

APPROVED

MINUTES OF THE BOARD OF SELECTMEN

April 10, 1995

The meeting of the Hanover Board of Selectmen was called to order at 7:30 p.m. in the Courtroom of the Municipal Building. Members present: Marilyn W. Black, Chair; Jack H. Nelson, Vice Chair; Katherine S. Connolly; Dorothy Behlen Heinrichs; and Dorothy King. Also attending: Clifford R. Vermilya, Town Manager; and members of the public and press.

This session was viewed over CATV6 with Christopher Michaud as the videographer.

REVIEW OF THE WARRANT FOR TOWN MEETING

The Town Meeting will be held May 9, 1995, at 7:00 pm in the Hanover High School Gymnasium with the bond issue at the beginning of the meeting.

The voting polls will be open from 8:00 am - 8:00 pm at the Hanover High School Gymnasium.

Mrs. Heinrichs contacted Youth-In-Action in hopes they will provide child care this year. When they do, it usually lasts until 9:00 or 9:30 pm.

If people need rides, they will be available through the League of Women Voters. The gymnasium is handicapped accessible.

The Dresden School Board district vote on their revised budget will be held from 8:00 am - 8:00 pm in the High School Gym at the same time as the Town Meeting.

ARTICLE ONE - A ballot vote for town officers.

"Library Trustee" is for the Etna Library.

ARTICLE TWO - Amendment #1 - A ballot vote to amend the existing Hanover Zoning Ordinance.

The change to this article is "except in the business institutional business and manufacturing and office and laboratory zoning district".

When asked if an individual owned a two car garage and had two cars, would the driveway still need to be fourteen feet; the response was yes, it would widen out toward the garage. It was mentioned some are grandfathered wider than fourteen feet but all others, the entrance from the street to the front yard is fourteen feet.

ARTICLE THREE - Amendment #2 - A ballot vote to amend the existing Hanover Zoning Ordinance.

The difference in this article is, in the past, fences were 42 inches or 3 1/2 feet high; now they can be up to four feet high.

ARTICLE FOUR - Amendment #3 - A ballot vote to amend the existing Hanover Zoning Ordinance.

This article applies to restaurants, with the difference in the past being, one parking space required for every five spaces in a restaurant, now restaurants are permitted to have outdoor seating with no additional parking spaces.

ARTICLE FIVE - Amendment #4 - A ballot vote to amend the existing Hanover Zoning Ordinance.

This is part B of four parts requiring a variance to allow people to deal with their own property in areas already completely built up. The zoning ordinance under the old wording would just preclude doing anything at all.

ARTICLE SIX - This article deals with the Transfer Station bond issue.

The Town of Hanover has an offer from the City of Lebanon to continue to take trash to their landfill under a five year contract at \$45.00 per ton tipping fee and \$2.00 per capita charge. The contract has not been signed because rates can change with a sixty day notice. If a five year contract were signed, costs could escalate beyond reason with Hanover locked in with no recourse. Of the \$45.00 tipping fee, \$10.00 would go to Lebanon's General Fund. This would be to defer the cost of not being able to collect taxes on that piece of land but would be more than would be received if taxes were received. If the town decides to build its own Transfer Station, all of Hanover's MSW (Municipal Solid Waste) would be compacted in huge tractor trailers with the town contracting out the operation of the Transfer Station and they would make their own agreement as to where the trash went. On the down side, it is very expensive to go into the trash business which is what a Transfer Station would mean. The Select Board decided to take the proposal to the voters for a decision. Lebanon does not at this point have permission to build the new lined cell necessary to accept Hanover's waste. The tipping fee charges have been based on a minimum of 37,500 tons a year. If the tonnage is not met, the prices will go up to cover the cost. Article six will put the Transfer Station on the warrant with \$400,000 being the first year cost. It would be built on Dartmouth land, a little North/East of where the Big Apple Circus is held in the summer off Lyme Road in the place of the old sand and gravel pit. The first year interest cost would be \$65,000 even though the bond will be for \$400,000. It would have a platform for cars and trucks to back up to it for dumping. When asked the life expectancy of the station, it was mentioned 25 years or more. The original proposal put out to

the various operators stated ten years life expectancy.

Mrs. Nan King asked what the ramifications would be if they could get the Regional waste disposal operation going. She was told many hours have gone into salvaging the by-state solid waste district over the past two years, but that Hartford and Lebanon's elected officials, in the best interest of their towns, have decided to withdraw. When the facility owners are not participants, it is hard to make it work. The difference the taxpayer would see if articles six and seven were combined is where presently payment is made by the taxpayer to whoever they contract to both pick up, transport it, and pay the tipping fee, the fee paid to the contractor would take care of the total cost of disposal. Under this proposal, the public would pay for it through taxes for all but picking up and transporting it to the transfer station. An individual is paying about \$2.50 for a 35 gallon container, whether a bag or a barrel and with the Transfer Station it would go down to about \$1.00 per 35 gallon container with the rest being picked up through taxes. With the present proposal for the Lebanon Landfill it would probably break even, but there are a lot of variables to consider. Under Lebanon's present contract proposal, \$10.00 a ton would go to the Lebanon General Fund from Hanover as compensation for the lack of taxes on the land. There was some feeling about this money going to help their General Fund.

When asked what the cost difference would be for the Transfer Station for the average household (\$250,000), the reply was it would require a .63 cent tax rate or \$158.00 a year. The public needs to determine if it would be better for them to pay it weekly to a contractor or by taxation. If by taxes, it would be deductible.

ARTICLE SEVEN - For the operating expense of the Transfer Station.

Construction costs for the first year would be \$60,000, operating costs \$114,158, hauling costs of \$220.75 for hauling trips of fifteen mile trips, assuming it would go to Lebanon it would be \$24,750 with a disposal fee for 5,500 tons at \$45.00 a ton would be \$247,500 for a total of \$446,408 with the town asking \$450,000. That would add .63 cents to the tax rate.

Mrs. Nan King asked if toxic wastes could be taken to the Transfer Station and Mr. Vermilya stated they would not, nor would the Transfer Station be able to handle construction D & C as well as construction demolition waste. It will only be able to handle Municipal Solid Waste (MSW). He mentioned that grass clippings or brush can no longer go to any disposal.

ARTICLE EIGHT - For town officers by majority vote with a show of hands.

ARTICLE NINE - Selectmen's reports.

ARTICLE TEN - To appropriate sums of money for the FY 1995-96 town budget.

\$9,691,236 is requested with an increase of \$588,696 or 6.5%. The Finance Committee requested the budget be kept within a 3% increase. Since some of this money is coming out of capital funds, the overall increase on the tax rate for this year will be 2.1%. General Fund is going up 2.5%, the Fire Fund is going up 1.1%, and the sidewalk district is going up .03 cents over last years appropriation. The total tax rate would be an increase of 2.1%.

The Select Board commended department heads and managers on the great job they did on keeping the tax rate down, Mike Gilbar, in particular.

ARTICLE ELEVEN - To apply the unexpended balance from FY'94-95 to the FY'95-96 sidewalk special service area.

Whatever balance is left at fiscal year end would be applied to the next year to reduce taxes for next year against the sidewalk district. The way the law presently reads, the money would accumulate rather than be used to reduce the taxes for the next year.

ARTICLE TWELVE - To apply the FY'94-95 unexpended balance to the FY'95-96 fire protection special service area.

This explanation is the same as number eleven.

ARTICLE THIRTEEN - To appropriate and authorize payment into the Capital Reserve Fund.

This article would build revenue to purchase items when the need arises.

ARTICLE FOURTEEN - To authorize withdrawals from Capital Reserve Funds and to designate the Board of Selectmen as agents on behalf of the Town of Hanover.

The breakdown for this article is as follows: Public Works, two pick-ups (one with a plow), a 15 ton dump truck, a mechanics truck, a technical van, a small back hoe loader, \$10,000 of \$40,000 required for a large back hoe loader (with the remainder to come from sewer), a leaf vacumn, a five foot mower, the Howe Library carpet, and \$30,000 for a bucket loader. The parks and recreation vehicle is very old and needs replacing and pump station #4 needs to be replaced.

ARTICLE FIFTEEN - For the Town to accept the provisions of RSA 31:95-b.

ARTICLE SIXTEEN - To authorize the Board of Selectmen to accept, on behalf of the Town, gifts, legacies, and devises made to the Town in trust for any public purpose, as

Mrs. Nan King asked, "what kind of funds come from private sources"? From time to time gifts are received for specific things that would be of benefit to the town (memorial types of gifts or donations).

The grant applied for to work on the town's historical records along with Dartmouth College looks favorable. This would be primarily for Baker Library to do a preservation and restoration job on the towns historical records.

ARTICLE SEVENTEEN - To revoke the trust fund established in 1986 to provide sand and gravel for the Public Works Dept. and to use it for the Public Works Garage.

The funds in the Sand and Gravel Trust Fund were created from the payment of \$125,000 received from the federal government as a settlement for the use of the town's sand and gravel pit behind CRREL. Income earned from this fund has been used to purchase sand and gravel for highway maintenance with the principle left intact for the purchase of land. The Selectmen have determined it isn't realistic to retain the funds for the purchase of land for a sand pit and recommend using the funds for the Public Works Garage to reduce the effect of such renovations on the tax rate.

If this article is passed, renovations can be completed earlier instead of being dragged out over many years.

ARTICLE EIGHTEEN - To vote to discontinue Highway 38 and accept the three easements for the purpose of a trail in its place to include restrictions on the use of the trail (on foot or skis).

Agreements have been reached with all three parties with the exact location to be determined within the next week. All requirements have been met with parking available at both ends.

ARTICLE NINETEEN - To transact any other business that may legally be brought before the Town Meeting.

Mrs. Black moved the Select Board indorse the League of Women voters 2,001's plan upon their request. Mrs. Connolly seconded it. There was no discussion and all were in favor.

Mr. Nelson updated the Select Board and members of the public on the Ledyard Bridge Committee Meeting. Mr. Nelson said everything discussed at the meeting has been pre-approved by Vermont AOT and New Hampshire DOT. The Ledyard Bridge Committee and other agencies would like the selectmen in each community to approve what has been pre-approved by the committee and agencies. None of the agencies will approve the bridge unless widened by the width of the two guardrail's which will be approximately two feet. A mandate by all four government agencies are involved. As part of the Contract with America there are

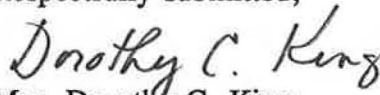
three bills in Washington to cut out all demonstration projects. The state is concerned about delays and request approval take place quickly so it can go out to bid, hopefully by September. The drawings were displayed and all thought they were decorative and dramatic. The bridge color will be green. Everything in the design was a compromise between all agencies. Mrs. Connolly moved the Select Board accept the pre-approved plan for Ledyard Bridge with gratitude to Mr. Nelson and his committee who have worked hard and diligently to bring about this design for the bridge and tell all transportation departments to proceed. Mrs. Heinrichs seconded it and all were in favor. It was decided to send a tip of the hat to the Vermont AOT and New Hampshire DOT as well as the committee members.

The next step will be landscaping. It has been a joint adventure on the bridge to this point and now the committees will split in half with each taking care of their own corridors. The projection for going out to bid is September with construction to begin a year from now with completion in two years. A letter will be sent to the DOT from the Select Board April 11, 1995. The Ledyard Bridge will be the first bridge in New Hampshire where an architect has been hired to design it. Ten million dollars has been appropriated and is available now, but for how long is undetermined because there are three bills in Congress to abolish all demonstration projects. Due to this, prompt action is necessary. Monies were appropriated for the Ledyard Bridge as a demonstration project. It was suggested to alert their congressmen of the potential loss of funds if all demonstration projects were terminated through the bills in Congress.

Mrs. Nan King asked why it was called a demonstration project. It was explained because it was funded under a provision of the state highway act that provides for special funding for projects declared to be of acute need and unusual (because of its by-state nature and the amount of traffic it has). The Ledyard Bridge was never put on the list of bridges to be repaired because of the expense to replace it. It was also thought to be a quicker way to receive funds since the bridge is not well.

Mrs. Heinrichs moved to adjourn. Mrs. King seconded it. All were in favor and the meeting adjourned at 8:37 pm.

Respectfully submitted,


Mrs. Dorothy C. King
Clerk

Taken and Transcribed by:
Kay L. Yost

SUMMARY

1. Mrs. Black MOVED the Select Board indorse the League of Women voters 2,001's plan upon their request. Mrs. Connolly SECONDED it. There was NO DISCUSSION and ALL WERE IN FAVOR.
2. Mrs. Connolly MOVED the Select Board accept the pre-approved plan for Ledyard Bridge. Mrs. Heinrichs SECONDED it and ALL WERE IN FAVOR.
3. Mrs. Heinrichs MOVED to ADJOURN. Mrs. King SECONDED it. ALL WERE IN FAVOR and the meeting ADJOURNED at 8:37 pm.

