

FINAL

BOARD OF SELECTMEN'S MEETING

October 18, 1999

**5:00 P.M. - ON-SITE PUBLIC HEARING, IVY POINTE WAY
7:30 P.M. - MUNICIPAL OFFICE BUILDING - HANOVER, NH**

The on-site public hearing of the Board of Selectmen was called to order at 5:00 p.m. by Vice-Chair Marilyn W. Black. Present were: Marilyn W. Black, Vice-Chairman; Katherine S. Connolly; John Manchester; John Colligan; Julia Griffin, Town Manager; Jonathan Edwards, Planning and Zoning Administrator; and Jim Petrillo of Simpson Development Corporation.

Mr. Manchester MADE THE MOTION to open the public hearing. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO OPEN THE PUBLIC HEARING.

Mr. Edwards complimented Simpson Development Corporation for their cooperation in working with Town staff. He noted that Ivy Pointe Way is not a PRD but rather is an open space subdivision.

There were no members of the public present at the on-site public hearing.

Ms. Connolly MADE THE MOTION to recess the public hearing. Ms. Black SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO RECESS THE PUBLIC HEARING.

The public hearing recessed at 5:15 p.m.

The regular meeting of the Board of Selectmen was called to order at 7:30 p.m. by Chairman Brian Walsh. Present were Brian Walsh, Chairman; Marilyn W. Black, Vice-Chairman; Katherine S. Connolly; John Manchester; John Colligan; Julia Griffin, Town Manager; and members of the public.

Mr. Walsh announced that this meeting was being taped by CATV 6 and that hearing enhancement equipment was available for anyone who wished to use it.

1. PUBLIC COMMENT.

Winifred Stearns, a resident of 5 Dorrance Place on the corner of Currier and Dorrance, noted that a year and a half ago she spoke at Town Meeting in favor of the parking garage. She realized at the time that there would be a definite impact on the quality of life of the residents in the vicinity of the new parking garage. Ms. Stearns added that it was a very long summer with a lot of big trucks always in low gear creating very noisy conditions. However, she feels the Town has lost sight of the fact that her neighborhood is in an SR2 zone, and the residents like to think of their road as a country lane. Two months ago she indicated that there was a double yellow line painted down the middle of Currier Place. She feels that this line acts as an invitation for people to think of the area as a thoroughfare to be used by those wishing to bypass the Town. Ms. Stearns stated that she had spoken with the Town Manager about this problem, and that she would like the double yellow line removed allowing

the street to be more like Rip Road, for example. As it is now, she feels that the road is an invitation as a pass through to commercial downtown Hanover.

Ms. Stearns also mentioned that for the last six months there has been a huge mudhole behind the Howe Library as a result of the laying of the sewer line. She suggested that as the work is now done the hole should be filled in. Regarding her request to remove the double yellow line on Currier Place, Ms. Stearns noted that she feels her neighborhood should have at least as strong a priority as other areas, if not even a stronger priority. She would like the Board to start thinking of her neighborhood as a place where people live, not just a thoroughfare to the commercial part of Town.

Mr. Walsh assured Ms. Stearns that the Board does think of her neighborhood as a place where people live, and thanked her for her thoughts and patience.

Ms. Stearns commended Ms. Griffin for her help, and also commended the Town for their constant cleanups during the course of the summer.

Ms. Griffin pointed out that Rip Road will have a double yellow line as a result of a decision made at the neighborhood meeting.

2. PUBLIC HEARING REGARDING PROPOSED ROUTE OPTIONS FOR BIKEPATH FROM DOWNTOWN HANOVER TO DARTMOUTH HITCHCOCK MEDICAL CENTER

Hugh Mellert, acting Chair of the Bikepath Committee introduced representatives from DOT and several committee members.

Mr. Mellert gave a brief history of the Committee. The Committee was initially formed in August of 1997 after a Town vote to appropriate federal funds of approximately \$300,000. This initial proposal was to evaluate and study proposed bicycle routes from Hanover to Dartmouth Hitchcock Medical Center, and to develop a bikeway for that area beginning from the new Ledyard Bridge. This would provide a connection from Norwich through Hanover and on to DHMC.

Mr. Mellert discussed various alternatives studied by the Committee. Four to five options were subsequently presented to DOT, and they came back with more specific engineering plans and costs of those proposals.

Mr. Mellert gave an overview of the proposed route. The bikepath would begin at the Ledyard Bridge and proceed up West Wheelock Street. From the downtown area to Medical Center Drive, the bikeway would be on the road. It is planned to use existing roads, implementing re-stripping and signage with some small replacement of guardrails and/or curbs. From West Wheelock Street the path would turn right onto School Street, across to Maple Street. At Main Street, Maple Street becomes South Street. The path would proceed behind the new parking facility, in front of the Howe Library, and then turn left onto Sanborn for one block. Mr. Mellert noted that this area is the one the Committee spent a great deal of time discussing. The main concern with this option is that it takes the bicyclist

in the opposite direction of traffic, and would require a designated bike lane to get from this turn back onto Lebanon Street. The main emphasis was to get away from the very congested area at Lebanon Street.

Mr. Colligan asked if anyone at St. Denis had been approached about using Sanborn Street. He stated that his concerns are not only would someone be going against the traffic which creates problems with safety and law, but also would be entering Lebanon Street at a very dangerous entrance. He feels that Hovey Lane would be dramatically more safe than Sanborn onto Lebanon Street. Mr. Colligan added that he has been told that the Sanborn Street to Lebanon Street area is the one spot in Town that has the highest number of reported accidents.

Scott Drysdale of the Bicycle Path Committee pointed out that the Committee had looked at an alternative path from South Street to the Hovey Lane connection; however, this would mean acquiring some property from the church or other abutters. The problem with entering Hovey Lane at this point is that it would probably require losing two parking spots.

Mr. Mellert noted that the Committee's proposed plan would designate School Street as a bicycle route, but it would not be striped. Signs were proposed to direct bicyclists.

Steve Crory indicated that he does not feel the proposed route will work very well for bicyclists. He noted that the Committee has done great work in configuring the path, but wondered whether the new sewer easement would solve the problem if it were gated for bicycle entry only. This would serve to bypass the whole dangerous Sanborn intersection.

Mr. Mellert continued to describe the remainder of the bicycle path as it travels from the downtown area. From Lebanon Street to the corner in front of the Co-Op, the path would move up Sand Hill to the Medical Center Drive. In the Committee's discussions about accessing DHMC, a number of alternatives were considered. Mr. Mellert pointed out that the City of Lebanon has a bicycle path proposal which comes up Mt. Support Road, making it possible to link the two paths together. The proposed plan would bring the path in behind David's House and connect it into the parking area or access road in front of David's House and into the Medical Center. The Medical Center is proposing to put a bicycle shelter up at the tunnel entrance to the Hospital.

Mr. Mellert pointed out that the major traffic flow into DHMC is through the Medical Center Drive, and added that there are some issues that need to be addressed in this area. The Committee looked at a number of proposals and decided on a one-way bicycle path off road on either side of Medical Center Drive, starting at the bridge that crosses the beaver pond and going behind the guardrails. This route would take the bicyclists up to the intersection where they would either go onto the Loop Road or continue straight into the parking area. The return trip would be basically the same with small changes to reroute traffic into Town.

Ms. Griffin commented that she has met with Steve Marion and Rich Nothnagle from DHMC to discuss both the path in the vicinity of Medical

Center Drive as well as the David's House cut-over alternatives, and they have been very agreeable to suggestions of the Committee and very cooperative in working with DOT. Mr. Mellert added that Mr. Marion and Mr. Nothnagle feel that the path as proposed is a good idea; although they have some issues and concerns, they have indicated that they are willing to work with all parties concerned on a proposal.

Mr. Walsh asked if there had been conversations with the City of Lebanon regarding the path. Ms. Griffin answered that there have been conversations with Lebanon; they need to get back with their bike path committee, but her sense is that they will welcome anything that will ultimately connect with the extension of their bicycle path northward from downtown Lebanon up Mt. Support Road.

Mr. Walsh asked what the Lebanon City Council might think regarding maintenance costs over time. Ms. Griffin explained that the Town of Hanover has a maintenance responsibility for the sections of the roadway on Medical Center Drive; it is a private roadway, so Lebanon would not have any maintenance responsibilities there. As Town and federal money is being used to construct the bikepath, in the future were it to be repaved the Town of Hanover would be responsible for repaving even though it is located in the City of Lebanon.

Mr. Mellert gave a quick overview of the budget for the proposed path. On the road portion, re-stripping along Route 120 basically from Hovey Lane to Medical Center Drive would cost \$55,000. On the south end, Option 1C, the David's House connector - \$14,800. Option 5, one way on each side of Medical Center Drive, the off-road portion of the path - \$140,000. Intersections: South Park Street - \$20,000; Medical Center Drive - \$6,000; Greensboro Road - \$9,000; and Lebanon Street in front of the high school - \$10,000. Mr. Mellert distributed examples of a bicycle shelter and indicated that \$10,000 has been budgeted for its construction. There may be some possibility of collaboration with DHMC with regard to the bicycle shelter, but the Committee felt it needed to allow \$10,000 to mark a spot for it in the budget. Feedback from hospital employees would indicate that more employees would likely ride to work if they were able to park their bikes in a dry, well protected area.

Mr. Colligan asked how many bicycle racks are located at the hospital currently. Mr. Mellert answered that there are four to five racks in various locations around the hospital grounds. Mr. Colligan asked how many of those racks are being used. Mr. Mellert answered that it is hard to get an accurate number of people commuting to work by bicycle because some of the employees take their bikes into the building.

Mr. Colligan asked if a survey had been done to find out how many bikes are at the hospital now, and how many employees might be encouraged to commute by bicycle. Mr. Mellert answered that there was a survey done early on in the process, and feedback was received that some employees might commute to work by bike if there was a safer, more secure dry place to park their bicycles. He does not feel that allowing 40 spaces for bicycles is inappropriate considering the number of employees at the hospital. Mr. Colligan suggested that a survey be taken to determine the

number of people that would use a bicycle shelter before one is constructed.

Mr. Lyford suggested that 10 or 20 spots could be located in the shelter, with the possibility of adding 10 or more if there was a demand for them. He explained that the design is actually a double decker design, allowing the ability to put bikes at ground level and hang others up above. He added that the structure itself is responsible for the majority of the cost. Mr. Mellert stated that there are still ongoing discussions with DHMC about their needs and whether they would be willing to provide for that shelter.

Mr. Mellert gave a description of the intersection changes that are proposed. At the Sanborn Lane area the Committee has budgeted \$400 for signage and possible striping. He added that the available funds for the bicycle path project are \$292,000; the budget proposed by the Committee is approximately \$265,000, allowing \$27,000 in contingency.

Bob Norman commented that additional striping is not proposed on Sanborn Street and Crosby Street. Ms. Griffin noted that the Board still needs to wrestle with the in-town route, adding that most concerns that have been registered deal with the location of the in-town route.

Mr. Mellert continued to describe the intersection changes. He noted that the South Park Street/Lebanon Street intersection in front of the Hanover Co-Op is a very difficult intersection for bicycles in particular. He described the proposed changes to the intersection allowing for a 4 ft. bike lane going almost down the middle to separate the bicyclists from the vehicle traffic. They have looked at a couple of pavement marking methods for that intersection.

In front of the high school, Mr. Mellert explained that a plan was developed that takes 1 1/2 ft. of green space between the curb and the edge of the sidewalk, leaving 3 ft. of grassy area next to the curb. An amount of \$10,000 has been designated for this work.

Mr. Walsh wondered if improvements to this area should wait until the School Board has made a decision regarding work to be done to the high school and middle school. Ms. Griffin agreed that the Board may want to opt to delay work on this section of the bike path until a decision has been made regarding the schools.

Ms. Black pointed out that no matter what plan the School Board comes up with, there will be changes in circulation and bus parking, etc., so that possibly this part of the project is the one that could be done last.

Steve Crory suggested an alternative for the bike path given the issues raised; that is, to have return traffic proceed down Park Street, turn left on to E. Wheelock, and continue on E. Wheelock to Norwich, and also bettering a route that goes north toward Lyme on Park Street. If a bicyclist were to proceed straight through the Co-Op intersection toward Lebanon Street, they would then have the option to go north or turn left onto E. Wheelock to proceed back to W. Wheelock, avoiding the dangerous intersection at the Co-Op. He suggested that one impact to sign pollution

directing everyone through School Street, Maple Street, etc. would be to proceed directly up E. Wheelock or W. Wheelock which already has a bike lane designed; then the only turn that would be necessary at Crosby Street would have to be made at W. Wheelock and Park Street.

Mr. Drysdale explained that the Committee did consider this option, but there are two problems with it. The first problem is that a bicyclist would be coming out of Crosby Street irregularly; it is a bad corner to make a left turn across traffic on Lebanon Street as there is no light or stop sign. Going up Park Street, there is a problem with the width of the street being wide enough for a bike lane.

In defense of the DOT, Ms. Griffin explained that they made no recommendations regarding bike routing through Town. The Bike Path Committee has been working on that issue. Mr. Walsh indicated that the Selectboard has said strongly that a paved bike path on the west side of South Park Street would kill all of the pine trees located there, and that this would not be an acceptable solution.

Mr. Colligan repeated that he is very uncomfortable with the Sanborn Street intersection. He is in favor of the path going by the school, but feels that to do it right parking would have to be eliminated. Mr. Colligan reminded the Board that not only will the school property change, but he has heard that the baseball field might be moving. He also pointed out the need to minimize signs; he feels that Hanover is suffering from sign pollution.

Mr. Mellert indicated that the Committee spent a lot of time discussing the in-town routes for the bike path; given the constraints the Committee has been given, he does not feel that there is a good in-town route.

Ellis Rollett stated that the Committee was led early on to believe that the Town would not consider a traffic light at the intersection of Crosby St. and Lebanon St., and without that light the Committee was uncomfortable with that route and turning left onto Lebanon Street.

Mr. Mellert indicated that \$9,000 has been budgeted for striping the bike path on the west side from Town to DHMC.

Mr. Walsh asked if the grates located on the bike path heading toward the Medical Center were bicycle friendly grates. Ms. Griffin explained that \$55,000 has been designated for drainage modifications and bicycle safe grates.

Mr. Griffin noted that from lack of reaction from the Board, it sounds as if DOT could begin their survey work on the portion of the path from the Co-Op up to the hospital, including the David's House loop. She feels that the more complex issue of downtown routing is a very small portion of the whole project, and she suggested that the Board send the Bicycle Path Committee back to think about this portion of the path more and to come back with a downtown map.

Mr. Walsh brought up the idea of dropping the concept of a route through

Town, and to think about improvements that would make getting through Town more bicycle friendly and safer rather than designating a specific route.

Ms. Black pointed out that the Bicycle Path Committee has worked very hard on this project for two years. She stated her concern regarding long-term cost for the project, noting that the Town paints all lines two times a year. She wondered if there was an approximate annual cost for striping. Ms. Griffin answered that once a final plan is settled on, it would be easy for her to provide those numbers because they are determined by linear foot. She added that the State essentially does the line marking and pavement from the Co-Op to the Medical Center. The two maintenance issues that are most important to focus upon are when it comes time to repave the bike path along the Medical Center Drive it becomes the Town of Hanover's responsibility, and that anything on the Town's side of the urban compact involving pavement markings would be the Town's responsibility.

Mr. Walsh asked if there would be any administrative problems with approving only the portion of the path from the Co-Op to the Medical Center. Ms. Griffin answered that the only two issues left other than striping or not striping for a bike route in Town is whether the Board is in favor of widening Park Street and the configuration of the path in front of the high school on Lebanon Street.

Mr. Walsh stated that he would like to finalize the section of the path from the light at the Co-Op out to the Medical Center. Ms. Griffin explained that there is a question regarding the return route, and also a question regarding what would happen at the Park Street intersection.

Mr. Lyford indicated that survey crews could get started on work near the Medical Center and David's House and then come back to the Board with details for Route 120 in front of the Mobil station.

Ms. Connolly asked the Board to consider not abandoning the area in front of the high school. Mr. Walsh answered that he is not suggesting that the Board abandon that area, but saying to the Committee that there has been a lot of input relative to the in-town portion of the path, and that anything the School Board is going to be doing there as part of their work will be major improvements in public safety. Ms. Connolly encouraged the Board and Committee to continue their thoughts positively at that section of the path.

Mr. Drysdale indicated that it would help the Committee in exploring the in-town options again to receive an idea of the options and possibilities. The Committee needs to know what possibilities are available in order to consider them.

Mr. Walsh noted that there is \$100,000 left in the budget after whatever the Board has approved comes out; it is clearly available to the Committee to make recommendations for bicycle safety improvements in downtown. It is also important to make some statements or draw preliminary plans as to when there is a change at the Park Street/Wheelock Street intersection

what should be contemplated relative to bicycle safety. He feels that there are a lot of ways to get bicycle safety and pleasurability into the Town's thinking as construction and improvements are designed.

Mr. Colligan suggested that since the Town and schools are both under tremendous financial strain and will be for the foreseeable future, that the bicycle path would be an appropriate issue to discuss with Dartmouth College. He added that Dartmouth will potentially be reconfiguring parts of the Town. If a plan is brought forward that made great sense for the community that required additional funding, Mr. Colligan would like to see a proposal made to Dartmouth to give them an opportunity to be involved. He pointed out that Dartmouth is obviously a stakeholder in the quality of life in Hanover, and they have a very real need to try to get more of their faculty, staff and students living on campus. The only way he feels they can do that on a long-term basis is to try and cut down on the number of vehicles. This would be a great opportunity to go to the College as a partner to help improve the quality of life in Hanover. Mr. Colligan asked if there had been any discussion with the College's master planner regarding the path. Ms. Griffin answered that there have been discussions regarding the path, and added that the Committee has been very good about educating the College. She indicted to the Committee that a set of specifications would be very helpful for the Town so that when reconstruction of a roadway or intersection is contemplated, there is a set of pre-approved bicycle pavement marking specs available.

Mr. Drysdale commented that it would help the Committee to know what projects are being considered.

Mr. Walsh closed the public hearing. He thanked the Committee and DOT for their patience and support.

3. RECESSED PUBLIC HEARING TO CONSIDER ACCEPTANCE OF IVY POINTE WAY AS A TOWN ROAD.

Ms. Black MADE THE MOTION that the Board of Selectmen accept Ivy Pointe Way as a Town road. Ms. Connolly SECONDED THE MOTION.

Mr. Colligan stated that he has a concern with erosion of the adjacent properties. He has had discussions with some of the residents in the area, and he would like to be assured that erosion is not something that will become an issue with the road. Ms. Griffin explained that the Public Works Department inspected the road during the preliminary grading, the first course of pavement and the final course of pavement, and it is built to the Town's specifications including the compaction. The Town also requires that the roads be bonded so that if there is some performance failure within a certain period of time the Town can collect on the bond for repair of the roadway. She assured the Board that the Public Works Department is very comfortable with the quality of Ivy Pointe Way.

Mr. Colligan asked if this was only the second time the Town has accepted a road such as Ivy Pointe Way as a Town road. Ms. Griffin answered that it is the second time in her tenure as Town Manager that such streets have been accepted as Town roads. However, Mr. Walsh noted that the

Town has accepted many streets over the years as Town roads. Ms. Connolly pointed out that in recent years there have not been that many subdivisions that required roads.

Mr. Colligan commented that it seems ironic that one of the key rationales for doing the work on Schoolhouse Lane was that the Board thought there would be less maintenance expense by doing the work, it would improve safety, and would reduce the Town's liability; however with the Ivy Pointe Way matter the Town is doing the exact opposite. He noted that if he were a homeowner at Ivy Pointe he would want the Town to take care of the maintenance of the road, and for the Town to have the liability. He asked what the Town would do in terms of addressing the maintenance and liability of Ivy Pointe Way. Ms. Griffin explained that both the maintenance and liability of Ivy Pointe Way become the Town's responsibility. Ivy Pointe way will be added to the list of roadways that the Town maintains on an on-going basis with regular paving, etc.

Ms. Connolly pointed out that there cannot be a legal lot without having frontage on a public road. She added that Schoolhouse Lane has been a Town road for 100 or 200 years, and this is just a function of keeping it up.

The Board of Selectmen VOTED UNANIMOUSLY TO ACCEPT IVY POINTE WAY AS A TOWN ROAD.

4. ADMINISTRATIVE REPORTS

Ms. Griffin updated the Board on a Supreme Court decision regarding education funding. She stated that she had participated in a meeting in Concord consisting largely of financial officers from larger communities meeting with representatives of DRA to talk about what happens now. There will be a follow-up meeting in Concord. She added that there will be discussions with school district officials to enlighten them about what they can expect in terms of cash flow problems and to understand where the Town and schools will run into cash flow difficulties, and to talk about viable alternatives for the legislature's consideration. Ms. Griffin noted that fortunately the Town of Hanover had postponed tax rate setting in an effort to not have the tax rate set twice. She indicated that a hundred communities in New Hampshire have already set their tax rates and some have sent bills. The legislature is trying to understand the financial or fiscal impacts on communities on a short-term basis and to think about what they need to do in the long-term.

Ms. Griffin stated that Town administrators are trying to provide opportunities for the legislators to have interaction with finance officers and managers to understand the logistical impacts of the various options they will consider.

Regarding tax setting, Mr. Colligan asked what happens to the first half of the 10% that people in Hanover already paid. Ms. Griffin answered that the funds are sitting in escrow as the Town does not have to send them to the State until March, 2000.

Mr. Walsh indicated that he also attended the meeting in Concord, and he feels it is reasonable to expect that around November 1st municipalities will be empowered and authorized to send out tax bills for Town taxes, the local portion of school taxes, and county taxes, which will create cash flows for the towns. He feels that there will be a number of towns throughout the State which will not have enough money to fund their public schools starting somewhere between Thanksgiving and Christmas. The position of the municipalities, which was not disagreed to by the State, was that this funding was the State's responsibility rather than the responsibility of the towns. Mr. Walsh noted that having the present Supreme Court decision makes it clear that the issue is between the State and its legislature as the responsible parties for funding an adequate education.

In response to a question from Mr. Manchester regarding educational funding, Ms. Griffin explained that the Town essentially gets no State aid; it receives a school portion of the Business Profits Tax in the amount of \$158,000 which was lost due to House Bill 117. The only thing in House Bill 117 that was negated was the statewide property tax and the phase-in; all of the other revenue sources that were essentially accumulated to fund education were not nullified. Ms. Griffin explained that the total that Hanover receives is \$250,000, but the school share is \$158,000. She added that a number of communities are already concerned that they will have to borrow money by way of tax anticipation notes. DRA has made it clear that to the extent communities have to borrow tax anticipation notes, they will need to report the interest expense because it is considered a reimbursable expense.

Mr. Colligan asked if Ms. Griffin had heard anything substantially new at the recent meeting in Concord. Ms. Griffin answered that the plan that was emerging from the Senate is a two part plan. For the first year, basically 14 months, a statewide property tax with no phase-in would be in place somewhere in the \$5.25 to \$5.75 range, plus a capital gains tax, with a sunset clause built into the bill that would transition to a broad based tax like an income or sales tax. She noted the reaction of the donor communities is whether there is a guarantee that the property tax portion would not be made permanent by the next legislature. Ms. Griffin indicated that she is now trying to draft a letter for the donor committee to review. The point they are trying to articulate to the legislature is that the donor communities are preparing a lawsuit which says that the statewide property tax cannot be equitably implemented given the current system.

Mr. Walsh noted that there is a very high probability that one or more towns will bring suit in the Supreme Court if a statewide property tax is implemented, and it appears that there is a very high or very real probability that the Supreme Court would then have to rule that, in fact, the statewide property tax with the present assessment practices is unconstitutional. He recommended that everyone involved contact their state legislators about these issues.

5. SELECTMEN'S REPORTS

Ms. Connolly

Ms. Connolly reported on a wonderful trip to Japan. She noted that the ceremonies in Nihonmatsu were outstanding, and that a full set of compliments should go to the Dartmouth College contingent as their portion of the gift and speeches were extraordinary. Ms. Connolly added that they were treated wonderfully by the people in Japan.

Ms. Connolly also reported that she had attended an Upper Valley Lake Sunapee Planning Commission meeting at which telecommunication towers and their effect on local communities were discussed. The consensus at that meeting was that the towers could have a major effect, and that it is necessary for towns to pull together to do something to mitigate the effects.

Ms. Connolly noted that the Planning Board meeting on October 19 will deal with Bob Bailey's final subdivision approvals. She believes that two of Mr. Bailey's lots are in an application for a planned residential development by Simpson Development Corporation. Ms. Connolly also indicated that the meeting will deal with a request by a fraternity house to put up an outside structure, and many scenic roads hearings.

Ms. Black

Ms. Black also commented that the trip to Japan was wonderful, and that the people of Nihonmatsu could not have been more gracious.

Mr. Manchester

Mr. Manchester reported on a wonderful trip to Japan. He also indicated that he attended a recent Howe Library Trustees' meeting, and that a meeting will be held with the Howe Library committee before November 4th.

Mr. Manchester added that he had attended a municipal law lecture series class which he found very interesting.

Mr. Colligan

Mr. Colligan reported on a recent meeting of the Hanover Chamber of Commerce. He also wished to recognize the Hanover School Board for approving by a 5 to 1 vote the contribution of \$5,000 to fund research for the Donor Town Coalition which presumably will form the basis for a determination as to whether or not there is reason for legal action. Ms. Griffin noted that the research by the consulting firm should be completed by the end of October, and members of the Board will receive a copy of the preliminary report.

Mr. Colligan MADE THE MOTION that the Hanover Selectboard extend their appreciation and commend the Hanover School Board for joining in leadership on a critical issue to the Town of Hanover by endorsing the research for the Donor Town Coalition and contributing financially to that

research. Ms. Connolly **SECONDED THE MOTION** and the Board of Selectmen **VOTED UNANIMOUSLY TO EXTEND THEIR APPRECIATION AND COMMEND THE HANOVER SCHOOL BOARD FOR JOINING IN LEADERSHIP ON A CRITICAL ISSUE TO THE TOWN OF HANOVER BY ENDORSING THE RESEARCH FOR THE DONOR TOWN COALITION AND CONTRIBUTING FINANCIALLY TO THAT RESEARCH.**

Mr. Colligan also reported that he had visited the Dartmouth real estate office and thanked Woody Simonds for responding on the issue of the mobile homes off East South Street.

Regarding a discussion at the last meeting of the Board of Selectmen involving the sequence of ZBA decisions versus when they are signed and available to the public, Mr. Colligan referred to a supplemental mailing dated September 27 to the Conservation Commission which stated that motions for rehearing must be submitted by September 29th. He pointed out that he did not receive the mailing until after September 29th, and recommended that this is an issue that needs to be resolved.

Mr. Colligan also suggested that after reviewing the Board's minutes he feels it would be a good idea to include with the minutes a copy of the petition signed by residents in Etna and the letter received from the State regarding the issue of liability.

Mr. Colligan reported that there is an upcoming meeting of the Conservation Commission on Wednesday, October 20.

Mr. Walsh

Mr. Walsh reported that the Board members were treated wonderfully in Japan, and he feels they represented the Town well.

Mr. Walsh also reported that there will be a Rec Commission board meeting on Wednesday, October 20.

6. APPROVAL OF MINUTES - SEPTEMBER 13, 1999/SEPTEMBER 27, 1999

Approval of the minutes of September 13 and September 27, 1999 were tabled to a future meeting.

7. OTHER BUSINESS

There was no other business to come before the meeting.

8. ADJOURNMENT

Ms. Black **MADE THE MOTION** to adjourn the meeting. Ms. Connolly **SECONDED THE MOTION** and the Board of Selectmen **VOTED UNANIMOUSLY TO ADJOURN THE MEETING.**

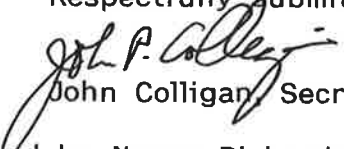
Ms. Black MADE THE MOTION to go to non-public session to discuss a matter which may affect the reputation of an individual. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO GO TO NON-PUBLIC SESSION TO DISCUSS A MATTER WHICH MAY AFFECT THE REPUTATION OF AN INDIVIDUAL.

SUMMARY

1. Mr. Manchester MADE THE MOTION to open the public hearing. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO OPEN THE PUBLIC HEARING.
2. Ms. Connolly MADE THE MOTION to recess the public hearing. Ms. Black SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO RECESS THE PUBLIC HEARING.
3. Ms. Black MADE THE MOTION that the Board of Selectmen accept Ivy Pointe Way as a Town road. Ms. Connolly SECONDED THE MOTION. The Board of Selectmen VOTED UNANIMOUSLY TO ACCEPT IVY POINTE WAY AS A TOWN ROAD.
4. Mr. Colligan MADE THE MOTION that the Hanover Selectboard extend their appreciation and commend the Hanover School Board for joining in leadership on a critical issue to the Town of Hanover by endorsing the research for the Donor Town Coalition and contributing financially to that research. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO EXTEND THEIR APPRECIATION AND COMMEND THE HANOVER SCHOOL BOARD FOR JOINING IN LEADERSHIP ON A CRITICAL ISSUE TO THE TOWN OF HANOVER BY ENDORSING THE RESEARCH FOR THE DONOR TOWN COALITION AND CONTRIBUTING FINANCIALLY TO THAT RESEARCH.
5. Ms. Black MADE THE MOTION to adjourn the meeting. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO ADJOURN THE MEETING.
6. Ms. Black MADE THE MOTION to go to non-public session to discuss a matter which may affect the reputation of an individual. Ms. Connolly SECONDED THE MOTION and the Board of Selectmen VOTED UNANIMOUSLY TO GO TO NON-PUBLIC SESSION TO DISCUSS A MATTER WHICH MAY AFFECT THE REPUTATION OF AN INDIVIDUAL.

The meeting was adjourned at 9:45 p.m.

Respectfully submitted,


John Colligan, Secretary

These minutes were taken and transcribed by Nancy Richards.