

HUDSON, NH BOARD OF SELECTMEN

Minutes of the June 12, 2018 Meeting

1. CALL TO ORDER - by Chairman Coutu the meeting of June 12, 2018 at 7:01 p.m. in the Selectmen's Meeting Room at Town Hall.
2. PLEDGE OF ALLEGIANCE - led by Selectman Morin.
3. ATTENDANCE
Board of Selectmen: Roger Coutu, David Morin, Marilyn McGrath, Angela Routsis, Normand Martin
Staff/Others: Steve Malizia, Town Administrator; Donna Graham, Executive Assistant; Jim Michaud, Asst. Assessor; George Theborge, Interim Town Planner; Elvis Dhima, Town Engineer; Lori Bowen, Senior Services Coordinator
4. PUBLIC INPUT

Chairman Coutu asked does anyone in the audience wish to address the Board on any issue which the Board has control of at this time. Please state your name and address for the record.

Betsy Gamrat - My name is Betsy Gamrat. I'm requesting the Selectmen's support in making the exit to and Sagamore intersection safe for non-motorists including pedestrians, bicyclists, and those with impaired mobility. This is especially important because there is a plan I'm sure you're familiar with - NHDOT Project 41754 which is to add a second turning lane from southbound on NH 3A onto the Sagamore Bridge. That project as you can see from the image, there are no provisions for the safe crossing of pedestrians, bicyclists, or those in a wheelchair. The project as it is written right now violates the Federal Highway Administration's policy on bicyclists and pedestrians as written right now. It is also ADA non-compliant already - that intersection is. The project is slated for late summer that the work is going to be done. I have contacted NH Department of Transportation.

The issue is that the intersection is absolutely unsafe. It violates the Hudson Master Plan and in accordance with RSA 231-90, it's against the law - I'm letting the town know that that intersection is unsafe. It needs to be marked and addressed otherwise the town is liable for any issues. One suggestion from the Town Engineer that cyclists use the northbound sidewalk and go against traffic. Both of those are against the law. Those are not options and also, again, there's no option for anyone in a wheelchair to get through that intersection southbound because there's no crosswalk at Walmart. We need to make the intersection safe for pedestrians, bicyclists and those with limited mobility.

What I'm proposing is first is a signaled crosswalk across the two turning lanes. By signaled I mean a light and a button that motorists have to stop to allow safe crossing. The alternative is that cyclists have to get into the center travel lanes of the intersection and ride their bike ahead of all the traffic which impedes motorists, it's going to frustrate them, and someone is going to get hurt. We need to do that. That's the first thing is that on-ramp. It needs a crossing. The next piece of it is that we really should have a full bike lane painted. There's already plenty of asphalt. That's just paint. It won't cost the town much at all.

The other crossings are not as dangerous as the ramp because they're controlled by lights except for the on-ramp one. It's really that first crossing which is very dangerous and I ride my bike through there every day commuting. This is not a recreational request. This is a commuting request and I'm not the only one. Finally in order to provide access for anyone who is not driving to get across the Walmart intersection, there should be four crosswalks across every junction there so that people can push a button and walk safely between Walmart and Sam's Club. Those are my requests. I'm requesting your support in making the town safe. There is funding available. It's just been released for bike pedestrian improvement so in concert with the existing CMAQ project, we can do this without spending a lot of the town's money.

Chairman Coutu asked are you referencing bicycles coming off the Sagamore Bridge or bicycles going up and down Lowell Road. Ms. Gamrat said bicycles traveling southbound on Lowell Road.

In light of what you said, Chairman Coutu asked Mr. Dhima do you have anything you want to add. He gestured that he wanted to speak because you mentioned the Town Engineer saying that he made a statement to you.

Elvis Dhima indicated we had a couple back and forth I believe. Betsy Gamrat said yes. You considered the matter closed. Mr. Dhima told the Chairman and members of the Board a couple of things to be aware of. Sagamore and Lowell Road is a State intersection. We don't own that. That's kind of why we're going through the State to begin with. There's currently a no bike lane there to begin with. With that said if you take Sagamore and Lowell Road intersection, as I said, it's a State matter. Things like that go to the State. The same thing basically with Sam's Club or Walmart on Lowell Road, its State intersection. If there's any concerns, any of that goes to the State and we don't deal with that. They pave it. They maintain it. It's just kind of how it is. Put that aside as well.

Mr. Dhima said you stated that we're currently doing a CMAQ project widening Lowell Road. That project is not scheduled for this summer to start. We're hoping that we get the federal money once Governor Sununu signs the bill so we're good to go. That gets us to start designing it. That's when we get into the traffic counts, we figure out how many pedestrians, how many bicyclists are using it, and go from there. As you were told by DOT, the whole purpose of adding a lane on Lowell Road is so that we can push traffic more into Sagamore. By creating a signalized measure to stop that traffic on the ramp to allow a bicycle to go through defeats the entire purpose of pushing traffic through or reducing emission. The only reason we're getting money from the feds is because we're telling them we're going to reduce emission by adding another lane and pushing more traffic through. If we're stopping that because we're getting bicycles through, it beats the whole purpose and that what was explained to you through an e-mail by the State.

With that said as I said to you in that last e-mail, Mr. Dhima stated we will look into this once we get into the design phase and once we start looking at the numbers. There is a process that goes with a federal project that includes public input and it also includes what the findings are. If we don't have the numbers to back up that bike lane, we simply can't put it in. It's not any different than you have an intersection where the numbers don't make sense and it's not warranted for. With all due respect, I understand what you're saying. I acknowledge the need for it to have something in there but it has to go through a process and you also have to understand that there is a limit for this project and that's before the intersection itself. It's from Flagstone to the ramp. It's not beyond the ramp. It's not to Walmart. There's a few requests here and I just want you to be aware of that. We can't go beyond that because it's beyond the project. As I said to you, we'll look at your request for our portion of what we're doing but the rest is really State.

Betsy Gamrat said the State has already confirmed that the TOWN is responsible for the intersection even though the State may own the roads but it is still considered a Class IV.

Chairman Coutu stated I know that for a fact that we're not responsible for that intersection. Elvis Dhima stated neither for the signalization either because if we were, we wouldn't have the problems with PD that this Board and the previous one has heard over and over again about people going through that light.

Selectman McGrath indicated beyond that, the project that you're talking about the widening, the extra lane that may not ever happen. It's dependent on development. That project hasn't even gone before the Planning Board yet. I don't think that the plans have even been developed. The right of way would be donated to the town in order to have that extra lane. It's like pie in the sky right now. There aren't any plans before the Planning Board. As far as I know, they haven't been developed. They haven't been submitted to the town and it's just if it happens, then that's something that the town would be looking for is right of way from that development to help add an extra lane onto the highway. It may never happen.

Betsy Gamrat indicated the reason I'm here I do appreciate thank you for your explanation. The reason I'm here is that if the planning hasn't started yet then I wanted to make sure that my opinions

were expressed now rather than trying to say looking at the plans later and saying oh I wish. Also I've provided a way to fund this by adding another project. So by applying for that funding now, we could get this happening earlier. Selectman McGrath noted that can't happen without the land. If we don't have the land - right now it's under private ownership. If we don't have the land, we can't do an additional lane. That's part of it as well.

Chairman Coutu asked do you live in Hudson. Ms. Gamrat stated yes and I live down off of Chalifoux and I commute through that intersection every day into the Sagamore Industrial Park on a bicycle. Chairman Coutu said the reason why I asked is because just watch the local newspaper and read for the Planning Board what comes up for the Planning Board. Then you might be able to bring it to them. I know it's State controlled and they're going to determine what can and can't go there and not us. I'm not going to argue the point. I'm just saying that I just know that for a fact. Betsy Gamrat indicated Nashua Regional Planning Commission said that this project would be managed by the town. Chairman Coutu said well now you're throwing in another organization. You said it was the engineer, it's not the State, and DOT, and now the Nashua Planning Commission. Ms. Gamrat said I would be the first to admit that I don't understand as well as I would like to how this is working. That's why I'm here. I'm asking for the town to help consider non-motorists safety and that's it. Chairman Coutu said I can't have the Department of Transportation to do an intersection before Walmart which is not as significantly impacted as the one that you're requesting. We could try. Let's see how the plans develop and see where the Planning Board is going to go with it and how it's presented by our Town Engineer. Obviously he'll be speaking with the State, Department of Transportation, because they're going to control how it's built, and where it's going to be built, and then again it's always as Selectman McGrath stated, it's contingent upon the donation of the land for the right of way to do what we feel needs to be done to alleviate the traffic off of Lowell Road to get onto the Sagamore. Thank you. We appreciate your comments.

Robert Chesler - 14 Fairway Drive. I had the opportunity to contribute some thoughts into Ms. Gamrat's document...Chairman Coutu asked are we going to hear the same thing? Mr. Chesler indicated no you're not. I had the opportunity to include some input so when the time is right to review a document my input is already there but for one small suggestion. I'm very glad to hear that the town will be consulting the DOT. I know of a particular resource at the DOT that I've consulted for my own interests which are slightly different than Mrs. Gamrat's interests. There's a Multimodal Facilities Director Mr. Larry Keniston at DOT who has indicated to me that he can't call the town to suggest anything but he would be very happy to be a resource to the town if the town reached out to him. He seems to be the expert on bicycle safety, multi-modal use of roads, and I would personally defer all of my comments to him if he's brought in to be involved in any of the future planning for this. I would just like to request that the town does reach out to him so that his input can be brought in. I think that might help solve all the concerns I'm aware of. I'd be happy to forward his contact information to the Town Administrator.

Ms. Chesler also mentioned that my interests are as Selectman Coutu already mentioned, my interests are more from traveling from the south of town - my neighborhood - to across the Sagamore Bridge and back. My thoughts are focused on how a bicycle can safely and legally do that and convey with either a moped or a motorcycle. That's the slight difference in operation hence my focus is more the big left turn which would have to be from the middle of the current four lanes northbound and Mr. Keniston did mention to me that in his opinion a traffic circle in place of the t-intersection might be worth considering. I'm not going to speak for him. I'm just repeating what he said to me. Just and out of the box and into the circle thoughts, these are some of the things he would bring to the table. He told me about a similar intersection in Concord, NH, which was solved that way since everything that I wished to add is already in Ms. Gamrat's document. I leave it to the Board of Selectmen to hopefully read it when the opportunity is more correct.

Selectman Morin asked you ride a bicycle you said. Robert Chesler said I do that. Selectman Morin asked across the Sagamore Bridge or do you take the bike path and go down Sagamore Park and take the bike path. Mr. Chesler indicated I don't use a bicycle all that often but I do like to make sure I have the opportunity to do so. I can't tell you the last time I did but I'm aware before the bridge expansion that it was multimodal and I'm glad that that's still the way. Selectman Morin

wanted to make sure you were aware that there is that bike path that goes across the bridge to keep bicycles safe. Mr. Chesler said unfortunately to get to the opening of that bike path, I would never use it because that would mean driving a bicycle further north in the Sagamore Bridge looping around into the industrial complex and then finding the entrance. I think that if my wishes could be granted by this Board it would be to open the gate at the bike to the shoulder and extend the shoulder right through to the same potentially two-lane ramp area and then it would be accessible closer to the intersection.

Selectman Morin understood that. My concern is a bicycle riding on that high speed road. With the issues that we've had on that road. It concerns me greatly that bicycles are riding on that road. That's why I was just asking if you knew there was a bike path. Robert Chesler said I'd be happy to privately share some countering views of why. I'd prefer a shoulder to a bike path. If I could make a small comment on what the Town Engineer said about the consequence of a traffic light. Chairman Coutu asked the consequence of a traffic light where. Which one are we talking about? Mr. Chesler believed Mr. Dhima mentioned that adding a traffic light would impede traffic for bicycles. I think that bicycles are few enough that for the majority of the time that light would be green to cars and would only be as Ms. Gamrat mentioned when a pedestrian or a bicyclist pressed a button for a brief time to slow down traffic for safe crossing where it is already perfectly legal and proper for the bicycle to continue straight in the traffic lane. That is the way it is. It is perfectly legal and proper even if not ideal safety for a bicycle to continue straight southbound through that intersection or westbound across the Sagamore Bridge on the travel lanes. Safety can be improved and I believe without impeding motorized traffic if the traffic light is not a timer but it's only on the occasion demand of a pedestrian or bicyclist. Thank you.

Chairman Coutu thanked Mr. Chesler. I don't know if all of you know but you've seen his name in the paper if you read the Hudson/Litchfield News. Frank the mailman - All the years I've been there, he rides a bicycle every day from Rita Ave. all the way up to the Post Office. I see more and more bicycles every day. I can understand the request. Mr. Dhima you will incorporate some of those thoughts and then we'll have some information relative to the contact Mr. Keniston and see what he said or what he didn't say about this project. Thank you. Is there anyone else who wishes to address the Board? Seeing none.

5. RECOGNITIONS, NOMINATIONS & APPOINTMENTS - None

6. CONSENT ITEMS

Chairman Coutu wanted to bring to your attention just one thing. The calendar - the last item June 28th. That will be changed. The meeting is at 7 p.m. not 7:30. Is there anyone who wishes to remove any item for separate consideration? Seeing none.

Motion by Selectman Routsis, seconded by Selectman Martin, to approve consent items A, B, C, D, E and F as noted or appropriate, carried 5-0.

A. Assessing Items

- 1) 2017 Tax Abatement - Map 151, Lot 57 - 2 Hilltop Drive, w/recommendation to approve
- 2) 2017 Tax Abatement - Map 106, Lot 13 - 145 Old Derry Road, w/recommendation to approve
- 3) 2017 Tax Abatement - Map 174, Lot 21 - 3 Leslie Street, w/recommendation to approve
- 4) 2017 Tax Abatement - Map 241, Lot 23 - 9 Jacqueline Street, w/recommendation to approve
- 5) 2017 Tax Abatement - Map 115, Lot 3-3 - 13 Senter Farm Road, w/recommendation to approve
- 6) 2017 Tax Abatement - Map 236, Lot 13 - 67 Musquash Road, w/recommendation to approve

- 7) 2017 Tax Abatement - Map 175, Lot 71 - 6 Marshmallow Path, w/recommendation to approve
- 8) 2017 Tax Abatement - Map 218, Lot 22-1 - 18B Trigate Road, w/recommendation to deny
- 9) 2017 Tax Abatement - Map 230, Lot 22-15 - 27 James Way, w/recommendation to deny
- 10) Residence in Industrial or Commercial Zones - Map 210, Lot 7 - 173 Lowell Road, w/recommendation to deny
- 11) Disabled Exemption - Map 174, Lot 203 - 18 Third Street, w/recommendation to grant
- 12) Elderly Exemption - Map 174, Lot 203 - 18 Third Street, w/recommendation to grant
- 13) Veteran Tax Credit - Map 168, Lot 094 - 5 Frenette Drive, w/recommendation to grant
- 14) Certification of Yield Taxes Assessed/Timber Warrant - Map 201, Lot 007; Map 190, Lot 191; Map 140, Lot 001; Map 141, Lot 001; Map 247, Lot 051; Map 247, Lot 048; Map 156, Lot 016; Map 156, Lot 015, w/recommendation to approve and sign

B. Water/Sewer Items - None

C. Licenses & Permits & Policies

- 1) Raffle Permit - Saint Kathryn Parish

D. Donations - None

E. Acceptance of Minutes

- 1) Minutes of the May 22, 2018 Meeting
- 2) Minutes of the May 29, 2018 Meeting

F. Calendar

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| 06/13 | 7:00 | Planning Bd - Buxton CD Meeting Room |
| 06/19 | 7:00 | Municipal Utility Cte - BOS Meeting Room |
| 06/21 | 7:00 | Benson Park Cte - Cable Access Center |
| 06/25 | 7:00 | Sustainability Cte - Buxton CD Meeting Room |
| 06/26 | 7:00 | Board of Selectmen - BOS Meeting Room |
| 06/27 | 7:00 | Benson Landscape Cte - BOS Meeting Room |
| 06/27 | 7:00 | Planning Bd - Buxton CD Meeting Room |
| 06/28 | 7:00 | Zoning Bd of Adjustment - Buxton CD Meeting Room |

7. OLD BUSINESS

A. Votes taken after Nonpublic Session on May 22, 2018

- 1) *Motion by Selectman Martin, seconded by Selectman Routsis, to allow Chief Lavoie to buy out 220 hours of vacation time, carried 5-0.*
- 2) *Motion to adjourn at 10:06 p.m. by Selectman Morin, seconded by Selectman Martin, carried 5-0.*

B. Votes taken after Nonpublic Session on May 29, 2018

- 1) *Motion by Selectman Morin, seconded by Selectman Marin, to post for a Town Planner, carried 5-0.*

- 2) *Motion to adjourn at 9:38 p.m. by Selectman Martin, seconded by Selectman Routsis, carried 5-0.*

C. Votes taken after Nonpublic Session on June 5, 2018

- 1) *Motion by Selectman Morin, seconded by Selectman Martin, to award non-union salary increases as outlined on the Town Administrator's worksheet dated June 5, 2018 relative to the proposed salary schedule effective July 1, 2018, carried 5-0.*
- 2) *Motion by Selectman Morin, seconded by Selectman Routsis, to place the Town Clerk/Tax Collector on Year 3 of the salary scale (\$58,833 a year) which was approved by the voters, carried 5-0.*
- 3) *Motion to adjourn at 8:58 p.m. by Selectman Martin, seconded by Selectman Routsis, carried 5-0.*

8. NEW BUSINESS

A. Bid Recommendation - Cyclical Data Collection Program

Chairman Coutu recognized Assistant Assessor Jim Michaud.

Good evening Board members. Jim Michaud said you see both a memo from myself as well as from Kathy Carpentier with a recommendation to award a bid for cyclical data collection for 2,250 residential properties to KRT Appraisal Group. Both my memo as well as Kathy's memo go through the bid process of advertising in the Union Leader, advertising in NHMA's website, as well as to the NHAL list serve, as well as independent e-mail to approximately seven companies that offer this service. The bids were quite close. KRT Appraisal has come in I think \$1,250 higher than the lowest bidder. The capacity for KRT which is currently conducting a revaluation in Nashua is approximately ten full time employees. The other company has four. We feel that extra capacity is actually to the benefit of Hudson. Folks do get hurt when they're out in the field and a company with additional employees would afford us some additional promise that the job gets done timely. As well, KRT would be doing the data entry off site remotely into our system. We've talked with the IT Department about that. That would be a significant savings and time for us as well. They would also be responsible for handling the appointments. Both of those items we'd be responsible for doing if we chose the other bidder. The other bidder we have used in the past. Both companies are experienced in New Hampshire in terms of their assessment revaluation work and data collection. My recommendation and Kathy's is to go forward with KRT.

Chairman Coutu asked if there were any questions or comments. Seeing none.

Motion by Selectman McGrath, seconded by Selectman Martin, to award the bid for Cyclical Data Collection program to KRT Appraisal at a rate of \$22.50 per parcel for 2,250 parcels in the amount not to exceed \$50,625 with the funds from Assessing, Professional Services line (5410-252) as recommended by The Assistant Assessor and the Finance Director. The Town will not start this program or make payments prior to July 1, 2018, carried 5-0.

B. Recommendation - PSNH/Eversource Tax Appeal Consulting Agreement

Chairman Coutu recognized Assistant Assessor Jim Michaud.

Jim Michaud stated this comes out of the heading of a no bid. We have been doing work with GE Sansoucy as our utility appraiser since 1992 before I came here and they conducted the original valuation on the subject of the appeal Public service of NH Eversource for their public utility property here in Hudson. Similar to the legal agreement that the Board signed with Donahue, Tucker Ciandella Attorney Chris Boldt, this is going to combine and leverage in this case over 65 communities are going to be sharing in the pool of expenses that's going to come out of trying this case. The actual case will be heard next spring for approximately five weeks straight, three days

per week. There's a lot of preparation which has already started. I feel this not to exceed \$20,000 contract is apropos especially so giving the Board's action with Attorney Boldt's firm of the last meeting.

Motion by Selectman McGrath, seconded by Selectman Martin, to waive the competitive bidding requirements as outlined in Town Code 98-1(C) and to sign the consulting services agreement for the tax appeal filed by PSNH/Eversource with George E. Sansoucy, Professional Engineer, at amount not to exceed \$20,000 with funds from Assessing, Professional Services Account 5410-252. This contract is for fiscal year 2019 therefore no services shall be performed prior to July 1, 2018, carried 5-0.

C. Economic Development Analysis Report

Chairman Coutu recognized Interim Town Planner George Theborge and NRPC Director Jay Minkarah. I want to thank both of you for the work that was put into this. The brochure that you color printed for us - very well done - very impressed.

George Theborge addressed the Chairman and members of the Board, I just wanted to thank you for the opportunity for us to bring this report to you tonight. You can recall I think it was back in February we came before you with a proposal to utilize some of the money that had been donated for economic development purposes to develop a base line analysis of economic development in Hudson looking for a better understanding of what the conditions in the community currently are as well as what future opportunities might present themselves for pursuing an economic development program. I just wanted to clarify that the purpose of this report is not to propose an economic development program. It's simply to set the stage if the community decides to pursue doing an economic development program. This will be kind of a base platform with which to go out and do public participation and begin to formulate some goals for the community. With that brief introduction, I will turn it over to Jay to give you the results of the study that NRPC prepared.

Jay Minkarah indicated we do have a brief summary which we'll pass out. I'm just going to kind of give you the overview with what we did and then I'm going to turn it over to Sarah to talk a little bit about the map and then I'll kind of sum up with some of our analysis on what we think the development potential of some key areas is.

Just kind of starting off with the process, Mr. Minkarah indicated we started earlier this year really doing a number of different things. First of all we did field surveys of all the existing commercial/industrial areas to really get a good sense of what's out there on the ground, what vacancy rates look like, what the business mix looks like, as well as the areas that we identified as having potential for expansion. A lot of work was also done on GIS which you'll hear a little bit more about. We did a lot of data diving. So going into a lot of State data. We also did a fair amount of our own data collection in particular in a couple of areas. Employment was one and another area that we felt we really wanted to go out in the field was traffic. Again Sarah will talk a little bit more about that but we did traffic collection out in the field in a number of locations. We also did a number of interviews with real estate brokers, developers, and other development professionals to really get a good sense of what's happening in the market now. Based on that, what you're going to see is basically an overview analysis of some of the exiting areas and then what we think the development potential could be and some of the issues that we see associated with that. If I could, I'm going to turn it over to Sarah to speak a bit to the map.

Good evening members of the Board. Sarah stated just to give you a quick orientation to what this map is showing. Essentially it's a parcel based map. Some of the major line work on here and the shading represents zoning districts in the community. In the sort of faint yellow is the distinct business districts. The gray is industrially zoned and anything else that is shown in this sort of muted yellow is general zoning district. You'll see here in sort of these purple, these are the analysis areas that we studied and they're numbered 1 through 8 roughly north to south. What you won't see on this map but Jay mentioned the other data that went into this map is sort of key is we actually decided against modeling some traffic and actually went out and collected traffic volumes with our

traffic counting equipment. In key areas up here in area 1, and Sagamore area 6, and area 3. That helped to serve to provide a baseline comparison for some scenario planning in these other areas. One of the major distinctions you'll see on this map is that you've got some of these areas 1 through 8 shaded and sort of a bluish color versus the purple. We made a kind of a key distinction here between areas that had some substantial development already versus those that really stood out as being primary targets for potential development sites. That's what those two colors represent.

Sarah said I won't go through every single data point on this map because it is dense but just to sort of step through some of the existing. So these are the blue areas here some notable observations. Number 1 - we're calling it "Continental Paving vicinity". That's north Robinson Road. Definitely the most heterogeneous of all the areas that we took a look at in terms of zoning, in terms of land use. There is quite a bit of vacant land. A lot of it is wet. Clement Industrial Park - I should note too this crosshatching here indicates an economic revitalization zone. Here and in here you'll see that hatched symbol. Again a mixture of uses. Some vacant land to both town owned and DOT owned but not comparably as much as some of the other areas.

Number 4 - you'll see 4 in several places on the map here. Essentially these are existing business districts. Some strip development, the town center, downtown area, Hudson Mall area, and the sort of Central Street commercial district. In terms of number of parcels, there's quite a number. That represents a substantial amount of tax base of revenue for the town for the community.

Sagamore Industrial Park - existing revitalization zone. Quite a bit of commercial manufacturing, small business space there. Very much a significant source of revenue for the community.

Number 7 - BAE. 165 jobs there. Still quite a bit of development potential but very much a parcel with homogeneous use, research, and development.

Jay Minkarah stated if I could, I'd just like to kind of run down some of the key findings that we've had in a few of these areas. You don't necessarily have to follow along but I'm going to start right up by 102 in the Continental Paving area/vicinity. As Sarah mentioned, there's a real mix of uses there. There is some vacant land available overall. Not a huge amount. We estimated about 121,000 - 122,000 square feet of additional development could happen in that area. I should just back up a little bit too on how we came to our assumptions. Obviously these are assumption. When we say this amount of industrial square footage, by industrial what I mean is warehousing and distribution, manufacturing, some of the mix of uses that you already see in those areas like contractors, businesses. You've got job shop. You've got a lot of different types of businesses so it's really I'm using industrials a catch all phrase to mean all of the types of uses that you're going to find typically in those parks. We did make a distinction between the differences that we saw in the area. As an example the mix that you see in the Sagamore Business Park is very different than what you see in the Clement Industrial Park. We also when we make these assumptions we were looking at what that existing mix looks like when we came up with our estimates. So you're going to see that they're different on numbers in different areas per acre. The same thing was true with the values. When we projected the values, we look at the values within these existing areas to kind of establish what the average is and then move forward. Again obviously there's assumptions. The range could be higher or lower depending on the actual uses. Again modest opportunity for some additional development in that area. Roughly equating to about another 170 jobs. Traffic is pretty moderate - about a 400 additional vehicles. Yes there's development potential there. I think that's likely to happen naturally over time as it fills in.

The same thing is really true for Clement. Mr. Minkarah said a little bit larger so right now there's actually about 1,000 jobs in that park which was I thought was a lot. More than I expected. Currently we see that there is a development potential of about 180,000 square feet. Again not tremendous but not insignificant. That could generate another 11 ½ million in assessed value and we estimate about 227,000 in additional tax revenue and about 170 jobs. Again traffic demand there is also not that significant - about 600 vehicles per day. In both cases, there's capacity to accommodate that and I think in both cases we think that could happen pretty naturally.

Brox was the next one. Jay Minkarah indicated it was actually number two. I jumped ahead. Obviously that's an enormous property. That's almost 600 acres. You do have of course an active industrial use on it now that's really only a fraction of the property. The better part of that property remains undeveloped. Our assumptions on this were that if you were to develop this industrially, it would be similar to what the kind of mixes that you do see in the northern part of town. Potentially you could see almost 3 million square feet of additional building area on that property. Obviously that's quite substantial, 2,700 jobs, significant tax base, also significantly we estimate about 9,700 vehicles. Access is really the biggest challenge to that property. It is not on a State road. The access to that property comes from roads that are heavily residential in their nature. I think there is a lot of thinking that needs to go in to how this property develops. It's not going to develop naturally industrial realistically in a large scale unless the access issue can be addressed in some way. Of course obviously this is not a recommendation to develop in that way, it's simply this is what the potential could be. We did not do a retail scenario because we don't see realistically that property developing as retail. By the way, please feel free to pepper me with questions as we go along. I'm going to keep moving but you can always ask me after as well.

So we said 4 was all of these existing business zones throughout town. Mr. Minkarah indicated these are really largely developed at this point. There is not a whole lot of vacancy or vacant land. There is redevelopment potential. Of course you're going to see some older buildings taken down and redeveloped. There still remain some homes that are located that could convert. It really is huge though what is out there. Overall you've got a combined 3,366,000 square feet of built area which is really quite substantial. As Sarah alluded to, it's a significant source of revenue \$428 million in value or over \$8 million in annual revenue coming from those areas. So really quite substantial and over 3,000 jobs. That's quite significant. There's not a lot of room for growth within those areas.

The next property - Jay Minkarah stated we tried to stay away from identifying particular properties but it's really hard to do sometimes. One of those was the Friary because it just really stands out as a significant site. On that site we did both a retail/commercial analysis as well as an industrial analysis. Obviously it's located right next to the Sagamore Business Park. There is the opportunity to extend into it so how that property develops either naturally or could be obviously guided. Nevertheless for industrial development we figured it could hold up to about 780,000 square feet. That could generate about 844 jobs at 2,500 trips per day. I should note that any use you put on the Friary of substance, traffic is going to be an issue just because that's a limited corridor. That segment in particular is limited especially heading south toward Sagamore. SO anything we do is going to have a traffic impact in that area.

We also looked at sewer demand in both of these areas because maximizing this property would require sewer. That's again going to be another issue. Retail we estimate it could support about 550,000 square feet. Generally you can get more industrial per acre than you can for retail mainly because the big driver there is parking. The larger parking fields for retail development. The per square foot value though is higher on retail generally. We do estimate that the potential value for retail is \$390 million. That's probably about 30 percent higher than you would see for commercial. The traffic generation however is much higher. We estimate close to 12,000 additional vehicle trips per day. Obviously there's some balancing. The sewer demand could be higher as well.

Talking about the existing Sagamore Business Park. Mr. Minkarah said this area is really substantially developed. There's a little bit of opportunity for expansion but it really is pretty efficiently max. There is quite a diversity of different uses in that park right now. A pretty good balance of warehousing and distribution, manufacturing, and office type use. Although there is some vacancy in there, some properties vacant, they can see it's clearly not an issue. It think it's more of an example of turnover. Right now we're estimating about 2,700 jobs currently in the park. This is also one of the sites that we did take traffic counts. It's very easy obviously to do to understand what's coming in and out. It's about 8,100 vehicle trips per day coming out of that park. I'll come back to why I think that that's significant but one of the things that jumped out at us I'm guessing going out in a little bit of a segway is we also took traffic counts at Sam's and at Walmart. Just the Walmart alone has almost 1,000 more vehicle trips per day. For us, that was really quite

a startling find than the entire Sagamore Business Park. We do feel that Walmart is a bit of an anomaly so we did not take those generation rates and apply them to all of the retail but it was definitely something that we noted. Sam's Club comes in lower but it's also very, very high. I again as I mentioned before, there's also the potential to expand Sagamore to the Friary if that were the direction that we wanted to go.

Jay Minkarah mentioned BAE we did not look at as a development site. We do consider that a development site. We do consider that a developed site. It is a single user and of course a lot of the land area that they have they have for a reason. Should there be a demand on their part, there is the potential to expand. That's not a maxed out campus but we didn't analyze it as a development area.

Mr. Minkarah indicated the area really that has the greatest potential and I'll step up for just a moment is south Lowell Road properties in this area here that we identified in the general zone. There's about seven parcels total. There's obviously a huge land area. I think we have 583 acres total and that's property that has the potential to develop as retail. It has the potential to develop industrially or some mixture of both. The amount of contiguous land I think is what really jumps out in terms of opportunity and the access to the Sagamore which gives you highway access. Just in terms of accessibility and in terms of the amount of contiguous land, this area really does represent the greatest opportunity for commercial/industrial development if that were the direction that the town wanted to go in.

We did two scenarios for this area. Mr. Minkarah stated for industrial development, it's tremendous. Potentially up to 5 million additional square feet could be developed in this area. Kind of again we assumed that this was a mix of both warehousing and distribution, manufacturing, and office but much heavier on the warehousing and distribution. So that has more of a building footprint but generally less traffic generation and somewhat less value on a per square foot basis. Potentially 340 million in additional property assessment. About 6.7 million in additional tax revenue, and about 5,400 additional jobs quite significant, and of course importantly that's 16,500 additional vehicles per day. Obviously that's an issue. I say that, that's total. That's in an area this large. There will be multiple points that won't be all at one point but there's no question that realize that level of development where we are now there would need to be clearly some improvements. In particular just worth noting, I think it's immediately the area that the capacity is the lowest right now is kind of where the conversation was happening earlier about adding the additional lane. Should that happen, it will help but that still will be a challenge.

Jay stated the retain analysis shows about 3.6 million additional square footage potential, about 404 million in additional value so significantly more value or just under 8 million annual revenues. Very, very significantly though the traffic estimate is much higher and astonishing almost 77,000 additional vehicles per day. I'll just back up a little bit and say when you're looking at 3.6 million, that's three Pheasant Lane Malls. We do not imagine that the market or demand exists for that level of development. Backing up a couple of steps when we looked at the market from everything that we could see including looking at the data as well as the interviews that we did, the strongest demand right now for space is industrial space. We're seeing rents increasing and vacancy rates dropping. Vacancy rates are below 7 percent - about 6. Something, 6.6, 6.7 so that indicates a pretty strong demand and what we are hearing is the biggest demand seems to be for these large footprint high bay warehousing and distribution type spaces similar to what you may see they're developing up in Londonderry up close to the airport. There's a lot of demand for that. Manufacturing is actually growing again in our region so there is demand for manufacturing space. The office market is really flat. Rents are not increasing. Vacancy rates are depending on which reports you look at between 10 and 14 percent in our area. So there is a fair amount of office space out there. Not to say nobody is going to develop office. Nobody is going to develop spec office so you still could see a business developing its own office facility. Certainly could see something like medical office open but there's not a strong demand for office. If this were going in the industrial direction, we think the balance is going to be much heavier in the warehousing and distribution.

The retail demand we're just not seeing for that volume. There is some demand. Mr. Minkarah believed there is some demand. I think you will continue to see some retail development but it's going to be more on the smaller scale. The likelihood that you're going to see anything approach it - developing a major regional mall or a lifestyle center here I think at this point is pretty remote. There are not too many big box retailers out there that are looking for new space that aren't already in the region. We put it in there as a potential simply based on the acreage. I think the likelihood of that kind of demand happening. It isn't very strong. Some restaurants, some gas stations, those kinds of things I think could certainly happen especially if you saw more industrial development in the area and then obviously that level of traffic is just completely unsupportable. I can't imagine that you could widen enough and add enough turning lanes and improvements to accommodate something at that level of development.

Looking at the industrial at about 16,500, Jay said that's far more manageable. It's still going to require improvements but that's something that is more conceivable that could be done. Obviously these are also totals. These are saying if you built out everything, needless to say that's something that would happen over a period of years. So traffic a huge issue obviously and so is sewer capacity. To develop to this level of density really does require these areas or sewer. Whether or not there really is sufficient capacity to get to this max I think is a real question mark and something that would have to be looked at pretty closely both whether the capacity is there and if there's a willingness to devote that capacity to this development or again some portion of it. Maybe you're looking at 583 acres. Maybe all of that shouldn't develop. Industrial maybe should be developed in a different area which kind of leads to the last part because of course we can look at road capacity, and we can look at sewer capacity, and what the capability of the land is but what is the community for. What is consistent with the vision of Hudson for how any of these areas should develop is obviously a question beyond this report. Needless to say, that's going to be a very significant driver for whatever happens. Obviously there's a lot more data than what you see here. We tried to boil it down so that it's digestible. I'm open to any questions.

Selectman McGrath had a couple of questions. I found this really interesting but there were a couple of areas that you didn't include or at least I couldn't tell. My vision isn't great. The really small print on this was hard to digest. There's property on Dracut Road that there has been some thought of developing that by the current owner for the last 20 or more years there's been discussion about developing that. Initially back in the '80s he was looking at a combination of residential and retail - more commercial type development. There's restrictions on the property because there's a lot of wetland on it plus there's a lot of ledge. There are restrictions but I didn't know if you included that site. That's up near St. Kathryn's Church on Dracut Road.

Jay Minkarah said I'll double check and if not, we could certainly add more properties if there are other properties that we feel should be addressed.

Selectman McGrath thought BAE - I remember when they developed that property and it was for their use only. At one point, they rented some space in one of the buildings in part of the building but it was a similar type of use so the security wasn't jeopardized. Those facilities need security.

Selectman McGrath indicated you talked about the traffic analysis for Section 7 BAE. So you didn't look south of that to see what traffic is coming over the State line into that area. Jay Minkarah didn't think we did. We didn't count at the State line and we didn't count at BAE. Again that's something we certainly could do. I'm sure we do have counts. I can look to see actually how far south we go. We do have counts basically running from Walmart down. So we have existing counts for that. We didn't go out and get new ones. It was about 13,000.

Selectman McGrath indicated traffic counts too from Dracut Road going north would be at some point - I don't think right today you'd need those. Then you talked about Section 7 the revitalization. Again that's BAE and I think that that would be again restricted because of BAE's business that they do and the security that they're required. If anything is added, it would be for their benefit and not anything else. Mr. Minkarah indicated it is an existing designation though.

Selectman McGrath indicated you talked about Brox development. As you were talking, I wrote the word "access" and circled it and then you mentioned it. First of all it's just a blasting place. They're blasting rock all the time. Until they consume that commodity for themselves, I don't imagine that they're going to be developing anything beyond that but access certainly would be a critical issue for that particular location.

The last thing Selectman McGrath commented on is the Friary - actually two more things. The Friary you talked about that and I don't know George if you know about it or if you ever saw it in the files upstairs but there was a development that came in a couple of years ago to the Planning Board. It wasn't a firm development but they were looking for quick approval and they couldn't reveal who the end user was. It ended up that it turned out to be a business that moved up into Londonderry so that they could be closer to the airport. The development for the Friary has been pretty much flat all of these years. Thank you very much.

Chairman Coutu asked if anyone had any observations, comments.

Selectman McGrath stated I'll make an observation if I can. Traffic is going to be critical for any development that we're going to be facing. It's not just in the south end of town but it's going to be all over. That's going to be difficult to expand any of the roadways. Lowell Road there would have to be significant land takings in order to widen Lowell Road to accommodate that traffic and I just don't see that happening any time soon.

Chairman Coutu indicated we have a solution. If we could get everybody on board, we do have a solution but anyway be it as it may. Again I want to thank you Mr. Thebarger and you as well Jay. Very well done. An awful lot for us to consume. When I was reading this at home this morning the first thing that came to mind was I need to stop seeing Jim Donchess at special events and social events. I need to sit down and have a serious discussion with him about sewer capacity and water capacity for the Town of Hudson. It isn't that we haven't made an attempt. We realize that we're running pretty close right now. If a major developer were to come in - the Friary I've always had high hopes for. The biggest problem with the Friary property based on conversation I've had with other planners in other municipalities when they looked at it for potential development is Lowell Road. It's the biggest problem. It's very difficult to handle the amount of vehicles that a large development would need and they feel that Lowell Road is a hindrance at this point. They think it's very difficult because if you have a lot of people coming in to work from Nashua to Concord, getting down to the Sagamore Bridge and they trying to get off, and then back up Lowell Road, and the same thing with the exodus. Those are all things that we have to look at but we do realize that within the existing industrial parks with perhaps the exception of the Sagamore, there is potential for development and it's conceivable that there's going to be some interest. 111 has always been a prime area. That's easy access to 93. So that has a lot of potential. Clement Industrial the same thing. You've given us an awful lot to digest. I appreciate the amount of time and effort you put into this. When we sit down and we discuss a new master plan for our community, we have to encompass all of this information.

Chairman Coutu stated if any of the members of the Board or the potentially new planner are interested in getting additional counts especially as Selectman McGrath alluded to, the potential for development on Dracut Road. I know the owner of the property as does probably some members here. I know Selectman McGrath knows the owner. The last conversation I had with him but it always seems the last conversation is the same conversation as the previous conversation - he's prepared to present plans sooner rather than later. I've heard that so many times from him. We'll see what happens. If he were to develop, he'd be willing to put a rotary at the foot of Dracut, River and Lowell Road there. Whether or not that would work, we'd have to look on paper and see. I'm not a big fan of rotaries on Lowell Road. It just isn't going to solve any problems. It's going to create problems. With that said, I thank you very much and I appreciate everything you've done for us. Thank you. Sarah thank you as well. We appreciate it.

D. Interim Town Planning Services

Chairman Coutu recognized Town Administrator Steve Malizia.

That's a great segway. Steve Malizia explained as you are well aware, Mr. Theborge is leaving the town's employment at the end of June. I'm making a recommendation that we contract with NRPC to provide interim planning services. I did contact MRI. Their individual is not available. They have another assignment as I suspected but I think when you spoke earlier. Mr. Minkarah has graciously offered that he would be our interim Town Planner to a period of time until we can get someone on board. As you are well aware, we're soliciting resumes/candidates right now. Given the timing of things, we're not going to have somebody on here probably at least the end of July possibly early August just at the rate things go.

In the interim, Mr. Malizia noted we need somebody to do the planning service. I solicited a proposal from NRPC as you got the data in front of you and Mr. Minkarah would actually be the interim Town Planner for approximately 20 hours a week which would include Planning Board meetings if I'm not mistaken and office hours to meet with whoever he needed to meet with to keep our planning function going forward.

Motion by Selectman McGrath, seconded by Selectman Routsis, to enter into the Agreement for Interim Planning Services with the Nashua Regional Planning Commission (NRPC) and to authorize the Town Administrator to sign the Agreement between the Town of Hudson and NRPC, carried 5-0.

Selectman McGrath thanked Mr. Theborge for your service to the town although it wasn't too lengthy, it was appreciated. Thank you.

E. Bid Recommendation - Melendy Road Sewer Main Replacement Design Services

Chairman Coutu recognized Town Engineer Elvis Dhima.

Thank you Mr. Chairman. Good evening everyone. Elvis Dhima said as you know the Highway Department does routine maintenance to our sewer mains out there. Last year they noticed on Melendy Road there was a sag in the pipe. This particular section is within a metal sleeve and this metal sleeve is within Melendy Bridge. It's a bit complicated pipe within a pipe that sits basically underneath a bridge. We went out through our regular approach design build. We went out to bid. Unfortunately we got zero bids. I got a little bit of feedback. It seems there was too many unknowns and everyone is getting nervous with getting too close to the bridge doing this work so we switched gears after we got zero bids through the design only approach. We had four parties that attended the mandatory pre-bid meeting and we got three bids as listed. They're pretty close. They vary from \$13,000 and change to \$16,000 and change. With that said my recommendation, the Finance Director and the Road Agent would be to hire the low bidder Wright-Pierce out of Portsmouth, NH, for these services to do the design portion only.

Chairman Coutu had two questions. Have we used this company before? Elvis Dhima indicated no we haven't. For this kind of work, we haven't. Chairman Coutu asked have we checked to see if anyone has ever done any of this work and with whom and how were they satisfied? Mr. Dhima stated yes they have done similar work. This particular firm specializes in environmental - water, sewer and similar projects. It all worked out. They have tried to get other work from the town in the past. They've been very aggressive on other bids. They did the water treatment bid and other ones. It just happens they've been missing the mark by a few thousand dollars and this particular one they've been the lowest ones. If they're qualified, they can do the work. I feel comfortable. I met with the staff that will be doing this particular project and they'll do a good job.

Selectman McGrath asked a couple of years ago we had the project that was on the red list for the State. Is this the same area? Elvis Dhima said no. This is close to the school. This is close to Central. Steve Malizia indicated over near pickle ball courts. Selectman McGrath was wondering

if it was the same. Mr. Dhima said it's close to 111 - the culvert crossing that we did yes. It's within I would say less than a mile away. Selectman McGrath commented so my memory is not that flawed.

Motion by Selectman McGrath, seconded by Selectman Morin, to award the bid for design services for the Melendy Road Sewer Main Replacement to Wright-Pierce, the lowest bidder, in an amount not to exceed \$13,760 with funds from the Sewer Capital Projects, Melendy Road Account 5564-656 as recommended by the Town Engineer, Road Agent, and Finance Director. The Town will not accept delivery or make payment prior to July 1, 2018, carried 5-0.

F. Bid Recommendation - Gordon Street Tank Maintenance

Chairman Coutu recognized Town Engineer Elvis Dhima.

Elvis Dhima thank the Chairman. This probably looks very familiar to you all. About a month ago this Board rejected a sole bid due to the fact that it was over our budget and we all felt that we could do better than that. Soon after that, we went out to bid again for a second time. We advertised in the Union Leader and the Boston Globe. We got three bids back. One of them unfortunately did not follow our protocol procedures and format. In addition it was not really a true proposal how the work was going to get done. I felt uncomfortable with the understanding with the vendor was getting into. With that said, that left two vendors. I did a breakdown to what the paint portion would be, what the mixer will cost, and the maintenance for the next five years. We're trying to do this over a period of five years.

With that said, Mr. Dhima said based on the breakdown of the paint portion and the mix in effect there's (inaudible) as well, I would recommend the low bidder in this case which is Suez out of Brentwood, NH. They came originally just under \$1 million. The second time around they came in at \$770,000. Our budget was \$775,000 for five years. The first year was \$350,000. This particular contract allows us to spend the first year \$150,000. It's well within our budget and we're basically saving \$200,000.

Chairman Coutu noted good thing we went back out to bid. Any questions or comments? Seeing none.

Motion by Selectman Martin, seconded by Selectman McGrath, to award the bid for Gordon Street Tank Maintenance to Suez in an amount not to exceed \$770,465 to be spent over a five (5) year period with funds from the Water Operations, Large Operating Equipment Account 5592-401 as recommended by the Town Engineer and the Finance Director. The Town will not accept delivery or make payment prior to July 1, 2018, carried 5-0.

G. Bid Recommendation - Bridge Street Twin Bridges Evaluation

Chairman Coutu recognized Town Engineer Elvis Dhima.

Elvis Dhima thanked the Chairman. As you may recall two years ago we were dealing with our only bridge on the red list - Central Street. At that time we were having a lot of conversation with the State. It just happens that we were notified that the City of Nashua and the Town of Hudson own ownership of the twin bridges that connect us. To my surprise and many others in town, basically we started working with the City of Nashua to determine what the steps are. Currently they're rated at 6 and 7. So they're not on the red list. They're basically the approach has been that we should start looking into what needs to happen so they never get into the list and we're better off maintaining them and keeping them up versus letting them deteriorate to the point where we can't afford to basically replace them.

With that said, Elvis stated we reached out to the State trying to get some help from them to come up with an estimate, and a cost analysis, and a life cycle. We did not get that so the City of Nashua and Town of Hudson got together and we basically through the Town of Hudson are spearheading

this effort. We went out to bid to figure out what it will take to do the testing. We'll have to figure out what the asphalt looks like, what the membrane looks like, and what the deck underneath that asphalt looks like, what we need to do, what are we dealing with, and what it will take to extend the life of this bridge without ever getting to the red list. We had a mandatory pre-bid meeting. Six parties attended. Four of them submitted bids. They varied from \$42,000 to \$65,000. The lowest bidder is McFarland and Johnson. They have done work for us in the past. They designed Pelham and Lowell Road and they're also helping us with a grant for the circumferential highway.

Mr. Dhima explained you have two motions in front of you tonight. The first one is to approve the low bid as recommended by myself and the Finance Director and the second one is to approve the agreement between the City of Nashua and the Town of Hudson to do this work together. Even though the number is \$42,500, our portion will only be half of that. Nashua will be paying the other half. Mayor Donchess already has signed that agreement and are here for you to accept tonight.

Selectman Routsis had a quick question on it. Selectman Martin and I had attended a night where Nashua talked about the impact of the new development they have and how it's going to affect that area and the bridges. When we do this evaluation is it going to take that into consideration as well because they were talking about potentially expanding the bridge, leaving the bridge how it was? Elvis said we're simply trying to figure out structurally what we're dealing with. Is the pavement okay? Does it need to be replaced? Is the membrane compromised which is basically the layer between the asphalt and the concrete and then the concrete itself -the strength and to see what we're dealing with. We're not looking to expand. We're simply trying to maintain what we have. We're trying to stay ahead of it. It's been explained to me the sooner we tackle this the cheaper it is and therefore better for the taxpayers. Nashua is already pursuing State aid fund basically teaming up with us. As soon as we get this done, we're going to send it to the State and say these are our findings. We paid for it so we don't have to wait any longer. We understand that you have 100 bridges that you need to take care of. Can you please get us on the list? I'm hoping to get on the list right away so that we can figure out what we're doing with it. So no expansion, nothing to do with volumes, simply trying to care of what we already have.

Motion by Selectman Morin, seconded by Selectman McGrath, to award the bid for the Bridge Street Twin Bridges evaluation to McFarland Johnson in the not to exceed amount of \$42,500, the lowest bidder, with the \$21,250 from Engineering Fees 5585-225 and \$21,250 from Contingency 5940-298 as recommended by the Town Engineer and the Finance Director. Also to approve the municipality agreement between the City of Nashua and the Town of Hudson, carried 5-0.

H. Highway Dept. - Request Permission to Post Vacant Position of Equipment Operator

Chairman Coutu recognized Town Administrator Steve Malizia.

Steve Malizia said there was a resignation effective June 14th from an equipment operator. The Road Agent is requesting permission to post. Posting means inside five days as required by contract and also exterior -outside - and that is the request to post for that replacement.

So I don't have to ask this question a couple more times, Chairman Coutu asked when a position becomes vacant on the five day that we post outside is that distinct and separate from advertising? Mr. Malizia said it may be concurrent so it can happen at the same time. We just have to give it five days inside.

Motion by Selectman Martin, seconded by Selectman Morin, to authorize the Road Agent to post and advertise for the vacant position of Equipment Operator within the Highway Department, carried 5-0.

- I. Hudson Highway Department Union Memorandum of Agreement - to place newly budgeted Parks Foreman on Union pay scale

Chairman Coutu recognized Town Administrator Steve Malizia.

Steve Malizia stated during the last budget process, the Board of Selectmen approved the position of Parks Foreman. As you are aware, you have a Street Foreman, you have a Sewer Foreman but he's really the Highway Supervisor or whatever his title is. You also have a Chief Mechanic. They're all at the Foreman level. So you already went through the process of budgeting and creating a Parks Division Foreman. Obviously you don't have a title that says that in the union contract so just to make sure that we're all in agreement, it's a Foreman going into this collective bargaining agreement. You have a Memorandum of Understanding or Agreement because we are in contract. If we weren't in contract, we would just negotiate it in. I say negotiate it and it would still get in. In essence because we are going to have this position effective July 1st, it needs to be recognized somewhere. The Foreman level in this Highway Department contract is where it would go. There's been a Memorandum of Agreement prepared to do that.

Chairman Coutu asked so the official title will be "Parks Foreman". Mr. Malizia said that's what you created Parks Foreman. Chairman Coutu said that person will be doing regular highway work in the wintertime correct? Mr. Malizia said that is correct. It's stated in the job description I believe you created. It has snow plowing and it has part of its responsibilities but it will be the Parks Foreman. Parks include Benson Park, Merrifield Park, Greeley Park, Library Park, all parks.

Selectman Morin asked do we know how this position is going to be filled. Steve Malizia said more than likely internally. Selectman Morin asked what's the process. Mr. Malizia said there's a posting for the position. Candidates would apply. The Road Agent will evaluate the candidates and come to you with a recommendation as to who to hire. Mr. Malizia said it is not a new position. It is not a new body so we have 22 people. Selectman Morin understood but it's a promotion. Mr. Malizia said yes presumably it would be a promotion. Selectman Morin thought there should be some type of procedure to be promoted. Steve supposed in theory it could also be a lateral but I tend to doubt that it would be. Selectman Morin stated lateral is opening up a big door. If you open that lateral door, we're going to be seeing that all over town. Careful with that. Mr. Malizia assumed people can apply for it. Selectman Morin understood they can apply for it but what is the procedure after you apply. He should expect that this question come after that night we had. Mr. Malizia understood. I'm not questioning that. I'm just saying it has to go somewhere.

Selectman Morin asked can we table this until we get an answer. Chairman Coutu asked without objection. No objection, we'll table it.

Selectman McGrath asked do we have time before it needs to be implemented. Steve Malizia said you certainly have another meeting this year and I don't know if we're hiring somebody July 1st. The next meeting in July is July 10th. It's up to this Board.

Selectman Morin indicated we have people working in there right now anyway. We're not going to change much at this point. We have no bathroom at this point to worry about.

Chairman Coutu stated it's not like we're adding a head count and we're going to maintain the park. With no objection, we'll defer this item please to the next regular meeting.

Steve Malizia asked so I can understand the question is what's the process? Selectman Morin said what's this process going to be.

Chairman Coutu said the question they're going to ask is what do you mean by process. I know what you mean but I think that's going to be asked. Selectman Morin said just like we told them that night. Chairman Coutu said you want him to take the advice that was given at that meeting. Selectman Morin indicated he should have known this was coming.

Steve Malizia indicated this was something I put on just because...Selectman Morin understood. Mr. Malizia said I'm not trying to throw anybody under the bus. It's just to put the position in the group. Selectman Morin said I understand why we're doing it but we don't have a process.

J. Request to Posting for Road Agent

Chairman Coutu recognized Town Administrator Steve Malizia. This should come as a shock to most of our citizens but the Road Agent has submitted a letter of resignation to be effective October 13, 2018.

Steve Malizia said my recommendation I would post to replace the Road Agent. I think it's a critical/important position. I would certainly think we would post it externally and I believe internally would be appropriate. Basically we would cast a net and advertise. The Board of Selectmen would obviously have a hand in interviewing those candidates that come forward. It's certainly your direct Department Head. It's certainly appropriate in this case.

Selectman Martin asked is if by union contract where you have to post that internally. Chairman Coutu noted this is not a union position. Selectman Martin asked do we have to post it to the employees that exist. Steve Malizia said we make the posting itself.

Motion by Selectman Martin, seconded by Selectman Morin, to post and advertise for the Road Agent position due to Kevin Burns' upcoming retirement, carried 5-0.

Chairman Coutu noted those are going to be big shoes to fill. I'm heartbroken over that.

K. Request for Release of Oak Ridge (Belknap Road Improvements) Impact Fees

Chairman Coutu recognized Town Administrator Steve Malizia.

Steve Malizia stated the Road Agent put in a request for the release of Planning Board collected fees for the Belknap Road repaving improvement that was collected from the developer of the Oakridge Subdivision. That request went to the Planning Board and the Planning Board on May 23rd heard that request and recommended the release of those funds. Now it's in your hands to release the funds so that he, the Road Agent, the Highway Department may pave and improve that section of Belknap Road. Funds were collected specifically for that purpose. So that's what they'll be used for. To release them, this Board needs to approve them.

Chairman Coutu asked what happens to the extra money in that account. Mr. Malizia indicated there won't be any extra money. I believe the estimate is slightly more than the amount of money that's available. When I say slightly, there will be no extra money. That account will be liquidated. Chairman Coutu thought there was going to be some money left in the account. Mr. Malizia didn't expect that to be the case. If Mr. Burns thinks the project is going to cost \$73,000, there's \$57,000 in the account. That leaves money will come from the town wide paving account. We will liquidate the account.

Motion by Selectman McGrath, seconded by Selectman Morin, to release \$57,282.05 or the entire amount in the account at the time of its release if higher than \$57,282.05 from the Oak Ridge (Belknap Road Improvements) Impact Fee Account 09-2000-2050-000-807 for the reconstruction and paving of Belknap Road from Central Street to Melendy Road per the request from Road Agent Kevin Burns dated April 25, 2018.

Selectman McGrath commented this is indicative of how important it is to collect cap fees for development because otherwise that money would have to have the voters put up those funds. Just wanted to point that out that cap fees are crucial to be collected for these developments.

Chairman Coutu agreed. We just lost a lot of money. We don't need to lose any more.

Vote: Motion carried 5-0.

L. Public Hearing - Donation of a 10x12 shed valued at \$4,292.10 to the Senior Center

Chairman Coutu recognized Senior Service Coordinator Lori Bowen. Welcome Lori.

Good evening and thank you for having me. Lori Bowen explained the Council on Aging which is still the fundraising arm for the Senior Center is offering to purchase a 10 x 12 shed to house if you will outdoor furnishings for the patio that was donated in the last year and a half located at the Benson Park site. The reason for the outdoor shed is any outdoor furniture that we would be able to use outside on the patio we'd like to be able to put away in the evening so that it didn't find a new home outside of the office hours of the Senior Center. So in conjunction with the Highway Department with Mr. Burns, he and I are going to choose a site and we have a couple of suggestions for it. It's going to go in proximity to the patio to help hold croquet and some chairs.

Chairman Coutu asked are you saying that this is a new shed that's being purchased. Lori said yes Sir. Chairman Coutu asked it's from funds collected from the seniors or...Ms. Bowen said no its funds that have been collected or leftover from the Council on Aging which is the fundraising arm for the seniors before the seniors existed from the Town of Hudson.

Chairman Coutu asked you won't need any money from the senior revolving fund. Don't we have a donation account? Mr. Malizia said we have a donation account. We're not taking any money from that.

Chairman Coutu opened the public hearing at 8:29 p.m. Is there anyone in the audience who wishes to comment on this donation? Seeing none, I will close the public hearing at 8:29 p.m.

Motion by Selectman Routsis, seconded by Selectman Martin, to accept the donation of a 10 x 12 storage shed valued at \$4,292.10 to the Senior Center, carried 5-0.

Selectman Morin asked Ms. Bowen are the seniors all set with the building on Campbell Ave. for their trips and everything. That's all good. Lori Bowen said on Oakwood we're good. For the summer we're going to use Oakwood until this Board decides what you're going to do with that building. Thank you.

M. Recommendation - Replacement Ladder Truck

Chairman Coutu recognized Fire Chief Rob Buxton.

Good evening Mr. Chairman and members of the Board. Chief Buxton said it's hard to believe that the time is upon us to replace the 1995 aerial ladder that was purchased under Chief Mason. That unit has lived out its serviceable life that was purchased with a 25 year life expectancy and will come in at the end of this project just about 24 ½ years so it will be reaching the life expectancy of that unit. We are suggesting to you to purchase a Seagrave Marauder II 100 foot Non-Quint Aerial. It will be funded out of the 5730-404 which is the lease purchasing account within the budget. We're asking you again to use the purchasing agent of HGACBuy which was the company that we utilized for the pumper truck last year and the Highway Department has utilized before. I think they just utilized it in the last couple of months again also.

Chief Buxton indicated we're looking at basically purchasing a 100 foot aerial ladder. That vehicle will weigh some 70,000 pounds. It will be stationed out of Central Station. It will pass all the NFPA testing that is required. It will come with 186 feet of new ground ladders and associated equipment being maintained through Fleetmaster who maintains our large fleet now. We are looking to lease purchase this as we did with the pumper truck.

Selectman McGrath asked to confirm are we expending the 969,000 now or is it going to be over the 10 year period. Chief Buxton said we have a payment of \$112,000. It will be ten consistent payments of \$112,000.

Chairman Coutu asked that's after the trade in. They're taking the trade in. Chief Buxton said yes. Chairman Coutu thought some town was interested in buying it. Chief Buxton believed they already have the truck it appears probably sold on the used market.

Motion by Selectman Martin, seconded by Selectman Morin, to waive the competitive bidding requirements as outlined in Town Code 98-1(C) and to award the purchase to Seagrave Fire Apparatus, LLC from the HGACBuy bid list for a Seagrave Marauder II 100 foot Non-Quint Aerial ladder truck in the net amount of \$953,196 which includes a \$16,000 trade in and also to authorize the Chief to obtain lease/purchase financing with Leasing 2, Inc. for a ten (10) year lease term as recommended by the Fire Chief and the Finance Director. The Town will not accept deliver or make payment prior to July 1, 2018, carried 5-0.

N. Fire Dept. - Request to use Donation Funds for Gym Equipment Purchase

Chairman Coutu recognized Fire Chief Rob Buxton.

Chief Buxton stated starting when I took over as Chief in 2012 or 2013, we had started to increase our protective clothing for our firefighters, replacing protective clothing and taking the health and safety of our firefighters and kicking it up a notch. The next step of that program is to look at the physical fitness equipment in the stations. Unlike the Police Department where all our employees report to three different facilities - they don't report to one facility - we're asking you to afford us the opportunity to use some donation money to upgrade our facilities at the Robinson Road Station and Central Station. The Lowell Road Station is covered under the warrant article for the soft costs for that budget so that will be outfitted the same way and that is currently within the budget of that project. We're asking you the ability to remove \$13,000 from our donation line.

Motion by Selectman Morin, seconded by Selectman Martin, to authorize the Fire Chief to withdraw \$13,000 from the Fire Department Donation Account for the purchase of fitness equipment for the Lenny Smith Central Fire Station and the Robinson Road Fire Station.

Chairman Coutu asked Chief Buxton this equipment is going to Central. Chief Buxton indicated Central and Robinson Road. Chairman Coutu asked the new station everything is included in that. We discussed that when I went and looked at it with you. Okay good.

Vote: Motion carried 5-0.

O. Benson Park Gazebo Electricity

Chairman Coutu recognized Selectman Morin.

Selectman Morin stated where they're running the power now to the future bathroom and they're going to be digging up the park and when the gazebo was donated to the town, the purpose for that gazebo was to hold concerts and other events in the park. At this time the only thing holding the park up from using that gazebo for anything substantial is the lack of electricity. While they're doing the construction, it will probably be the best thing for the town to just get it all done at one time. It is not part of the bathroom project. I know there's been some confusion out there about that. People think that we're trying to incorporate this and this is a whole separate thing and just want to get it done. If we're going to do it, just get it all done in one shot.

Selectman Morin stated we did get a bid from Mason Electric for \$14,750. In talking with the Road Agent today, he told me that he would assign one person as an operator for \$200 and if there was an equipment charge that would be \$300. The total would come to \$15,250. As you see in your

memo, the Town Administrator has put in an amount in the Benson Park operation cost center 5563 indicates a remaining budget of \$16,298.

Steve Malizia indicated that's just in the park maintenance account. The total Benson's budget remaining as of the end of May was \$19,643. That's for Benson Park. Selectman Morin indicated it could be used for anything. Mr. Malizia said for Benson Park. It's not part of the warrant article. That is a separate warrant article. Just to differentiate, that is not being spent yet. It can't be spent until after July 1st. This is money in the '18 budget that is still on the books as of May 31st just so everybody knows.

Chairman Coutu said last week when we were at the meeting, they talked about spending some of that money. Selectman Morin indicated for the evaluation of the Haselton Barn. I thought that was around \$5,000. Chairman Coutu said let's not guess on that. What are you saying we need not...Selectman Morin said we need a total of \$15,250 if we go with the single bid from Mason Electric who is doing the project bringing the power into the future bathroom.

Selectman Martin stated you said a total amount remaining in 5563 is \$19,643. If we move \$15,250, they possibly wouldn't be able to go with their \$5,000 project. Mr. Malizia said they would not have \$5,000 remaining. They would probably have to move that into the next fiscal year if we vote on this tonight and they're aware of that? Selectman Morin said not really no. We talked about this briefly the other night but there was no decision because it hadn't come in front of the Board yet. Selectman Martin indicated it will be \$7 shy of doing that work. I would give them \$7.

Chairman Coutu noted they have also a Benson Donation Account. Steve Malizia agreed. Typically we like to try to fund it through our operation.

Selectman Routsis had a question and I'm not skilled in the deed 100 percent at all but we continue making these improvement which are great. We're talking about potentially bringing in electricity to the gazebo. Aren't we not allowed to hold active things there that intentionally bring people in for that purposed based on our deed? Chairman Coutu said yes we are allowed to. We have them all the time - the Easter egg hunt, the Halloween parade. Mr. Malizia said no commercial activities. Chairman Coutu indicated you can't have an ice cream truck down there selling ice cream.

Selectman Routsis stated the reason I asked is because there is I guess some fields or something in there and I was told those could not be fixed up because we're not allowed to have something like that. Chairman Coutu said you cannot use them for organized sport. Selectman Routsis thought it was organized events. Chairman Coutu said we can use it for passive recreation fields but we can't have like a soccer field in there.

Selectman Morin noted there's actually a concert there Saturday.

Selectman Routsis said I know we have them. My understanding was we weren't supposed to be. Selectman Morin said as long as we're not charging for them to come in.

Selectman McGrath asked Selectman Routsis do you have a copy of the deed. Selectman Routsis said I do. I haven't read it in a while but the way it was explained to me was...

Selectman McGrath said I'm not going to support this however I do want to make an official request for an inception to date cost prepared by the Finance Director. She's already prepared it to a certain point. Last year when we had the joint meeting with the Benson Park Committee and the Board of Selectmen, the spending had exceeded over \$1 million. We've had another year to spend more money and I'd like to see what that inception to date cost is and I think that the voters and the residents of this town need to know that.

Chairman Coutu said gladly.

Selectman Morin understood and agreed with Selectman McGrath. Like we had stated at the last meeting, next year we should tell the Benson Committee to come in with a maintenance budget only and we weren't going to move forward. We're just trying right now to save money as we're already doing a project and if we put this off, it's going to cost us more in the long run. While we have it all open and we have everything there, we might as well keep going. I agree with you. Next year it's strictly a maintenance budget and that's all. I full agree with you. We're going to have the ground open so we might as well keep going and get it done then we don't have to worry about it again.

Selectman McGrath said I can understand but I hope you can appreciate my position.

Chairman Coutu said I will support it obviously. When Lori Bowen was the Chair of the committee that organized to raise the funds for the gazebo I too was on that committee. Matter of fact I held a fundraiser at White Birch and we were able to raise about \$5,000 on that fundraiser alone. One of the understandings was that it would be used not primarily for - I think its primary use is going to be for wedding and wedding pictures and the like that's going on now as well as the kids are using it for prom pictures. It's a nice location. The understanding was and it was the Road Agent Kevin Burns who suggested that if we ever bring power down to the gorilla cage that while they're there we might as well trench it all the way to the gazebo and run the power. My understanding was is when we bought this gazebo we bought it from an outfit I believe in Connecticut. The exterior plugs are built in but we have to bring the power and then run the wires to those plugs so that anybody holding any kind of a concert down there could plug in their amplifiers. If we do this, I had always said that it would be nice to have a Friday night or a Saturday night for a five-week event where we have music down there and people could bring a blanket and sit on the ground. I was involved in Woodstock. We had fiddlers contests and then I know that there are several groups of young kids from Alvirne who formed their own bands would love to have an opportunity to spend an evening - 1 ½ to 2 hours, not an entire evening - entertaining a crowd. It's difficult when you don't have electricity. I think that's going to open up and give new dimension to Benson Park the gem that it is.

Motion by Selectman Morin, seconded by Selectman Martin, to extend electrical service to the gazebo from the new restrooms at the Gorilla House from Benson Park Operations Account 5563 in an amount not to exceed \$15,250, carried 4-1. Selectman McGrath in opposition.

P. Posting for Administrative Aide Zoning/Code Enforcement

Chairman Coutu recognized Town Administrator Steve Malizia.

Steve Malizia stated as you recall, the Board had a conversation authorizing you to put together an updated job description for this title and to put together a request to post. This is for support up in the Land Use Division for the Zoning/Code Enforcement Officer and as such I've put that job description together particularly noting that they will also answer phones, and provide counter service, and other duties as assigned. Chairman Coutu said related duties as required. Mr. Malizia said I'm not going to have them drive a plow truck or a fire truck for that matter.

Chairman Coutu stated this will give us each of those positions will have a resource. They will be required if necessary to kind of help out at the desk and help each other out. Mr. Malizia said I spoke to the individuals that I meet with on a regular basis and articulated that. Matter of fact, we met today. Chairman Coutu said at some point we're going to have to have once this person is brought on board, we're going to have a meeting with that staff. Steve Malizia said I meet with the main characters every week. Chairman Coutu said we're going to go beyond the main characters I think this time.

Motion by Selectman McGrath, seconded by Selectman Martin, to post and advertise for a full time Zoning/Code Enforcement Administrative Aide Position, carried 5-0.

Q. Revenues and Expenditures

Chairman Coutu recognized Town Administrator Steve Malizia.

Steve Malizia stated one month to go. From an expenditure side, I think we could potentially be in the \$200,000 range for surplus based on what I see right now. It could be a little bit more. Chairman Coutu asked move the transfer to Highway. So we'll end up with about \$200,000? Mr. Malizia said basically the Finance Director and I took a look - probably somewhere in the \$200,000 range. As far as underspent. From the revenue side, we're doing great. We're already over on the motor vehicles by \$220,000 with a month to go. Interest has really picked up. That's \$120,000 over. Ambulance I think we're right at the number and we still have at least a month or two to go. It was a good year for the Town of Hudson from a revenue perspective. Again, we've managed the expenses mostly legal. We are not overrun on welfare. That's another one I tend to look at. Again all of our departments should be able to absorb any earned time buyouts but we could potentially have about a couple of hundred thousand dollars that would go to the surplus if we don't do anything else with it.

Chairman Coutu asked you have nothing to advise us of any special requests. Steve Malizia stated the only thing I'm waiting to get a quote. My understanding is we have some furnace work needed at the Community Center that could be in the \$10,000 to \$11,000 range. I'm still waiting to get numbers on that. Chairman Coutu asked is that a combination furnace/air conditioner. Mr. Malizia said no it's just a furnace. It's a separate unit. I don't know how old it is. I know it's not working and it can't be repaired. I'm looking to get some sort of information on that. If possible, I may do a PO and put it on the encumbrances. I'm trying to get a quote. I don't expect legal to skyrocket. We're at the end of the year. Town Poor has been managed very well. We under expend in insurance. Again it's been a pretty decent year for the Town of Hudson.

Chairman Coutu asked is that the only thing you foresee. Steve Malizia thought the Chief had some things he was repairing but I think he found capacity in his budget to do that. We'll put the word out to the departments to see but at this point in time nothing major. Chairman Coutu stated if somebody needs something and it's an emergency - a heat system is an emergency. Mr. Malizia said it's better to do it now than to do it in the winter.

Chairman Coutu asked any questions or comments on the report. Seeing none, than you Mr. Malizia.

9. OTHER BUSINESS/REMARKS BY THE SELECTMEN

Selectman Routsis - I have nothing this evening. Thank you.

Selectman Martin - I just want to let you know that I did bring all the information forward to the Budget Committee with a minor mistake which I will correct in an e-mail to the Budget Committee which I haven't done yet but I will prepare it. Other than that, it's been uneventful.

Selectman Morin - Any idea about what the station going to be open shortly what we're going to do with Burns Hill. Any ideas yet? Steve Malizia said no. We have not had a deep conversation about what we want to do yet.

Selectman Morin indicated the second thing I had a meeting this week with one of our committees and there was some damage done for town property. No reports were made to the police. Actually somebody took a gun and shot up a sign and some other signs were damaged. I advised them to make a police report so it's documented. We may want to send out an e-mail to the committees that if there's damage it needs to be reported if it's town property.

Steve Malizia asked is there something specific that we need to...Selectman Morin said no just a reminder because they had no idea that they should have done that. Town property.

Chairman Coutu asked how would you not know to report vandalism. Selectman Morin commented I had to tell them last night to make a police report. That's all I have Sir.

Selectman McGrath - I just have two things. Today I had the pleasure of having lunch with some long-time friends. Some residents of Hudson and some former residents of Hudson and the topic of Benson's came up. I was told that there are some concerning activities taking place within the wooded areas of Benson's and that young people that are walking in the park there's a concern for their safety. We need to take a look at that and make sure that there isn't any drug activity, other type of activity taking place that might present a safety hazard to residents.

Just for clarification, Chairman Coutu said the statement that you made I just want to make sure I interpret it correctly. There's concern about safety in the park for the younger kids that are going through the park because of the activity. Selectman McGrath stated I will say this without identifying who it was that gave me the information. She has a granddaughter that goes walking on the trails in the park and there's a concern because there's activity in the wooded areas that is concerning to the parent and the grandparent of this child. Chairman Coutu said that goes to anybody else who would have young children in the park.

Selectman McGrath stated when the bathrooms are finally constructed, there's going to have to be oversight of those facilities to make sure that there isn't any other activity that might present a safety hazard to people.

Chairman Coutu told Selectman Morin you might want to ask some of the volunteers to go out - it's typically beyond Flying Rock on that corner up in the back side towards the barn. That's where in the past some of that activity was taking place. Selectman Martin if you would notify the Police Chief that we would like to have an unmarked vehicle on occasion go to the area and take a look at it. We'll do what we can to see if we can weed it out and nip it in the bud. School is still in session and we've got this problem already. The weather is a factor. They're just taking advantage of any place they can hide. Anything else?

Selectman McGrath indicated I do I have one other thing. I understand that there is a zoning position on the Zoning Board of Adjustment. A full member due to expire at the end of the year. I just wanted to mention that so that if there's interested citizens that would like to apply for that I think that they should. They would have to reapply at the end of the year to go forward for a full three year membership. That's all that I have.

Selectman Martin indicated just to let you know, I reached out to a former member and...Selectman McGrath said I heard...Selectman Martin said well I don't know how that happened but she is reapplying and we are going to have her in in July. Selectman McGrath said that's perfectly fine but other people should be aware of it and given the opportunity to apply if they wish.

Selectman Coutu - I want to just say that this Thursday Alvirne High School graduation is going to take place at SNHU Arena. Gee I wasn't invited by the School Committee despite the fact that I had requested to. I'm going anyway because I know a few seniors that are graduating. One of them is my neighbor. I watched the kid grow up so him and Mike Pitre's daughter. She's graduating. I'm going to go to both of their parties for them. I might as well go to their graduation. Thank you School Committee for the invite but I'm going anyway.

Other than that, Selectman Coutu wanted to remind everyone school will be getting out in the next couple of weeks. Again to be very careful when you're driving up and down our streets. Almost all of them are posted. If you're unaware, I'll let you know that most side streets I believe are 30 mph. Please be careful and watch out for the youngsters and drive on a street - I've seen these signs around town. Drive on other people's streets as if they were on your street and you had children.

Tonight Selectman Coutu stated I went through the intersection coming north on Lowell Road to Town Hall. I got to the intersection of the Sagamore Bridge and Lowell Road. I was the second car in. The light turned green. After the light turned green, not during, after the light turned green five

cars came off the Sagamore Bridge and went through the intersection. One I don't know how he or she made it through without getting clipped. The person going north on Lowell Road never saw the fifth car coming and I did. I said oh my God they're going to hit. He slammed on his brake and that other guy made it through. We can't have police everywhere at all times but that intersection is getting worse, and worse and worse. It's just a matter of time. I've said it. We're going to have a serious, serious accident at that intersection if something isn't done with regard to having some sort of a dedicated patrol there more often especially during busy traffic times. It's getting absolutely ridiculous. Somebody is going to get killed at that intersection and I hope it doesn't happen. Please be careful. Please drive safely. I want to wish everybody a very happy summer. The weather is great at this time.

10. NONPUBLIC SESSION

Motion by Selectman Martin, seconded by Selectman Morin, to enter nonpublic session pursuant to RSA 91-A:3 II (a) The dismissal, promotion, or compensation of any public employee or the disciplining of such employee, or the investigation of any charges against him or her, unless the employee affected (1) has a right to a meeting and (2) requests that the meeting be open, in which case the request shall be granted; (b) The hiring of any person as a public employee; and (d) Consideration of the acquisition, sale, or lease of real or personal property which, if discussed in public, would likely benefit a party or parties whose interests are adverse to those of the general community, carried 5-0 by roll call.

Chairman Coutu entered Nonpublic Session at 9:00 p.m., thus ending the televised portion of the meeting. Any votes taken upon entering open session will be listed on the Board's next agenda. The public is asked to leave the room.

Chairman Coutu entered open session at 9:18 p.m.

Motion by Selectman Routsis, seconded by Selectman Martin, to hire Odette Seidlich as Assistant Town Clerk/Tax Collector at the rate of \$16.14 per hour (Step 1) per the AFSCME Support Staff Union Contract with a starting date of July 1, 2018, carried 5-0.

Motion by Selectman Morin, seconded by Selectman McGrath, to authorize the Fire Chief to temporarily promote Firefighter Jeff Sands to the position of Lieutenant at a rate of pay of \$25.25 effective June 24, 2018, carried 5-0.

11. ADJOURNMENT

Motion to adjourn at 9:20 p.m. by Selectman McGrath, seconded by Selectman Martin, carried 5-0.

Recorded by HCTV and transcribed by Donna Graham, Recorder.

Roger E. Coutu, Chairman

David S. Morin, Vice-Chairman

Marilyn E. McGrath, Selectman

Angela Routsis, Selectman

Normand G. Martin, Selectman