

Select Board Meeting
Monday July 19, 2021
7 PM
Nowak Room, Town Offices
Final Minutes

1. Call Meeting to Order

Members present: Molly Cowan, Lovey Roundtree Oliff, Daryl Browne, Niko Papakonstantis, and Town Manager Russ Dean were present at this meeting. Julie Gilman was not present. The meeting was called to order by Mr. Papakonstantis at 7 PM.

2. Public Comment

- a. Andrew Eliot of 42 Washington Street spoke about the safety improvements he'd like to see on Washington Street. The Police Department did a speed survey on this street, and found that there were 2,400 cars passing through per day, with a max speed of 49 MPH, while it's a posted 25 MPH limit. The 50th percentile was 24 MPH, so 1,200 cars were faster than that. He would like the town to put in some traffic calming features, such as chicanes or a choker. He's been working with Jennifer Perry of the DPW, but hasn't yet seen progress. They should also take down some of the old trees and put in new ones. He would like to see sidewalks there, but it's not within the existing budget, so he started a Citizens Petition to raise and appropriate \$268,000 for sidewalks, tree work, and traffic calming. Mr. Papakonstantis said this could potentially be part of the 2022 Town Warrant; he would like to put this issue as an agenda item for a future meeting.

3. Proclamations/Recognitions

- a. Mr. Papakonstantis acknowledged the Exeter Junior Baseball 9 and 11 year old All-Stars, who are now in the regionals and will be competing with other states.

4. Approval of Minutes

- a. Regular Meeting: July 12, 2021

MOTION: Mr. Browne moved to approve the minutes of July 12, 2021 as presented, Ms. Oliff seconded. All were in favor.

5. Appointments

- a. There were no appointments made at this meeting.

6. Discussion/Action Items

- a. American Rescue Plan Act Funds

Doreen Chester, the Town Finance Director, discussed the American Rescue Plan Act Funds. These are unanticipated funds of \$1,603,113 from the State level. She applied for them using the State portal at the end of June, but she's heard that no one has yet received them. These funds can be used for improvements to anything affected by Covid, such as ventilation, water, or sewer infrastructure. They need to report what they're spending it on starting in October

2021. The deadline for using the funds is December of 2024. They will receive half of the funds this year, in an \$830,000 tranche, and the other half next year. Mr. Browne asked if they could use it on the Siphons project, and Ms. Chester said yes, but she will look into whether they can keep and use other money they may get for that project. Mr. Dean said they should look at CDS requests, and hold this spending until that's resolved. Mr. Papakonstantis asked if the deadline for use is 2024 or 2026, and Ms. Chester said she thinks 2024, but she will look into it.

MOTION: Ms. Oliff moved to accept \$1,603,113 in American Rescue Plan Act funds as unanticipated revenue. Ms. Cowan seconded. All were in favor.

b. Swasey Parkway One Way - First Ordinance Reading

Mr. Papakonstantis said last week, the Swasey Parkway Trustees joined the Select Board meeting, and they discussed the reopening of Swasey Parkway. It was closed to vehicular traffic in Spring 2020, and the closure has been reviewed many times since then. With the Governor's Emergency Order in effect, the Select Board had the authority to close it; the order was no longer in effect in June, but they extended the closure to allow them time to discuss it further. They talked about public safety, since a sudden opening to vehicular traffic would be a concern, and currently it is closed through Friday. He spoke with counsel last week about closing the Parkway to vehicles in one way. Counsel said that was within the Select Board's authority. To make a roadway one-way, they must have three public readings, which would be tonight, August 2, and August 16. Mr. Papakonstantis suggested that the Board should consider keeping the Parkway closed to vehicular traffic at least through the Friday after the third public reading, or through Labor Day. Counsel said that this closure would be within their authority, since it is temporary and due to public safety.

Ms. Cowan read the changes:

Amend chapter Three of the Exeter Town Ordinances, One-Way Streets and Traffic Circles, as follows:

Add to 301 One-way streets, "Swasey Parkway northerly from Water Street entrance to exit on Water Street."

Mr. Papakonstantis asked for public comment.

Susan Drinker of 26 Franklin Street said making it one-way negates the safety of having a closed parkway. The community has enjoyed this space during the closure. Is it possible to have a warrant article for a permanent closure? As discussed by the Trustees, they could have a pull-in on the North side to make it more accessible. Mr. Papakonstantis said that since the Emergency Order has been lifted, the Board only has the authority to keep it closed short-term. The Trust has specific language, so the Select Board does not have the authority. The issue could be brought before the voters in March. This at least allows vehicular traffic to continue, but also allows people to continue using it. The Board will continue to work on it.

June Favray of 10 Chestnut Street said people of all ages have enjoyed it. She quoted the Master Plan to support the closing of Swasey Parkway.

Anne Surman of 14 Cullen Way asked about the timeline, and how binding a Citizens Petition would be. How does that work against the Trust that says it's a parkway? Mr. Papakonstantis said this is the first of three readings. They can close it on a short-term basis for public safety. If there is a warrant article to close it permanently, it would go to probate court. He's not sure about the process with a Citizens Petition.

Mr. Papakonstantis brought the discussion back to the Board.

Ms. Cowan said she has long wanted to make this a more inclusive park, and started talking about closing it to traffic in 2018, so she's excited to have this conversation. She believes the Trust intended for people to enjoy the park. There are some questions about access and accessibility, so they have to consider how to make that happen. She added that its closure doesn't hurt traffic, since there's a road that goes alongside.

Ms. Oliff said she's always been a fan of having the Parkway closed off. In terms of the language of the Trust, they should have someone go back and translate what "recreational vehicle" meant in 1924. A vehicle going over 30 MPH was probably not the intention.

Mr. Dean said the discontinuance of the road would take a Town Meeting vote. Since 1979, the Select Board has had the authority to terminate the Trust at its discretion. That's what led to the MOU between the Swasey Trustees and the Select Board. Ms. Cowan asked if that would eliminate the Board of Trustees as well, and Mr. Dean said Town Meeting created them, but dissolving the Trust would probably de facto eliminate them. Mr. Browne asked why they didn't eliminate the Trustees in 1979, and Mr. Dean said he didn't find a reason in the records. Mr. Papakonstantis asked how they would terminate the Trust, and Mr. Dean said he would have to look into it.

MOTION: Ms. Cowan moved to extend the closure of Swasey Parkway to vehicular traffic through Monday September 6, 2021. Ms. Oliff seconded. All were in favor.

c. Epping Road/Brentwood Road Intersection

Town Planner Dave Sharples, and Stephen Haas and Todd Clark of Hoyle Tanner, were present to discuss the changes to the Epping Road/Brentwood Road intersection. Jason Plourde from VHB was present remotely via Zoom.

Mr. Sharples said that at the last discussion, he was asked if there would be any repercussions to reconstructing the intersection. He discussed the process they went through, which followed the Local Public Agency (LPA) manual for the development of projects by NHDOT, which describes the procedures for implementing projects that receive grant funding. There is a public meeting component, so they followed the LPA manual and held a local concerns meeting, and a few of the direct abutters came. This led to the development of a Purpose and Needs statement. Identified Alternatives are measured by their

ability to meet the Purpose and Need. They didn't know of any impacts beyond direct abutters at that time. They came up with two alternatives to get pedestrians safely across the intersection; one alternative, the one they went with, changed the traffic patterns. Mr. Sharples asked VHB to send a flyer to those affected by the project, which was sent to 112 property owners via regular post, not certified, which would have cost \$755 and wasn't a requirement. There was also a social media campaign, a survey, and they knocked on doors. Attendees expressed strong support for the reconfiguration of the intersection. They had five comments on social media, four of which expressed support for option 2 (the one that was constructed). They talked about it at televised meetings. They received comments from one Select Board and one Planning Board member, and both preferred option 2. It was sent to Police and Fire, and they either had no preference or preferred option 2. There was a neighborhood meeting after the public forum, and he was told that there were some concerns/questions but he didn't receive correspondence. They followed the process and went above and beyond to solicit feedback. The town did not receive one comment in favor of option 1. If this process was insufficient, the town should consider adopting a policy on public engagement that staff can follow in the future.

Mr. Sharples said he spoke with NHDOT and explained the situation. They said that since there was another option, they would re-present the multiple alternatives, and if the result is the same people preferring option 2, the process would be over. If option 1 became the preferred alternative, it would go through the same review process with a public input session and the NEPA process. They could move ahead with construction, assuming they could secure the necessary right of way - he's not sure they could. They needed 16 easements for this project, and had to have property owners agree to that. The DOT said if the town went through this process, they would not seek reimbursement on the funds the town already spent, which are about \$200,000. If they do not go through the process, they must pay that back. The DOT will not participate in any funding for the new process, it would be at the town's expense. Hoyle Tanner estimated that the new process would cost \$245,000 - \$250,000.

Mr. Papakonstantis asked if going forward with option 1 would be solely on the town of Exeter, and Mr. Sharples said yes. Without the NEPA process, it would be a couple hundred thousand plus the reimbursement, so it would be cheaper to follow the process. Mr. Papakonstantis asked how long that would take, and Mr. Sharples said the x factor is the right of way. It took many phone calls, knocking on doors, etc to get those easements. It would take at least 18 months. It's been three years for this project since the public meeting. The Federal grant process is very detailed and each step takes time. Mr. Papakonstantis asked about the funding, would that amount have to go on town warrant? Mr. Dean said yes, at that magnitude of expenditure. Mr. Papakonstantis asked if the town did anything other than leaving it alone, did Mr. Sharples think this would affect future grants for the town? Mr. Sharples said he would hope not, but he doesn't know. If you don't perform on grants, such as

getting a grant and not spending the funds, it will affect the evaluation of future applications, but he doesn't know if this situation is analogous.

Ms. Oliff asked if they can do anything pre-emptively to get a better read on the larger population that lives in that area. She wants to do more footwork and get a larger opinion. Mr. Sharples said he's not sure. There are thousands of people who use that intersection every day. Ms. Oliff said acting either way will cost a lot of money, and Mr. Sharples pointed out that letting it sit will not cost money. Ms. Oliff said she doesn't want to take action and then repeat this process with a different set of people.

Mr. Sharples said former Police Chief Shupe preferred the reconfiguration due to accidents there. Crash data was taken from the intersection to determine if there were any crashes, and between Jan 2010 and May 2021, there were 55 accidents resulting from the intersection, 12 resulting in injury. Since the implementation, there have been no reported motor vehicle accidents. There was an average of 5 accidents per year, which was the third highest crash rate intersection in town. The new design is safer from a vehicular and pedestrian standpoint.

Mr. Papakonstantis asked if there are any short-term changes to mitigate the issue. For example, at Brentwood Road, could there be a stop sign? Mr. Sharples said they could add a stop sign if people aren't being courteous. He asked Paul Vlasich, the Town Engineer, about this, and he pointed out that they don't yet have striping or permanent signs, so they should complete it and let it work, then if they found they needed a stop sign to add it later. Mr. Papakonstantis asked if putting a stop sign there would be unsafe, and Mr. Sharples said any time you slow traffic down it's safer. Mr. Papakonstantis asked if they could have the Town Engineer and Highway Department look at the intersection overall to see if they could tweak it to improve it. Mr. Dean said they could certainly ask.

Mr. Browne asked if there are questions about past grants in a grant application. Mr. Sharples said when the DOT gives you grants, they expect you to spend the money in a timely manner. Most money is funneled through them as a State agency, but ultimately it's from Federal money, so the State has to show that it's spent. The State is looking for towns which perform in a timely manner. The application itself doesn't ask about past performance, but they know that information. Mr. Browne asked if there is another source for this funding, and Mr. Sharples said he goes everywhere there's money, if it fits with a project within the Master Plan. Usually it's through Transportation Alternatives funding. It's all about pedestrians and bicycles, not about cars. They were reluctant to even fund the intersection; he had to prove that it was for pedestrian safety.

Mr. Papakonstantis opened the discussion to public input.

Mark Rollick of 46 Columbus Ave said that in the minutes of the last meeting, there was a lot of focus on traffic studies. If the change was done for pedestrians, was there a pedestrian study? How many people are walking and crossing in that area? Mr. Haas said no specific pedestrian count was done, but

video data was collected. There were a few pedestrians in the area, but the sidewalk was disconnected. The scope was to do a traffic study. Mr. Rollick asked what the advantage would be to waiting to put a stop sign on Brentwood Road. Mr. Papakonstantis said he asked Mr. Sharples to do that now, as there's no reason to wait. Mr. Rollick said if they put in a stop sign, they could see if that helps. It's very difficult to exit Columbus and it's not even the busy traffic season. The south end of Columbus is also very difficult to go through, with the increased traffic on Winter Street since the change in traffic pattern. Mr. Sharples said in the traffic impact analysis, they assumed most people would go to Winter Street. The engineers felt that the most unsafe way to access that intersection was from Columbus, and they were taking those people away. It's safer to enter from Winter Street. It doesn't solve that intersection, but felt they were improving it. Paul Vlasich has been studying that intersection as part of the intersection improvement program, and they're exploring options.

Christine Paccito of 64 Columbus said she got stuck on Columbus for 3.5 minutes the other day because a tractor trailer blocked Columbus. Trucks are using Winter and Washington instead of Columbus, and she doesn't think they're the right class of road for those trucks. The roads are too narrow, almost down to one lane. Pedestrians and kids were always on Winter, Spruce and Washington, now all the traffic is on those streets. Mr. Haas said he spoke with Paul Vlasich, who said that all three streets (Winter, Columbus, and Washington) are town collector roads, so they all have the same rating. Mr. Dean said that if a truck is making local deliveries, it's not counted under the allowed weight rules. Mr. Papakonstantis asked if there would be any follow-up study, and Mr. Sharples said there's no pedestrian or bicycle counter mechanism, he would just have to sit in a car and count. The reason behind the sidewalk was that the Planning Board just before he came on board required a developer to build 300 feet of sidewalk at 80 Epping Road, which was called a "sidewalk to nowhere". People were asking for a crosswalk to get to Great Bay Kids, and it was unsafe to have a mid-block crossing on a non-signalized 35 MPH road. There are new residents behind Aroma Joes. They could do a study, but how many pedestrians would be enough to justify it?

Selena McIntire of Arbor Street said she had a near-miss at the Columbus intersection since the change. Double-sided parking on Winter Street is scary, so they should take parking down to one side of the street. This has to be done before winter happens. Regarding public notices, they only tried to get it to direct abutters; she lives on Arbor Street, but this affects her. They should send notices town wide for anything that might affect a traffic pattern.

Debra Vasconcellos of 22 Spruce Street said this was done for pedestrians, but she walks around all that area and she's never had difficulty getting across Columbus or Epping. Just last week, she saw two misuses of the intersection with people taking a u-turn around to Columbus. Once school starts, busses are going to be challenged to turn there. That's been a dangerous intersection, and it sounds like Mr. Sharples made a genuine effort, but this

intersection affects a large part of this town, and it would have been important to get this info out. On Spruce Street, there are disabled children, and traffic has increased. It's creating havoc. She doesn't see the intersection being safer. It's more dangerous at that intersection and in the community around the intersection. Mr. Haas said regarding school buses, they designed the features so that school buses and fire trucks can make those movements comfortably, although they will have to use both lanes. Larger vehicles would have to use more of the intersection space.

Jim Christiansen of 57 Washington Street said there has been a traffic increase on Spruce and impacts on other streets. Were there traffic counts on Spruce? Spruce and Washington should have a three-way stop. Mr. Haas said there was no count done on Spruce Street. They had a volume of Columbus to Brentwood Road, and saw 4 cars per hour, but it sounds like there are more cars than projected. The count was done in August, and was done on the best available local data and surrounding towns. Acquiring seasonal traffic data is costly. For a project with a safety goal, it was not part of the scope. A recent corridor study evaluated data in the area, and found that traffic in the area did not fluctuate much. Mr. Papakonstantis said picking August just before school starts was not the best time. Mr. Haas said it was the time in the project when the study was ready to be done.

Ms. Oliff said she's hearing recommendations from the public to put in stop signs. Mr. Sharples said he can carry forward the idea of a stop sign at Washington and Spruce to the DPW to evaluate. The Brentwood Road stop sign could be done immediately. Mr. Papakonstantis asked if someone from DPW could attend the next meeting.

Rob Ficara of 6 Columbus Avenue said the car count showed 4 cars on Columbus Avenue turning left on Brentwood, but at what time? Mr. Haas said 4 - 6 PM. Mr. Ficara said regarding the intersection at Columbus, Winter, and Railroad, he sent a letter to Mr. Clement of the Select Board and Mr. Dean in 2017 expressing his concerns, and another letter three months ago. For traffic to be funneled into that intersection is irresponsible. Where the cannon is, they should put in a rotary. He and Ms. Cowan went around the neighborhood door to door in 2018, and Ms. Cowan moderated a meeting of all neighbors. There were about 20 people at that meeting, and the neighbors were opposed to this happening. At the end of the meeting, they were told these concerns were going to be brought to Mr. Sharples' attention. Mr. Sharples acknowledged that he was told there was a meeting, but he didn't hear what the people said, just that they had questions and concerns. Mr. Ficara said little attention was paid to how many pedestrians use that area. The length of the crosswalk is 67 feet. If people are trying to cross that street, they will get stuck in the middle, trapped on the island. They will have to wait 18 months to make those people safe. What procedure decided that four stripes of paint for a crosswalk was not a better idea than \$250,000 to change the intersection? It closed off traffic to the bowling lanes but more importantly sent people to these other streets. If they're putting the

reconstruction to a vote, voters won't have the full picture, so they might as well forget it. This is about safety in our neighborhoods.

Martin Mulray of 105 - 107 Washington asked if a pedestrian has ever been hit at this intersection. They heard that they took the length of buses into consideration, but a flatbed truck isn't going to make it through that intersection. There's a pole in the middle of the island, where pedestrians are supposed to be standing, so a truck will pin people against the pole or they will have to get off the island. The island is 80 feet up Brentwood. A stop sign at the intersection won't do anything for Washington, which is dangerous. The sewer work on Washington was only half repaved, so everyone driving down the street rattles the buildings. He's asking the Board to reconsider this intersection.

Sandra Angelone of 84 Washington Street said there are no sidewalks on Washington Street, and drivers are irritated and drive like it's a highway. At the intersection from Brentwood to Epping, even a resident truck positioned on the left blocks visual access for the person on the right. The new angle makes it worse. Cars are so aggressive there, she doesn't see how pedestrians are getting access.

Keith Kondrat of 49 Winter Street said that Winter Street has taken the brunt of this redesign. Was there a study for the Winter/Columbus/Railroad intersection? Mr. Haas said they had data from the Police Department on this intersection. Mr. Kondrat asked that they do not make Winter one-way. Residents park across from each other purposely so that cars don't fly down the road. There's a backup at 5:30 every day. He suggested that spending \$700 to send public notices via registered mail would have saved \$250,000.

Anne Surman of 14 Cullen Way asked if the Select Board would vote to reconstruct that intersection. Is the stop sign option going to weigh in? Before the reconstruction, no one ever read the sign that said "do not block intersection". There was plenty wrong with the intersection prior to that construction. No bit of detail was not performed by the Town Planner. They all get tax bills not sent by certified mail. Taxpayers will be paying for this huge amount of money to go back to this process. It's not just about that intersection, it's also about the people who pay the bills. She thinks they should finish this work and get a stop sign in there before taking next steps.

Leslie Haslam of 15 Columbus Avenue said she's lived on Columbus for almost 40 years. The intersection was messy, but she felt safer before than now. She's hoping that the stop sign on Brentwood Road will be installed right away. Is there a way to deconstruct and paint and not have it be \$250,000? She would like to have more consideration of that number. Regarding the Winter/Columbus/Railroad intersection, how can they move that forward and make sure they're all included? It's way more dangerous there now. They should find a process to pull residents in and do that one correctly the first time.

Andrew Elliot of 42 Washington Street said seen people still turning left onto Columbus. There's a sign that says no U-Turn but people are doing it.

There's only 3 feet of concrete, he could take a saw and cut it off for less than \$250,000.

Mr. Papakonstantis brought the discussion back to the Board. He said that for short-term actions, Mr. Sharples will follow up with DPW about a Brentwood Road stop sign. Mr. Dean will reach out to Public Works about a possible three-way stop sign at Spruce and Washington. Mr. Vlasich will look at any possible improvements that could be made. As Ms. Oliff suggested, they should reach out again to other folks in the area. Mr. Sharples said he'd want to be clear who they need to get involved, how many people or what area. Mr. Papakonstantis said it affects the entire town. This is an ongoing problem for town government, they send out a notice and people don't show up. They've tasked the communications committee with finding ways to get more representation. Everyone has valuable input, and no one is wrong. They have to look at what the options are and consider what the engineers say. Public safety is the number one priority. The traffic study should have been done differently, and they can learn from that. They can take small but important steps to improve, and continue the conversation.

Ms. Oliff said the town should contact SAU 16 so they're aware of the change in bus routes and can do a test run prior to the start of school. Mr. Sharples said DPW sends out notifications and they're on this list, but he can make sure that they're contacted.

Ms. Cowan said she wasn't going to vote on any proposal because she lives on Columbus, but they should do something for the other roads impacted to make them safer.

Mr. Browne suggested they could set up a survey on the website to get more input about this intersection.

Mr. Papakonstantis said he'd like the DPW to address the issue at a future meeting. Mr. Dean said he can check with the Department on timing. For the survey, they should start with Mr. Sharples. Mr. Browne discussed potential survey questions. Mr. Sharples said no data they track indicates that it's unsafe. Road traffic will keep increasing. People would say it's been steadily increasing for years. These are connector roads to other development, so the increase is independent of this intersection. He can try to devise some questions, but how reliable and significant will that data be? They can already look at crash data over time. There's been a Complete Streets proposal in the CIP for several years; this study would help to make the roads safe for everyone. Mr. Browne said quantitative data would say that slowing everything down will improve safety. Mr. Sharples said this reconfiguration did slow down traffic. Before, drivers didn't have to stop before taking a left. This intersection has its crashes, and a pedestrian and a cyclist were injured. There have been no crashes in the two months since the reconfiguration. Time will tell if it's safer. Mr. Browne said they can rethink this traffic pattern or they can enforce better traffic behavior.

Rob Ficara of 6 Columbus Avenue asked if they need to finish out the contract with the engineers and construction company, since they have a Town

Engineer and Highway Department that could do some of this work. Mr. Sharples said yes, they're all contracted.

d. Mobile Vending - First Ordinance Reading

Mr. Dean said as a follow-up to mobile vendor changes that the Select Board voted on previously, changes to Town Ordinance must be adopted.

Ms. Cowan read the changes to Chapter 8 of the Town Ordinances:

Add: 802: "and Mobile Vending"

Change: 802.2 c. "Board of Selectmen" to "Select Board"

Change: 802.3 "Board of Selectmen" to "Select Board"

Delete: 802.3 c. "and fax numbers"

Add: 802.3 k. "Vendors, Hawkers, Peddlers, Solicitors, and other Itinerant Vendors and Door-to-Door Solicitations and Canvassing" "OR"

802.3 l. "a non-refundable Mobile Vendor Town House Common Permit Fee of \$1,200.00 per calendar year (or prorated monthly), payable at the time of application." "OR"

802.3 m. "a non-refundable Mobile Vending outside of WC & C1 Downtown Districts Permit Fee of twenty-five (\$25) dollars per day, one hundred (\$100) dollars per week, or two hundred fifty (\$250) per year or any part thereof, payable at the time of application."

Change: 802.4 A. "Board of Selectmen" to "Select Board"

Change: 802.4 A. 3. "Chief of Police or designee" to "required Town Departments"

Change: 802.4 B. "Board of Selectmen" to "Select Board" (3 times), "Chief of Police or designee" to "required Town Departments"

Change: 802.6 "Board of Selectmen" to "Select Board" (2 times)

Change: 802.7 "Board of Selectmen" to "Select Board"

Add: 802.9 C. "Motor Vehicle Vendors"

1. Mobile Vendors shall not conduct their mobile vending business in such a way as would restrict or interfere with the ingress or egress of the abutting property owner or tenant, create or become a public nuisance, increase traffic congestion or delay, or constitute a hazard to traffic, life or property, or an obstruction to adequate access to Fire, Police or Town/State vehicles;

2. A vendor selling from a mobile vending unit shall not stop, stand, or park their mobile vending unit upon any public location, public parking space or public street for the purpose of selling under any circumstances, except through the acquisition of a Mobile Vending Permit and/or by the parking ordinances of the Town unless specifically authorized to do so by the Select Board or designee.

3. Mobile Vendor is responsible for removal of their own trash.

4. Mobile vending units approved signage and garbage receptacles must be removed daily.

5. *Dumping of grease, oil or greywater is strictly prohibited.*
6. *Mobile Vending Permits must be applied for at least two (2) weeks prior to the approved start of business at the permitted location. Blackout dates may apply due to special event scheduling.*

Additional Specifications Related to Town House Common Mobile Vending

7. *Unless otherwise approved by the Select Board or designee, mobile vending will be limited to six (6) designated spaces in the public parking lot abutting Town House Common. Parking on greenspace is prohibited;*
8. *Unless otherwise approved by the Select Board or designee, mobile vending in the Town House Common public parking lot will be allowed year-round January 1 – December 31 of the calendar year, specified on the approved permit, Sunday through Tuesday from 7:00 am to 9:00 pm, Wednesday from 7:00 am to 4:00 pm, Thursday through Saturday from 7:00 am to 9:00 pm.*
9. *Signage will identify designated spaces as reserved for mobile vendors, and will refer potential automobile parking patrons to a website page for access to the schedule of reserved mobile vending dates and times. Violators will be towed at the owner's expense."*

Mr. Browne expressed concerns about outdated language in the rest of the ordinance. Mr. Dean said they could change it with another reading; he mentioned that the language can sometimes be reflective of the State RSA.

7. Regular Business

- a. Tax Abatements, Veterans Credits and Exemptions
 - i. There were no abatements considered at this meeting.
- b. Permits & Approvals
 - i. There were no permits or approvals considered at this meeting.
- c. Town Manager's Report
 - i. The Meals and Rooms tax estimates have come in. FY 22 increased by \$268,000, which is good news, but on the negative side the town won't get the general revenue sharing of \$158,990.
 - ii. From Primex, there was a notification that they will receive a premium holiday. This will be a refund of \$44,000 for property liability and \$90,000 for Worker's Comp. This could be applied to next year's premium or issued in a check. He would prefer a check.
 - iii. The Bond issue for Salem Street and the Lagoon cleaning came in at a true interest cost of 1.94%, which is great news.
 - iv. Greg Bisson and Doug Eastman went down to Swasey Parkway and looked at the electrical boxes. They are code compliant, but there are some lock issues, which they will fix. Keys will be held by Parks & Rec.
 - v. HB79 is a new law for Health Officers: they must meet with the Select Board once a year on public health threats, and give a report to the State.

- vi. The new Police Officer Nicholas Patterson will be sworn in August 9th at 9 AM.
 - vii. There is a Palmer and Sicard open house on July 21st, and Board members are welcome
 - viii. Police National Night Out is on Tuesday Aug 3 on Swasey Parkway.
 - ix. Public Works sent a letter to DES asking them to extend the timeline on Pickpocket Dam by 2 years.
- d. Select Board Committee Reports
 - i. Ms. Oliff had no report.
 - ii. Ms. Cowan said there was a Planning Board meeting last Thursday, but she was not able to attend. At that meeting, there was a continued hearing on the Griset property on Cullen Way, and another 12 single-family open space development off Watson road.
 - iii. Mr. Browne missed the Facilities meeting, but heard they discussed the Public Safety Complex Design selection, initial assessment.
 - iv. Mr. Papakonstantis attended the River Advisory Committee, where Town Engineer Paul Vlasich gave an update on Pickpocket Dam.
 - e. Correspondence
 - i. Several emails on Swasey Park and the Brentwood Road intersection.
8. Review Board Calendar
- a. The next meetings are August 2nd, August 16, Aug 23, September 13.
9. Non-Public Session

MOTION: Ms. Cowan moved to enter into non-public session under RSA 91-A:3II(a) and (c). Mr. Browne seconded. In a roll call vote, all were in favor and the meeting went into non-public at 9:49 PM.

10. Adjournment. The Board emerged from non public session. Selectwoman Cowan moved to seal the minutes, seconded by Selectman Browne. The Board voted to seal the minutes 4-0. Selectwoman Cowan moved to adjourn, seconded by the Selectman Browne. The Board stood adjourned at approximately 10:20 pm.

Respectfully Submitted,
Joanna Bartell
Recording Secretary