

**FRANKLIN PLANNING BOARD  
REGULAR MEETING AND PUBLIC HEARING –  
COUNCIL CHAMBERS**

**Wednesday, June 11<sup>th</sup>, 2014 at 7:00 p.m.**

**Call to Order**

The meeting was called to order at 7:04 p.m.

Present: Brian Colburn, Powell Glenn, Ted Starkweather, Mayor Ken Merrifield, Brian Sullivan, Tim Stangroom, Mike Freeman, Jo Brown and Planning and Zoning Director Richard Lewis.

Richard Lewis stated that in January or February he had given the board information for Chapter 10. He still has to meet with Krystal and get information, and once that is received the information will be put on line. He stated that as other sections are done as well, they will also be put up on the city website.

He stated an Executive Summary for Chapter 7, along with some pictures, will be finalized once this chapter has a final approved draft. Richard then turned the meeting over to Brian Sullivan to go through the information of Chapter 7.

Brian Sullivan stated he gave Richard the document and he was able to condense it. He stated as part of the solid waste there is the curb side pickup and the transfer station, buildings and grounds takes care of multiple buildings and administration is himself, Marie and George. He stated in the future they need to improve and make adequate the public utilities of water and sewer. Many MSD projects are part of the Capitol Improvement Plan. A recent example is the 11.5 million dollar water improvements and the incorporation of the recycling program.

Mr. Sullivan stated that there are three divisions that are regulated by State or Federal regulations: the Solid Waste Division's Transfer Station is regulated by DES; DES AND EPA regulate the Water and Sewer Systems. Brian stated he doesn't always agree with the regulatory standards, so there has to be a balance between what is necessary and what the regulatory requirements are. Staying in compliance with the regulations, while maintaining the rates, is a huge concern.

The Mayor asked if the 62 miles of roadway included the urban compact area and it was indicated that it does, but does not include the state highway roads. There was a discussion on the State Highways versus the urban compact area and whether it would benefit the city to take over the state highway roadways and it was indicated that it would not due to the expense of upkeep. It was asked if the state would make us take over the state highway roadways and it was stated they would not unless we asked to. Ted Starkweather asked what the cost of one foot of road is and Brian Sullivan stated if the road was being reclaimed then it would cost about \$250,000-\$300,000 per mile of roadway. Brian stated that when the roadway is being done, it only makes sense to do the water and sewer lines too, rather than digging the roadway up again later on. Member Flaherty asked about the document stating that it would be \$400,000 per mile, and Brian Colburn stated this number should be left, as this includes curbing and sidewalks and Brian's previous figure does not.

Brian Sullivan indicated that Central Street has a capacity problem and other options may need to be looked at. He stated though that putting in a bypass can kill the downtown, as it did in Hillsboro. Capacity problems for state roads that run through town or city centers is not uncommon. Brian Colburn stated the city is positioned for growth in the urban core, other than Central Street, which is classified as an F, based on

the wait time, as there is delay of at least 2 minutes; and the only way to bring this up would be to make Central Street a 5 lane road, which is not going to happen. In 5-10 years this classification will change, as people will get use to having to wait.

Brian Sullivan stated that there are 51 miles of water pipe, but only 2314 customers; 32 miles of sewer pipe and only 1832 customers. It is difficult to support these systems with so few customers. There is enough piping to manage additional capacity, which could be created through urban infill and re-development in some of the core dense areas. Other system expansions could come from other communities hooking into the systems. Brian Sullivan stated there was an option of Northfield and Tilton connecting to the water system; however, they want the connection to be a 50/50 split, but there is no benefit to Franklin doing it this way. He stated having them install the system and putting a meter at the town line, and charging them for the bulk water is the best bet.

Brian Sullivan stated that the sewer and water systems are facing a 2-3% inflation rate increase each year; this impacts the rates for our customers. These increases are hitting water and sewer systems all over the northeast. Cost increases are especially significant where EPA has mandated separation of the sewer system from the stormwater systems. The stormwater regulations need to be looked at, at the Planning Board level. Need to look at stormwater alternatives and a stormwater ordinance is necessary.

Brian stated the spring was bad on the roadways and the stormwater system due to the thaw and it is hard to balance operating costs with maintenance costs.

In the last three years, Cartographics has been doing the GIS mapping system and are including in them the location of water mains, sewer mains and other systems. Better managing the maintenance and upgrades to these assets can be improved with this mapping data. Brian Sullivan stated that maintaining these assets with financial challenges is difficult. The asset management needs to include the city buildings. Brian Colburn stated that the public needs to be educated on where asset management comes into place. The City needs to spend money to manage the assets, which ultimately are assets of the tax payers. Deferred maintenance is an issue, as if you don't do maintenance then over the course of 5-10 years the replacement or maintenance becomes more expensive as the problems get worse.

It was indicated by Dick, per a conversation with Ted Starkweather, that Don Jutton's saying of "If you do what you always have done, you will get what you always have gotten", applies to the City. If we continue deferring maintenance, our assets will continue to be under strain and in greater need to repair and replace.

On Solid Waste, the city is in a good position right now, as we are locked into \$62 a ton and the hauling cost is low due to the location being within 7 miles of Franklin. Wheelabrator has lost some communities over the last year, so the cost per ton will go up as Wheelabrator is designed to sell electricity. The city is avoiding costs with recycling, but not making any money; currently the city is recycling 27% of the overall waste stream, and we want to be at 35%, but the challenge is getting multifamilies to participate correctly.

On recreation needs, again Dick Lewis will meet with the Recreation and School Departments to talk about their needs. Cooperative efforts between MSD and the School could help save on overall maintenance costs.

### **Buildings**

The Police Department is pretty new. The Fire Department has done a lot of work on their building. The water department purchased land on Tannery Street and there is equipment over there in a building, so all equipment is inside in the winter. The age of the mechanical garage is a concern as well as the size, as you cannot fit the fire trucks in the building to maintain them so the work has to be done outside. City Hall needs

to do an existing conditions report, as well as the Proulx Center, for electric as they need upgrades. The transfer station was built in the 1970's, and the main building and outbuildings are in good shape. Bessie Rowell Community Center has had some work done to it and was a good move, as it is bringing in money due to the rental spaces and Elizabeth did a good job getting CDBG funding. The costs of maintaining the schools are an issue, and the city needs a better handle on what the school has for needs. Dick Lewis stated he has a meeting scheduled with Krystal and will be also meeting with Chuck from the school. Brian Sullivan stated an Energy Audit is being done of the City buildings.

The consensus opinion is that some items that should be added to Chapter 7 are asset management and possibly the financial aspect. Richard Lewis stated the finances should not be in the master plan as they are part of the CIP and the City Council makes the determination of what the money is spent on, the CIP prioritizes the needs and the Planning Board cannot make these determinations and the master plan can only address what the Planning Board has control over. It was also indicated that current needs versus future needs should be addressed. Condition of piping needs to be addressed, as the capacity is good but the condition of the system is not good. At this time, Richard stated he would revamp Chapter 7, and he and Brian will discuss having a limited discussion in the plan on the financials. He stated he will work with Krystal and the school on adding their information.

It was mentioned that the positive issues for the City need to be highlighted, in Chapter 7 or elsewhere in the Mater Plan. For example, the City has an excellent central location in the state - 1.5 hours from the mountains, the oceans and Boston. More promotion of the City is needed.

Regarding Chapter 10, Dick mentioned he has worked with the PD and Fire Department on the Hazard Mitigation plan and that information will be incorporated into the Master plan.

The city will try and get the connection with South Main Street to I-93 back on the dockets. There are some great aspects to the City that need to be promoted, such as the trails.

Richard stated if the board has any further thoughts or ideas, to email them to himself or Brian Sullivan for incorporation into the plan. Tim Stangroom stated it may flow easier if it was done in chronological order.

### **Adjournment**

**The meeting adjourned at 8:55 p.m.**

Respectfully submitted,

Angela M. Carey

Planning and Zoning

Assistant to the Administrator