmouth's parking are on the highway not in Town and they are cities not a village as we are. I would definitely be in favor of a reconfiguration; keep the transit area a separate item.

Fred Rice: the people developing the plans are professional and we need to respect their opinions, they do know what they are doing; they make allowances for the input; I would support the reconfiguration 100%; that was an open burning dump; we cannot keep pretending Hampton is not going to continue to grow. The intermodal facility is something that should be

kept on the burner; it can be a very important addition to the Beach provides parking; monorail system time will come in the future; keep planning for the intermodal center.

Mike Edgar: in favor of looking at the interchange to make it better than it is, hoping to look at the bridges and the condition they would be ten years from now, also the capacity to widen them, going to need more lanes going back and forth to the Beach.

John Nyhan: I also support something has to be done with the interchange, that concept should move forward. The Master Plan was established in 2001; needing Beach parking; participated in the public hearings; RPC was instructed to move forward and they did a great job. I see three types of transit systems; C&J; parking lot outside Hampton Beach to transport people back and forth; transportation system such as trolley to go from Beach to Downtown and vice versa. We are ten years away from having any type of reality on project, move forward with support of concept in general and then if somehow wording could be put through that we all agree that there needs to be some type of transit system established. We need to show the Town is in support of these types of services moving forward.

Phil Bean: heard comment tonight that Hampton is growing but look at the 2000 census in Hampton mirrors pretty much 2015, but there may be more condominiums. My focus is the parking lot; EPA website pollution exposures at schools; motor vehicle pollutant concentrations tend to be higher closer to the road with the highest levels generally within 500' of the roadway and reaching with background levels approximately 2000' from the roadway. I do not support either option as presented; 30-40 trips per day in the study; the bus company mentioned in study is diesel; it urbanizes Hampton; toxifies Hampton; dangerous; health issue is very alarming. WHS athletic field where young people participate in athletics will be sucking up diesel particles, Centre School, Tuck Field, preschool, FUN; residential exposures; business exposures; housing facility for elderly; camping and recreation area will be sucking up diesel particles with this intermodal transportation. Children are particularly sensitive to air pollution, as their respiratory systems are not fully developed, they are more active and breathe more fully than adults breathe, they are particularly sensitive to air pollution, and children are more likely than adults to have asthma. Exhaust from diesel engines brings a complex mixture of soot and gases to roadways, etc. health concerns about diesel exhaust relate not only to cancer, but also to other problems such as lung and heart disease. From the American Cancer Society, diesel exhaust has been found to cause changes in cell's DNA; lung cancer is found to be a major link to diesel exhaust. US Government agencies have classified exposure to diesel exhaust particles as a human carcinogen; they talk about reducing exposure to diesel exhaust and that certainly is not by putting in a diesel bus station within 2000' of where children live and work and play. It is frightening health information that we would expose this community and our children if we were to put in a bus station. I speak not as a member of the Board; I have visited other intermodals and they are on 95; they do not belong here.

Jerry Znoj: parking limitations are a big issue; I like idea of a 95-location better; we have another issue of getting onto 101 safety problems; concerned about parking spaces as cars are left for days at a time.

Mr. Bogle: what is proposed here is not airport service, it is a commuter service to Downtown Boston.

Attorney Gearreald: if you were to omit the transit center and just do the realignment using this configuration; would you make the realignment any different without the transit center for the entrance and exits onto 101.

Mr. McCarthy: no it has its own utility as an interchange configuration; it was meant to simplify it; it does allow an egress into a transit center was allowed through this configuration, where you would not allow it with the current configuration, but as a standalone, it is a very feasible, utilitarian improvement.

Bob Ladd: you can support something even if you do not agree with it; all you are doing is allowing it to continue to flow through a process. The consensus is the interchange desperately needs to be addressed, but disagreement about a bus station being placed in the middle of it. If you decide not to support the bus station and vote against the proposal the interchange goes back into a dark hole in space and not addressed, but if rejected cannot go forward.

Brian Fox: will the traffic flow be increased or decreased with this pattern? Mr. McCarthy: we did evaluate what the trips would be on a peak hour and the answer is yes.

Brian Fox: are there any traffic lights added in any of the three proposals? Mr. McCarthy: it could be either roundabouts or traffic signals, there has to be some control, roundabouts do process more traffic than a traffic signal.

Brian Fox: I am not in favor of the bus station in that location; if you move the intermodal out to I-95, I would like to see more of a green impact; did you take into consideration with transportation evolving, charging station and self-driving cars into the parking areas. Mr. Bogle: we did not look at self-driving vehicles, we need to address this in our long range plan; did not address plug in stations for this facility; that is sort of a detail that could be added.

Brian Fox: would like to see it added up front to make sure we have that capability; see this redrawn with less of an environmental impact.

Mr. Bogle: in terms of habitat value, anytime you change woodlands to developed area there will be some impact; the parcel has fairly limited habitat value as the highway cuts it off. We looked into parcels closer to I-95 and 101; the vast bulk of the land is listed under the national wetland inventory; there are a couple of privately owned properties. Looking at other options closer to the highway is something that would make sense to do if there is interest to move forward; there can be further exploration of other sites. It looks to be significant constraints on the land out closer to the interchange of 95.

Brian Fox: With the land listed as national wetlands area and any right-of-way, I would vote with the people keeping their own land and the government not taking it.

Walter Kivlan: I do not think you should change a thing; I think what you really need to do is make it one lane after the rental area remove the passing lane after that and if you obey speed limit going into the configuration you have now there are no issues. Removing passing lane might remove the individual that might go wrong way. Leave it alone we do not need roundabouts or rotaries; we need people to go the proper speed limits.

Barbara Renault: from Conservation Commission, not making decision as yet, have meeting scheduled with Mr. Bogle; four particular areas fall into their purview; not giving an opinion yet; current wetland delineation; might be some vernal pools in that area and would like to

double check on that, to make sure they are protected if they are there. Some of the property is in the FEMA area; watch for contamination; take close look for storm water management.

Bob Preston: Walter Kivlan was the only one who said he did not want to change a thing, but almost everyone else in the room said those on/off ramps are dangerous. Even Phil last time agreed that safety was important. Put on the west side, we could have a lot of parking out there; let us support this plan for some of the good parts that are in it.

Nathan Page: thank you for coming out and putting up with us; we really appreciate the work you do. We have a parking issue at the Beach and we have an empty parking lot at WHS all summer, why cannot we get something going for this summer with the Winnacunnet school Board to lease out or borrow their vacant lot and run employee shuttles back and forth to the Beach.

Fred Rice: I hear there is a great consensus that we should move ahead concerning the realignment of the roads; it will help manage the traffic to flow better; the other side of it any type of intermodal parking across the board most people do not agree that should go forward right away. I hope you will keep in mind at how dangerous this can be; think about the school buses that sit in the schoolyard with their engines running is one place we can cut down on pollution; cars at traffic lights on Route 1 and Ocean Boulevard, these are all things that should be addressed.

End of Public Comment Period (1:43:51)

Selectman Barnes: we should definitely consider the realignment for Route 1 and Route 101; thank you for coming; I think Hampton does need to grow; work together making easier for people to go to the Beach from Downtown.

Selectman Waddell: thank everyone for coming; everybody agrees interchange should go forward, a real disagreement about the intermodal.

Selectman Griffin: thank you for everyone coming out tonight; this has been going on since 2006 and it is how the process is going to work. The Town pays them to get their advice, not a plan that will happen tomorrow, definitely keep things on back burner, as we do not know what is going to happen in ten years from now. There will be other plans that will come; the Town has also been working on Ocean Boulevard project; in favor of a reconfiguration; likes the idea of putting something off I-95.

Selectman Bean: thank the public for coming out tonight; people have spoken and it has been unanimous; include the adverse new data.

Chairman Bridle: thank you to the public who came out and spoke; heard a lot; my two years as selectman I received more phone calls on this one issue over the past few days. I responded to many accidents out there and that area needs to be addressed; there is a need for the intermodal be it here or somewhere else. Mr. Page brought up the idea of utilizing the school parking lots and to try to work out pilot program. We are going to leave this open for 1-2 weeks to hear from the public and then we will come back and do it.

Town Manager Welch: let the Selectmen know how you feel as there will be a decision at a meeting in May.

Mr. Bogle: comment made for buses to detour off I-95 from Portsmouth and that would not make sense, as it would make the Portsmouth trip noncompetitive, the buses would originate

here; that said it would be a more attractive service if the intermodal center were closer to I-95. A transit center at I-95 would probably not make sense to run a Beach shuttle out on I-95. Concerning safety the Portsmouth center is a very clean and well-kept well-lit facility; could talk with Portsmouth and their PD to come out to the bus station there.

Town Manager Welch: Portsmouth had 178 calls per year on average, which is an average of every other day; Newburyport did not keep good data, so they did not have any figures, but said they are probably using the services there about as much as Portsmouth is.

Mr. Bogle: diesel exhaust affects is well documented; on average, you have 300-330 trucks and buses per day going on Route 1 and would be talking about an increase of 3%-5%. I do not know the number of buses the schools are using, but the point about buses idling in the driveway is a much larger impact then what we are talking about here.

Selectman Bean: you might want to incorporate health effects and carcinogens when you are talking about your planning. Mr. Bogle: that is not something that would be handled at this stage of preliminary engineering.

Selectman Bean: your intermodal is going nowhere.

Anonymous: in regards to comparisons to Portsmouth, I drive by twice a day and no one goes within 2000'.

Mr. Bogle: there is a pocket neighborhood back there, but your point is well taken, it is not in the center of the town.

Chairman Bridle: thank everyone for coming in and obviously, it is a topic of interest. At this point, we will suspend the hearing.

Five minute recess (1:58:09) meeting resumed (2:02:29)

III. Public Comment Period

Walter Kivlan: Chairman Bridle two years ago, you came on the Board and made the best suggestion we heard in years, we have 50 acres at the South Beach State Park that closes at 8:00pm and it is completely empty; they close the gates. The money the State can make from the revenue by keeping that open until midnight, it would be phenomenal; the State is bleeding us dry anyway, they give us nothing; it is about time we make them open that State Park until midnight, as they do the parking meters. We need a new bridge also.

IV. Announcements and Community Calendar

V. Consent Agenda (2:04:58)

1. 2016 Veteran Requalifications: Cahill, Patrick VET \$500 144/43; Craven, Ronald VET \$500 98/8/1; Cuddy, Joseph VET \$500 222/74; Covey, James VET \$500 138/1; Nason, William VET \$500 14/1
2. 2016 Elderly Requalifications: Coombs, Lydia ELDERLY \$150,000 127/18; Rackliff, Brian & Carol ELDERLY \$120,000;
3. 2016 New Elderly: Brennan, Robert & Sheila ELDERLY \$120,000 70/17; Giustiniani, Michael ELDERLY \$120,000 168/8; Lang, Edward & Kathryn ELDERLY \$120,000 107/9

4. Donation to VNA of Cape Cod-Hospice in lieu of flowers in Memory of Deputy Chief Hobbs' Father David K. Hobbs Sr.
5. Approval of Nesting Site for Purple Martin's on Island Path Map 281, Lot 1
6. 2016 Forest Fire Warden/Deputy Reappointments
7. Barn Preservation Renewal 435 Exeter Road
8. Raffle Permit: Seacoast Storm Baseball 04-16-16
9. USS Hampton Committee Appointments: Dyana Martin, Dan Nersesian, Mike Edgar, Bruce Aquizap, Theresa McGinnis, Kate Pratt, Frank Culbert, Dan Lanio, G. Berkley Bennett, Edward "Sandy" Buck, Richard Reniere, and Brian Warburton

Selectman Bean MOTIONED to MOVE the Consent Agenda SECONDED by Selectman Waddell.

VOTE: 5-0-0

VI. Approval of Minutes (2:06:15)

1. March 14, 2016

Selectman Bean MOTIONED to APPROVE the Minutes of March 14, 2016 SECONDED by Selectman Waddell.

VOTE: 5-0-0

2. March 28, 2016

Selectman Barnes MOTIONED to APPROVE the Minutes of March 28, 2016 SECONDED by Selectman Waddell.

VOTE: 5-0-0

VII. Appointments (2:06:35)

1. Dyana Martin, Parks & Recreation Director
 - a. Departmental Update

Ms. Martin: we had two of our parks employees start April 1st; aerated and seeded parks; youth association had spring clean-up; signs; received our bus back; bid for 1 ton truck; preparing fields for play; tennis court nets up; repaired Tuck and Eaton concession stands; parking lot opened up and made \$5,530 already. Have scheduled fields; summer camp staff training; leagues are starting; Easter egg dig buried 12,000 eggs; trips are scheduled; Red Sox tickets available; set up programs and camps; looking for instructors for tennis camp and the track and field program. Taking registration for senior trips; annual fishing derby; hosting travel show April 13 at 6pm in Selectmen's room; sent out first round of advertisement for lifeguards, however, not any interest as yet.

Selectman Waddell: a lot going on, good report, for all ages is super; how does what we offer for pay compare with the State? Ms. Martin: going to increase our rate, the State is short 30 lifeguards; receiving two large bottles of sunscreen for the parks from the Melanoma Foundation.

Selectman Waddell: it is not a desirable job anymore, whereas, it used to be.

Selectman Bean: great job.

Selectman Griffin: you continue to do a great job and making sure there are many things available for seniors and children.

Chairman Bridle: how do the pocket parks programs work, and how do people get involved.

Ms. Martin: people volunteer and come back year after year. We do have a few spots available; come to our office and tell us what they are hoping what they are going to do, we have paperwork to fill out; they need to give design and which plants they want to use, and I will approve or disprove; and then will give approval to plant in a certain spot.

Chairman Bridle: if a business plants, do we put up a sign stating whom it was done by. Ms. Martin: we used to when we first started, but many people did not want the signs.

Chairman Bridle: we also have a Boy Scout, Troop 176, project at Batchelder's Pond where they are replacing the benches and picnic table; if someone wanted to donate a bench in memory of someone would they contact your office.

Ms. Martin: yes, speak with me to discuss as we do have a few rules; plenty of spaces around Town; give people the fee and sizes of benches; what they want written on plaque; write to Selectmen with what they would like to do to get approval.

Chairman Bridle: excellent report

VIII. Town Manager's Report (2:18:48)

1. Friday, April 15th is the last day to file your application for elderly, veterans and blind exemptions as well as the lower tax rate in the Hampton Beach Village District. Friday also closes the filing period for Current Use Applications.
2. April 25 through April 28 will be Town-wide cleanup for yard debris that does not involve brush, tree limbs or wood.
3. There has been several incidents where individuals are dumping their dog waste into storm drains. Please do not dispose of animal waste in storm drains. These drain systems empty into wetlands and eventually into the harbor and the ocean. No one wants to swim in your animals waste or drink it, as is it gets into the ground water also. These wastes should be sealed in a container and deposited in your trash for deposit in the landfill.
4. Town Departments have completed the submission of their long-range capital expenditures in rough draft form. We are hoping to complete the report for submission to the Board of Selectmen by mid-May.
5. The Town Clerk's Office has mailed cards to all owners of unlicensed dog regarding the requirement to register their dogs for 2016.
6. DPW speaking with New Castle and Hampton Falls who have asked to be included in our Household Hazardous Waste Day, tentative date of June 4, 2016, when confirmed will let everyone know, posted on website and Channel 22.
7. Received letter dated April 4, 2016 from Department of Environmental Services to Aquarion Water telling Town of North Hampton to permit Aquarion to dig through their Town to provide water for a subdivision in Stratham.
8. Had email from Tax Collector that her office will be closed on April 20, 2016 as she is required to participate in the State's annual spring training for tax collectors, which she is required to do by statute.
9. Pole Valuation bill will be heard tomorrow at the State House in Concord, NH at 9:30am; we have asked committee to kill the bill, potential statewide loss of \$18,000,000. In addition, bill passed the house 12-5 and recommended for passage,

dealing with up to \$5,000,000 in funding money for improvements for municipal buildings for energy efficiency.

Selectman Bean: I met with Cordell Johnson and Judy Silva concerning Bill 1198, and we will formulate and execute a procedure to develop truth and lending to these big corporations; this is a \$300,000 hit on the utility tax to the Town.

IX. Old Business (2:27:55)

1. Policy for Solid Waste and Recycling Collection from Condominiums

Attorney Gearreald: the policy was discussed and with input from the Board, there has been an implementation of no more than five units in a condominium association and applies to existing and new structures. An addition to policy is the DPW additions under space limitations and safety as to where the location of carts to be picked up, which could be on opposite side of street in order to enable the mechanical packers to pick up.

Selectman Waddell: does this affect any change that is being done now?

Attorney Gearreald: there are some places where there are six and I would say this is a perspective policy.

Town Manager Welch: yes, it is in conformance with the Planning Board; it should work well and we will make sure it does work well.

Chairman Bridle: some of the lettered streets at the Beach we pick up on both sides, this is something that DPW is looking at? Town Manager Welch: yes, they are looking into one side pick-up, as the streets have no parking on one side it is very difficult to get in between vehicles; the mechanical packer can do this instead.

Chairman Bridle: it is a safety issue as people are walking between cars, so being able to pick-up on same side of street will be cleaner, more effective, efficient and safer.

Town Manager Welch: gives him the ability to talk to the people and tell them how they have to put them out and how much distance between each individual cart. Chris will come back to the Board after he does some analysis on the Beach streets and come back with a request to make sure all the carts are on the no parking side, which would make the pick-up much easier.

Selectman Griffin: should not leave them out all day.

Town Manager Welch: the ordinance says once they are picked up they should take carts back to the property and we encourage people to take a hose and clean them out.

Selectman Griffin MOTIONED to APPROVE the Policy for Solid Waste and Recycling Collection from Condominiums SECONDED by Selectman Barnes.

VOTE: 5-0-0

2. Legislation on providing Conservation Commission authority to dispose of limited property interests.

Attorney Gearreald: related to subject that the Board discussed in a non-public session that the minutes were not sealed, having to do with the health care facility and the conservation easement. Senator Stiles had sought to provide something by statute, which the Conservation Commission does not have, which is some authority to dispose of limited property interest, but

on further interaction with the AG office, she has determined she will not be putting that legislation forward. We will brief the Board on other alternatives at a later date.

X. New Business (2:35:39)

1. Acceptance of gift of Salt Marsh Map 217, Lot 2, at the end of Landing Road (Binkley Parcel) to Conservation Commission

Attorney Gearreald: the parcel is approximately 6.1 acres in size, primarily salt marsh on the norther side of Landing Road; currently assessed at \$600 in value; the owner is offering this a gift by the Conservation Commission, subject to approval by the Board of Selectman.

Selectman Waddell MOTIONED to ACCEPT the gift of Salt Marsh Map 217, Lot 2, at the end of Landing Road (Binkley Parcel) to Conservation Commission SECONDED by Selectman Barnes.

VOTE: 5-0-0

2. Acceptance of Bond for Tax Map 140, Lot 3, Drakeside Road “Cheshire Place” for off-site improvements

Town Manager Welch: this is the Chinburg Property, and the DPW and Planning Board have reviewed the proposal for bonding in order to secure off-site improvements and we are recommending that the Board accept.

Selectman Waddell MOTIONED to ACCEPT the Bond for Tax Map 140, Lot 3, Drakeside Road “Cheshire Place” for off-site improvements in the amount of \$40,024.00 (Approval conditioned on receiving the Bond and Certificate of Insurance) SECONDED by Selectman Griffin.

VOTE: 5-0-0

3. Selectmen’s Meeting Schedule for Spring/Summer 2016

Chairman Bridle: starting May 9 we will start our bi-weekly meetings.

Selectman Waddell MOTIONED to APPROVE the Selectmen’s Meeting Schedule for Spring/Summer 2016 SECONDED by Selectman Bean.

VOTE: 5-0-0

Selectman Barnes: communicating with Water Innovations Alliance and will be joining a round table bi-monthly conference call; consists of corporations and other municipalities that are dealing with water issues.

XI. Closing Comments

XII. Adjournment

Selectman Waddell MOTIONED to go into non-public meeting personnel matters RSA 91-A:3,II,a at 9:35PM SECONDED by Selectman Bean.

Roll Call Vote was unanimous

Chairman