



*Town of Plaistow ♦ Board of Selectmen*  
*145 Main Street ♦ Plaistow ♦ NH ♦ 03865*

**PLAISTOW BOARD OF SELECTMEN MINUTES:**

**DATE:** April 7, 2014

**MEETING CALLED TO ORDER:** 6:30 PM

**SELECTMEN:**

Chairman, Daniel Poliquin  
Selectman, Michelle Curran  
Selectman, Steve Ranlett

Vice Chairman, John Sherman,  
Selectman, Joyce Ingerson  
Town Manager, Sean Fitzgerald

**AGENDA:**

**MINUTES:**

*Motion by J. Sherman to approve the minutes of March 24, 2014*

*2<sup>nd</sup> M. Curran*

*Vote: 5-0-0*

*Motion passes.*

**PUBLIC COMMENT:**

None

**PUBLIC HEARING – CONSERVATION EASEMENT – JILL SENTER , PHIL AUGER & DUANE HYDE**

J. Senter begins introducing Phil Auger and Duane Hyde. Reflecting on the results of Town Meeting to go forward with the Conservation Easement we are 99.9% complete. We are here to update the Board prior to coming forward with the document for signature.

D. Poliquin opens the public hearing at 6:34 pm.

J. Senter hands out a copy of the Map and Easement to each Board member.

S. Fitzgerald states that this is the end of the Conservation Commissions efforts to ensure that over 400 acres of land are preserved for future generations. The Board will be asked to review and finalize the efforts of Chairwomen Senter and the entire Conservation Commission. The Board will be asked to support a motion that will put into play the work that will finalize the closing on the properties that have been added to the Town Forest.

P. Auger states that he would like to cover the map and easement. The process entailed proving what the town owned versus what they thought they owned. Properties taken through tax default over the last 50 plus years. We did a thorough title search and proved out what the town owns. We began working with 3 parcels; one held by NH DOT , another by the Emerson and the Noyes property. NH DOT transferred the property easily, the Emerson had owned that 30 plus acre tract since the mid

1700's and it is part of history. The Noyes tract was more difficult due to a mistake in records, which happens. The deed was eventually found in the attic of Town Hall dated 1976. The easement keeps the properties as a complete unit. To find a single tract of land of that size is unusual. It has unique features including Kelley Brook, the Blue Heron Rookery and unusual species living there. Town management has been fantastic and it will continue in the same fashion. The recreation potential is great. Part of the ARM grant will pay for the cost of putting this together. An additional grant has been applied for. If received that will help with erosion issues. Carlton Path will allow for a second entrance to the park. This will also assist the Town to access sustainable public water.

D. Hyde states that many communities they work with use their properties mainly for recreational purposes, Plaistow is ahead of that by utilizing the Conservation purposes. A great benefit for the community is a Conservation Boundary survey, (the blazing of the trees). It marks the legal boundaries of the property.

S. Fitzgerald states that if you are out in the forest you can see the area where the property ends.

P. Auger states that blazing is an old technique to mark boundaries when being surveyed. It is using the trees to identify boundary lines and will last for several years and even beyond the coloration, it is evident inside the tree following the blazing itself.

S. Fitzgerald states it delineates the forest for everyone to see.

P. Auger states it is also for abutters to mark the property.

D. Poliquin states that he praises the efforts of J. Senter and P. Auger and D. Hyde.

J. Sherman inquires if the trails on the map are actually marked.

P. Auger states that all of the trails were installed by the Boy Scouts or some are in place by abutters.

J. Sherman states that these areas border Hampstead and Atkinson.

J. Senter states that conversations have been in process with the other communities to work together to continue the trails into those areas.

P. Auger states that the Southeast Land Trust has been working with abutters in other joining communities.

J. Sherman inquires about a situation where Atkinson or Hampstead own property in Plaistow.

P. Auger states that Hampstead is the owner of a 3 acre lot and that was given to the Town of Hampstead with a deed restriction of transfer of property.

J. Sherman inquires where it is located on the map that was handed out.

P. Auger states that a small piece the Town of Atkinson owns about 14 acres. They have chosen to keep it. The Town of Plaistow owns a small 1 acre parcel in Atkinson. Usage of persons has been going on for quite a while. Signs will be placed where the area is changing towns.

S. Fitzgerald states that the acquisition of these properties has been reviewed from a legal perspective. A regional Selectmen's Meeting can be brought up as a topic. We should study this subject further.

J. Sherman states it is tax exempt property.

P. Auger states that Hampstead was willing to discuss the issue but are bound by restricted deed.

M. Curran thanks J. Senter and the Conservation Commission for the work done on this project.

S. Ranlett states that he has been a longtime resident and had no idea how vast the Town Forest has become. Great job.

D. Hyde states that the next time you see us we will have the document for signature along with a thick report, the property description that will be at the closing. The Easement baseline report which they are working on this week which documents the condition of the property prior to the Conservation Easement, it will include photographs, maps and aerial photos that show multiple depictions of the property. You will be signing off on that agreeing that shows the conditional of the property.

L. Gill inquires if there are any possibilities for further expansion.

J. Senter states that there are some other town owned properties nearby Mt. Misery.

D. Poliquin states Public Hearing closed 7:00 pm.

***Motion by J. Sherman that: As authorized by Article P-14-09 of the 2014 Plaistow Town Meeting, the Board of Selectmen hereby vote to grant a Conservation Easement to the Southeast Land Trust of New Hampshire over the approximately 404.2 acre Plaistow Town Forest, which town forest is described and has been designated through the passage of Warrant Articles P-20, P-11-20, and P-14-09.***

***2<sup>nd</sup> S. Ranlett***

***Vote: 5-0-0***

***Motion carries.***

### **PLAISTOW MBTA PRELIMINARY SITE EVAL. – TIM MOORE, CLIFF SINNOTT & LARRY GILL**

S. Fitzgerald states that this past August we have had a *Public Listening Session* regarding the preliminary site evaluation study and outlined the schedule of work that would be completed under the scope of the project. Since that time we have been meeting to identify the purpose and need for the project to for the layover and station location. This study is in the define alternatives phase. For anyone interest in more information it can be found at [www.plaistowstudy.org](http://www.plaistowstudy.org). The last Stakeholder Committee meeting was held in Atkinson last Thursday, we have already held several in Plaistow. There will also be a Public update held for the project that will be scheduled within the first two weeks of May. We will dial into specific sites to identify the impacts and operational logistics focusing on the purpose and need of the Study. Roadway congestion and mobility on the areas major highways; 93, 95 and 495 are at their peak capacity. We are a Gateway Community to New Hampshire and there are no good expansion alternatives for these roadways. The last time the Town had rail service to Boston was 1967.

Tonight we are just here to present to you information on potential sites. We have hired a firm, HDR to complete the work required. They were selected as part of the competitive bid process. One of the requirements under a Federally funded project is to develop purpose and need for the study. The Committee, over the last few weeks to define the purpose clearly of the commuter rail extension from Haverhill, MA to Plaistow, NH that provides an additional travel mode option. Enhancing the overall mobility of Plaistow and surrounding communities. Transportation infrastructure is among the top considerations in community development which enhances job opportunities. We were able to obtain “Track Rights” from the MBTA up to the Newton town line.

- Community Attributes: The number of parcels occupied by layover facility or station. The distance to nearest residence. The impact to adjacent business access, the potential for adjacent development. Neighborhood impact. Overall consistency with the Town’s Master Plan.
- Environmental Attributes: Development within stream buffer. Stream crossing. Estimated area of wetland impacts. Located within wildlife habitat. Potential Mitigation.
- Service Operations Attributes: Railroad mainline access. Location of layover facility in relation to the rail station. Layover train storage capacity. Minimize non-revenue train miles. Passenger boarding requirements: meet ADA compliancy, easy and safe train access.
- Preliminary Review of Layover Facility Locations:

**Layover Facility #1 Layout:**

- Location: Access to crew building and parking for layover facility is from Kingston Road.

**HDR Community Attributes:**

- Number of parcels impacted from layover: 9
- Approximate distance to nearest residence: 107 ft
- Impact to adjacent development: 2 businesses
- Potential for adjacent development: No
- Consistency to Town Master Plan: Yes – the site is designated as Light Industrial and Rural Use Area

**HDR Environmental Attributes:**

- Within stream buffer: Yes
- Stream crossing: Yes
- Estimated area of wetland impacts: 2,770-ft<sup>2</sup>
- Located in wildlife habitat: Yes

**Service Operational Attributes:**

- Mainline access: OK, might require approx. 1000 ft. of main line double tracking.
- Relation to rail station: Ideal (North of station)
- Storage capacity: 6 trains
- Non-revenue train miles: Less than 1 mile per train per day.
- Boarding requirements: N/A

**PLAISTOW EVALUATION:**

- **Project Advisory Committee (PAC) has identified this as “less feasible/desirable.**
- **Staff concurrence with PAC**

T. Moore states that Layover 1 is the furthest north, the depicted site will accommodate 6 trains. Its northerly location is attractive, there is no need to reverse direction. The area is very wet and the exact impact would have to be determined. There are also several homes nearby as well as ProBark would be impacted by their inability to cross the tracks. It would have to be double tracked at almost a million dollars per mile.

### **Layover Facility #2**

- Location: Access to crew building and parking is off of Joanne Drive

#### **HDR Community Attributes:**

- Number of parcels impacted from layover: 3
- Approximate distance to nearest residence: 480 ft
- Impact to adjacent development: 1 businesses
- Potential for adjacent development: Yes
- Consistency to Town Master Plan: No – the site is designated as Light Industrial, Resource Protection and Conservation Areas on the Town of Plaistow Master Plan Future Land Use Map.

#### **HDR Environmental Attributes:**

- Within stream buffer: Yes
- Stream crossing: No
- Estimated area of wetland impacts: 53,020-ft<sup>2</sup>
- Located in wildlife habitat: No

#### **Service Operational Attributes:**

- Mainline access: Bad. Requires north bound movement across Main St., train stopping on mainline while engineer goes to control cab, south bound crossing Main Street on way to rail station
- Relation to rail station: OK for station A, ideal for all others.
- Storage capacity: 6 trains.
- Non-revenue train miles: Varies by station (0.5 to 1 mile) per train per day.
- Boarding requirements: N/A

### **PLAISTOW EVALUATION:**

- **Significant obstacles to overcome recommend as “less feasible/desirable, with current configuration.**

### **Layover Facility #3 Layout:**

- Location: Access to crew building and parking is off Main Street.

#### **HDR Community Attributes:**

- Number of parcels impacted from layover: 2
- Approximate distance to nearest residence: 131 ft
- Impact to adjacent development: 1 businesses
- Potential for adjacent development: Yes
- Consistency to Town Master Plan: No – the site is designated as Light Industrial, Resource Protection and Conservation Areas on the Town of Plaistow Master Plan Future Land Use Map.

#### **HDR Environmental Attributes:**

- Within stream buffer: Yes
- Stream crossing: Yes
- Estimated area of wetland impacts: 36,500-ft<sup>2</sup>

- Located in wildlife habitat: No

Service Operational Attributes:

- Mainline access: Bad. Trains would have to proceed southbound on mainline, stop on mainline, then reverse direction northbound to rail station.
- Relation to rail station: Poor for all stations.
- Storage capacity: 6 trains
- Non-revenue train miles: Less than 1 mile per train per day.
- Boarding requirements: N/A

**PLAISTOW EVALUATION:**

- **Awkward operational movements and zoning mismatch. Recommended as “less feasible/desirable.”**

**Layover Facility #4 Layout:**

- Location: Access to crew building and parking is through the Home Depot parking lot.

HDR Community Attributes:

- Number of parcels impacted from layover: 3
- Approximate distance to nearest residence: 887 ft
- Impact to adjacent development: 0 businesses
- Potential for adjacent development: No
- Consistency to Town Master Plan: Yes – the site is designated as Commercial Corridor on the Town of Plaistow Master Plan Future Land Use Map. The majority of the site is located in Atkinson, NH, which is currently in process of developing a new Master Plan. The Atkinson portion of the site is within the Commercial/Industrial zoning district.

HDR Environmental Attributes:

- Within stream buffer: Yes
- Stream crossing: No
- Estimated area of wetland impacts: 0-ft<sup>2</sup>
- Located in wildlife habitat: No

Service Operational Attributes:

- Mainline access: OK
- Relation to rail station: OK for Stations A,B,C & D. Poor for Station E
- Storage capacity: 6 trains
- Non-revenue train miles: Less than 1.5 miles per train per day.
- Boarding requirements: N/A

**PLAISTOW EVALUATION:**

- **Identified this as “less feasible/desirable due to strong opposition in Atkinson.**

**Layover Facility #5 Layout:**

- Location: Access to crew building and parking is through Home Depot parking lot. This Layover Facility is configured to be developed in conjunction with Station Option E.

HDR Community Attributes:

- Number of parcels impacted from layover: 3

- Approximate distance to nearest residence: 940 ft
- Impact to adjacent development: 0 businesses
- Potential for adjacent development: No
- Consistency to Town Master Plan: Yes – the site is designated as Commercial Corridor on the Town of Plaistow Master Plan Future Land Use Map. The majority of the site is located in Atkinson, NH. That portion of the site is within the Commercial/Industrial zoning district.
- HDR Environmental Attributes:
  - Within stream buffer: Yes
  - Stream crossing: No
  - Estimated area of wetland impacts: 0-ft<sup>2</sup>
  - Located in wildlife habitat: No
- Service Operational Attributes:
  - Mainline access: OK
  - Relation to rail station: OK for Stations A – D, Poor for Station E.
  - Storage capacity: 6 trains
  - Non-revenue train miles: Less than 1 mile per train per day.
  - Boarding requirements: N/A

**PLAISTOW EVALUATION:**

- Identified as “less feasible/desirable due to strong opposition in Atkinson.

**Layover Facility #6 Layout:**

- Location: Access to crew building and parking is through the Home Depot parking lot.
- HDR Community Attributes:
  - Number of parcels impacted from layover: 2
  - Approximate distance to nearest residence: 2250 ft
  - Impact to adjacent development: 0 businesses
  - Potential for adjacent development: No
- Consistency to Town Master Plan: Yes – the site is located in Haverhill, MA. Although the City’s Master Plan is not readily available, the site is within the City of Haverhill’s Business Park zoning district.

**HDR Environmental Attributes:**

- Within stream buffer: Yes
- Stream crossing: No
- Estimated area of wetland impacts: 0-ft<sup>2</sup>
- Located in wildlife habitat: No

**Service Operational Attributes:**

- Mainline access: OK, trains precede north bound to all stations. Direction reversal occurs while train stopped at station on a siding.
- Relation to rail station: OK for all stations.
- Storage capacity: 6 trains
- Non-revenue train miles: Less than 2 mile per train per day.
- Boarding requirements: N/A

**PLAISTOW EVALUATION:**

- **Staff recommends location be put at the top of the list and carried forward for further consideration.**

#### **Layover Facility #7 Layout:**

- Location: Access to crew building and parking is through the Home Depot parking lot.

#### **HDR Community Attributes:**

- Number of parcels impacted from layover: unknown
- Approximate distance to nearest residence: 940 ft
- Impact to adjacent development: 0 businesses
- Potential for adjacent development: No
- Consistency to Town Master Plan: Property is in the C-1 zone, however it is a back lot without any easy access.

#### **HDR Environmental Attributes:**

- Within stream buffer: Yes
- Stream crossing: No
- Estimated area of wetland impacts: 0-ft<sup>2</sup>
- Located in wildlife habitat: No

#### **Service Operational Attributes:**

- Mainline access: Poor. Trains must first go south, stop on the mainline track, then proceed north to rail stations. If possible to make the mainline connection just below Walmart, then access would be OK.
- Relation to rail station: OK for all stations.
- Storage capacity: 6 trains
- Non-revenue train miles: Greater than 2 miles per train per day.
- Boarding requirements: N/A

#### **PLAISTOW EVALUATION:**

- **Identified this as “feasible/desirable” and carried forward for further consideration.**

Discussion occurs reviewing the Summary of the Layover Facility and the individual sites.

J. Sherman states that he would like the street addresses of the properties or the Map and Lot numbers.

D. Poliquin inquires as to what the opposition is in Atkinson?

S. Fitzgerald responds that it was some stakeholders.

D. Poliquin states he has heard some positive responses from the residents of Atkinson.

T. Moore moves on to the 5 potential train station locations.

#### **Train Station Option A:**

- Location: Access to parking and the station platform is at the intersection of Kingston Road and Hale Spring Road.
- HDR Community Attributes:
  - Number of parcels impacted from station: 6



- Approximate distance to nearest residence: 148 ft
  - Impact to adjacent development: 0 businesses
  - Potential for adjacent development: No
  - Consistency to Town Master Plan: No – The Station A site is designated as Resource Protection and Conservation Areas and Medium Density Residential on the Town of Plaistow Master Plan Future Land Use Map.
  - HDR Environmental Attributes:
    - Within stream buffer: No
    - Stream crossing: No
    - Estimated area of wetland impacts: 0-ft<sup>2</sup>
    - Located in wildlife habitat: No
- Service Operational Attributes:
- Mainline access: Ideal – access at both ends of station.
  - Boarding requirements: OK

#### **PLAISTOW EVALUATION:**

- **Identified as “less feasible/desirable”**

S. Fitzgerald states that at Train Station Option A, parking for 250 cars would be initially estimated until the ridership information can be obtained. The boarding platforms need to be 800 feet long. The only sites in the Northeast are North Station and Brunswick Maine. More research will be done on this requirement.

#### **Train Station Option B:**

- Location: Access to parking and the station platform is off of Joanne Drive.
  - HDR Community Attributes:
    - Number of parcels impacted from station: 2
    - Approximate distance to nearest residence: 730 ft
    - Impact to adjacent development: 0 businesses
    - Potential for adjacent development: Yes
  - Consistency to Town Master Plan: Yes – The site is designated as Light Industrial on the Town of Plaistow master Plan Future Lane Use Map.
  - HDR Environmental Attributes:
    - Within stream buffer: No
    - Stream crossing: No
    - Estimated area of wetland impacts: 655-ft
    - Located in wildlife habitat: No
- Service Operational Attributes:
- Mainline access: Ideal – access at both ends of station siding
  - Boarding requirements: OK.

#### **PLAISTOW EVALUATION:**

- **Staff recommends that this station location be considered for further evaluation.**

#### **Train Station Option C:**

- Location: Access to parking and the station platform is off of Main Street.
- HDR Community Attributes:

- Number of parcels impacted from station: 2
- Approximate distance to nearest residence: 131 ft
- Impact to adjacent development: 0 businesses
- Potential for adjacent development: Yes
- Consistency to Town Master Plan: No – the site is designated as Light Industrial, Resource Protection and Conservation Areas on the Town of Plaistow Master Plan Future Land Use Map.
- HDR Environmental Attributes:
  - Within stream buffer: Yes
  - Stream crossing: Yes
  - Estimated area of wetland impacts: 5610-ft
  - Located in wildlife habitat: No
- Service Operational Attributes:
  - Mainline access: Ideal
  - Boarding requirements: OK

**PLAISTOW EVALUATION:**

- **Identified as “less feasible/desirable” due to traffic concerns.**

T. Moore states that Station C is practically in the same location as Station B. The parking lot is further from the station and exits onto Main Street.

**Train Station Option D:**

- Location: Access to parking and the station platform is off of Westville Road
- HDR Community Attributes:
  - Number of parcels impacted from station: 2
  - Approximate distance to nearest residence: 88 ft
  - Impact to adjacent development: 1 businesses
  - Potential for adjacent development: No
- Consistency to Town Master Plan: Yes – The site is designated as Light Industrial and Commercial Corridor on the Town of Plaistow Master Plan Future Land Use Map.
- HDR Environmental Attributes:
  - Within stream buffer: No
  - Stream crossing: No
  - Estimated area of wetland impacts: 0-ft<sup>2</sup>
  - Located in wildlife habitat: No
- Service Operational Attributes:
  - Mainline access: OK
  - Boarding Requirements: OK

**PLAISTOW EVALUATION:**

- **Staff recommends this location be considered for further evaluation.**

T. Moore states that Station D is the one located by the Park and Ride by Westville Road. It would require a relocation of part of Westville Road.

S. Ranlett inquires why the platform needs to be 800 feet.

Discussion occurs regarding platform mandated requirements as well as how the parking space allocation is estimated.

T. Moore states 125 parking spaces is the initial amount allocated for each proposed area.

S. Fitzgerald states that the preliminary design effort wasn't honing in on the details such as parking only the feasibility of the station.

J. Sherman states that these details are important when deciding which design is most feasible. Parking spaces and room for expansion are critical details.

S. Fitzgerald states that none of the properties are a perfect fit. Mitigation will have to be looked at.

T. Moore states that another consideration is getting cars off the road. The site will need to accommodate bus traffic. The Epping, Kingston, Plaistow bus service reestablishment would be helpful.

Station D is the one by park and ride by Westville Road. It would require a relocation of part of Westville Road.

**Train Station Option E:**

- Location: Access to parking and the station platform is through the Home Depot parking lot.
  - HDR Community Attributes:
    - Number of parcels impacted from station: 2
    - Approximate distance to nearest residence: 625 ft
    - Impact to adjacent development: 0 businesses
    - Potential for adjacent development: No
  - Consistency to Town Master Plan: Yes – The site is designated as Commercial Corridor on the Town of Plaistow Master Plan Future Land Use Map. The majority of the site is located in Atkinson. The Atkinson portion of the site is within the Commercial/Industrial Zoning District.
  - HDR Environmental Attributes:
    - Within stream buffer: No
    - Stream crossing: No
    - Estimated area of wetland impacts: 0-ft<sup>2</sup>
    - Located in wildlife habitat: No
- Service Operational Attributes:
- Mainline access: OK
  - Boarding Requirements: OK

**PLAISTOW EVALUATION:**

- Identified as “less feasible/desirable due to the traffic concerns.”

T. Moore states that Train Station E would have wetlands and public access issues. Reviews the Train Station Analysis summary sheet & Environmental impact sheet.

S. Fitzgerald displays a conceptual plan of 146 Main Street. He states that it is a high level idea depicting a future goal of collaboration mixed and multi-usage opportunities.

Discussion occurs regarding the concept plan.

S. Fitzgerald states that within the next month, NH DOT will be coordinating the next meeting.

M. Curran inquires the usage of the Testa property in relation to the schools location. The Penn Box property was taken out of the conversation.

S. Fitzgerald states the proximity to the school was considered. If you highlight the property west of the Testa property, a layover was considered there. The Testa property could be more in line with the Village District mixed use residential vision for the town.

M. Curran states the proximity to the school, the wetlands and are things to consider.

S. Fitzgerald states that the residential mixed-use idea is something to consider versus commercial use.

L. Gill states that looking at the sites he was surprised at the extend of land that is required for the layover and trains stations. The MBTA won't have non revenue travel. The location of the station should be where the best access is by 125. Commuters are looking for relatively easy access from the car to the station. Access through Walmart or Home Depot properties will require permits and permissions. We should stay positive and let the process work its way through. The proposal of putting the layover to the west of 146 Main Street needs to be evaluated.

C. Sinnott states that he agrees with L. Gill. From what he has seen with HDR the town has a better chance of putting together a creative solution. You have a better sense of how these things can work together to meet the towns needs. It matters more where the station goes for the future of the town. How will it relate to the town center, traffic concerns. The Penn Box site the Chart Site and the piece off of Joanne drive, all 3 should be in play in some way. Don't take too much off the table at this point.

D. Poliquin prefers not to be limited by 2 or 3 locations. The further development of the station, parking traffic, the school there are many things to consider.

M. Curran states that she does not support the development of Testa site for this purpose and the huge impact on traffic it will cause. The additional housing and integrated projects for multi-purpose is too vague. 125 is a better selection for the station to have a positive impact on the retail businesses in Plaistow.

Discussion occurs regarding the details of the Station locations.

S. Fitzgerald states that he has had this discussion and the purpose of tonight's discussion is to get a feel for where the board stands on these potential sites. Traffic and other considerations are real but this is for the purpose of keeping the planning process open for the public to be aware of. This information is constantly being updated as this process goes forward. The next stake holders meeting will be in May or early June.

D. Poliquin states we can review this over the next few weeks and discuss it further.

J. Ingerson states that more should be done to reach out to the public regarding the next meeting. This issue is important we need to get input from them.

S. Fitzgerald states that many topics will be drilled down further in future discussions. The board has a chance to shape this project.

S. Ranlett states that the pros and cons and the less desirable locations won't come off the list but the most desirable will be focused on in more detail, that's what I got from the meeting. I like Westville Road and use what the park and ride is for. The parking number was just a random ballpark number. The design is for 300 or so riders at this point.

T. Moore states the ridership survey should be out in a few months.

### **TOWN MANAGER REPORT**

S. Fitzgerald states:

- Rail meeting in Atkinson last week.
- Communications Strategy for Public Safety Departments delay until next week
- Highway Safety Committee Meeting
- Planning Board Update
- Pre-Bid Safety Complex Walk Through
- Safety Complex Generator Update
- State of NH Public Utilities Commission
  - Motion by J. Sherman to acknowledge the letter has been received from the NH Public Utilities Commission regarding the Hampstead Area Water Company, Inc.'s Petition to franchise a limited area of Town.*
  - 2<sup>nd</sup> by M. Curran*
  - Vote: 4-0-1 (S. Ranlett)*
  - Motion carries.*
- CERT Team Update
- Windham Economic Development Committee Update
- Tax Collector Office closure for Workshop
- 14<sup>th</sup> Annual Pops Concert Update
- Summer Nights Senior Dance
- Run of the Savages Reminder
- Red Sox Trophy in Plaistow
- Town Hall Collective Bargaining Agreement
- Gree Application Update
- Friends of the Library Appointment request
- Town Clerk – Ballot Counting
- American Lung Cycle Event
- MS-4 Report
- Radar Unit Update
- Plaistow American Legion
- Building Department Maintenance
- David Nye Memorial Scoreboard

- M. Curran questions Town involvement in fundraising supporting one cause for another.
  - Discussion occurs regarding organization, projects and town involvement.
- Motion by J Sherman to direct the Town Manager to draft a letter supporting the fundraising efforts by the Friends of Recreation.***

***2<sup>nd</sup> S. Ranlett***

***D. Poliquin states the Town should not be doing fundraising. Writing letters for solicitation, I am not in favor of it. As an individual I support them but not as a board.***

***M. Curran states that the monies raised will be associated with the Town and we will not have control over the allocation of the funds raised or spent.***

***Board polled: J. Sherman = yes, J. Ingerson = yes, S. Ranlett = yes, D. Poliquin = No, M. Curran = no.***

- SRTS Update
- Fire Department Roof/Ventilation Saw Purchase
- April School Vacation Activities
- Condolences to Maryellen Pelletier & Jill Senter for their loss
- Arbor Day Contest
- Rabies Clinic Update

## **OTHER BUSINESS**

None

## **SIGNATURE FOLDER**

D. Poliquin notes that the signature folder and AP Manifest are going around.

## **SELECTMENS REPORTS**

M. Curran:

- Attended Family Mediation a discussion occurred with an insurance group.
- Elder Affairs met last Tuesday, we reviewed tasks and formed small sub committees.
- Vic Geary Center dance coordination with Elder Affairs.

S. Ranlett:

- Planning Board Meeting April 2<sup>nd</sup>, topics were a YMCA daycare. The next meeting is April 15<sup>th</sup>. Also discussed were 15 Walton Road next to Larry's who applied for a mixed use variance for an under sized lot and 1 Hilldale Ave.
- Old Home Day reminder.

J. Sherman:

- Attended the Eagle Scout ceremony, Amrik & Avtar Dhaliwal, Nicholas Unger & Patrick Michael Radford all received Eagle Scout recognition.
- Attended Lions Fund Raiser Comedy Show. Reminder the Supermarket Sweep drawing is April 26<sup>th</sup>, the Grand Prize is a 3 minutes shopping spree Second and Third prizes are Market Basket gift cards. New Hampshire's, Al Kaprielian will be there performing the drawing.

J. Ingerson:

- Attended Conservation Committee meeting.
- Completed Emergency Systems course.

D. Poliquin:

- Attended the Safety Complex Committee meeting. We discussed Lt. Baldwin's trip to the Hampton PD and reviewed photographs. RFQ for Public Safety Complex and anticipate 14-16 respondents.
- Upcoming Recreation Commission meeting on Wednesday.

***MOTION TO ENTER INTO NONPUBLIC SESSION BY: M. Curran under RSA 9-A:311 (a)***

***Personnel, (c) Reputation, (d) Negotiations, (e) Legal***

***2<sup>nd</sup> by S. Ranlett***

***Board Polled: D. Poliquin = yes, J. Sherman = yes, M. Curran = yes, J. Ingerson = yes, S. Ranlett = yes.***

Public meeting adjourned 9:31 p.m.

Respectfully Submitted

Kerry Lee Noel