

WOLFEBORO ECONOMIC DEVELOPMENT COMMITTEE
September 16, 1992

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MEMBERS PRESENT: Shirley Ganem, Chairman; Sharon Severy, Joan Lovering, Barbara Jackson, Tony Triolo, Paul Kimball, Bob Murphy, Mike Toomey, Andy Milligan, Bob Garland, Bob Grott, Eric Piper

ABSENT: Tim Sullivan

GUESTS: David Rines, Bill Wiebe

The chairman called the meeting to order at 7:30 a.m. in the First NH Bank Conference Room. She introduced David Rines of Wolfeboro, who had come to talk about some of the different types of Economic Development Authorities.

He started by saying that most were non-profit economic development corporations, and gave Derry, Milford, Keene, and Mount Washington Valley as examples of communities which had formed them. All have slightly different goals--spelled out in their bylaws, and different makeup of their boards of directors. Some are regional, instead of just local. Some also own and operate industrial parks. Some local governments own industrial parks, as Rochester does. A main reason for establishing an Economic Development Corporation is to be able to accept community development block grants and similar funds.

Rines explained that Federal community development block grants are grants for expansion, but not swapping jobs from one state to another, though establishing a branch operation in another state would be allowed. Half of the jobs created must go to low or moderate income people, and up to \$10,000 per job created is possible. The community must have a business prospect in hand to apply for the grant. The money goes to the town, which in turn lends it to the business, and the funds are repaid to the economic development corporation. Those funds are then available to the EDC to use for other projects.

In legislation passed this spring, changing the industrial development authority to the business finance authority, the business finance authority can buy those loans, and then sell them to the secondary market. This means that the EDC could get the funds back sooner, rather than having to wait for a gradual payback.

Rines explained that applying for a block grant was pretty involved the first time around. He thought that the maximum allowed per year for a community the size of Wolfeboro was \$350,000 or \$500,000. You can apply for another grant the following year. There is a limited amount of money available in this fund. Shirley Ganem recalled that the Wolfeboro Children's Center had gotten a block grant in the past, and is planning to apply for another one this year. That might mean there would be no other federal money for economic development for Wolfeboro this year.

Dave said that the Office of State Planning has applied for a grant for money to help communities in setting up this corporations, and training

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them in how to administer the funds, and file reports, etc. He recommended Jerry Coogan of North Conway as a consultant who had experience with community block grants around the state, and also had been involved with setting up the Mount Washington Valley Economic Development Corporation. Rines suggested inviting a representative from one of the communities that has established an industrial development authority to come and talk about their set-up and how it works. The Board of Directors can be set up in any way the Authority wishes. Bill Ray of the Office of State Government is a good resource person.

Murphy passed around a leaflet about Mallary Farm Business and Industrial Park, which is owned by the Town of Somersworth. All the necessary infrastructure is in place, and the land sells for \$30,000/acre. Rines described this as very attractive, but it's on the wrong side of Somersworth, away from the interstate. The price is flexible, depending upon how large a building they want to put up, and how many people they'll employ. With an Economic Development Authority, such flexibility can be an inducement for a business to settle.

The question was raised of what areas in Wolfeboro would be most attractive to business--the Town-owned property on 109A or something out on Route 28. Would available services at the Town land be more attractive than the space and lack of traffic problems out on 28? The answer was that for a smaller business it probably wouldn't make much difference. As to the traffic problem on 109A: it's already a truck route which doesn't go through Town. And businesses can always stagger their working hours to avoid traffic congestion.

Rines was asked if Wolfeboro had any specific faults or features. He first named low taxes. Wolfeboro's property taxes are \$12-13,000 per thousand, compared to \$19-20,000 which is the State average on a full-value tax rate. They are among the lowest in the State. For a small company that wants to make a "quality of life" move, Wolfeboro is tops. What's important is having land and/or buildings readily available, perhaps with approvals already in place to save time, so a business doesn't have to go through a cumbersome process to make the move. Dave thinks that most businesses prefer an industrial park area, rather than a mixed-use area with a Village concept. They would rather not be near any residential area, because of possible complaints from neighbors.

Is Wolfeboro in the State's data base? Yes, but it could be in better form, Dave will work this out with Mike Toomey, who has supplied it. Most of the inquiries they're getting are not "quality" inquiries. People are just collecting information, and are really not ready to expand, or relocate. He feels they're starting to get some quality inquiries now. Bob Murphy asked if a portfolio of pictures of available land and buildings in Wolfeboro would be good to have in the State file, and was told that would be worthwhile to supply pictures.

Rines said that Bill Ray in the office of State Planning would be a good

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resource person. His number is 271-2155. Rines left at 8:30.

The Chairman asked if the group wished to form a sub-committee to look at forming an Economic Development Authority. Mike, Tony, Andy and Bob Garland agreed to serve on the committee. The question was raised whether it would make sense to make this a regional economic development authority, including Ossipee, Tuftonboro. After discussion it was decided not to do anything with this idea of a regional authority right now.

ROUTE 28 COMMITTEE REPORT
ANTIQUe BOAT MUSEUM

Bill Wiebe had come to the meeting to talk about the Antique Boat Society's search for an appropriate location for a Center, which could include a museum, boat restoration school, place to show-sell-exchange antique boats, possible restaurant etc. Wiebe had attended a meeting on this the night before.

Alton Bay is keen to sell their abandoned rollerskating rink as the site for this center, and is making quite an aggressive and impressive presentation. There are some 500 restored wooden boats on the lake, and the society wants a quality location. George Johnson and Ed Sutherland from Wolfeboro were also at the meeting discussing possible properties in Wolfeboro. The trouble with properties in Wolfeboro, on Back Bay, is that they are reached by boat only by going under the bridge. If it weren't for this, the old excelsior mill would be a great location. There is still an antique machine shop on the property. Another suggestion was the waterfront area of the airport property.

Wiebe was enthusiastic about the possibilities of a history of the lake center as a wonderful tourist attraction, perhaps with this wooden boat museum as a part of it. The EDC shared his enthusiasm and asked Bill to become a member of the EDC and head a sub-committee to work on a Wooden Boat Museum. Paul Kimball made this a motion and Bob Garland seconded it. The motion passed unanimously.

ROUTE 28 COMMITTEE - CHELLMAN PROPOSAL

Tony Triolo spoke for the Route #28 Committee, which wishes to find \$5000 to hire Rick Chellman to assist them in drawing up some specific plans and sketches for possible development on Route 28, in preparation for possible rezoning. There was considerable discussion, including the question of whether this should have been put out for bid. Shirley Ganem said she would discuss this request for funds with the Selectmen, and it should also be discussed with the Planning Board.

Tony Triolo moved that Rick Chellman's proposal be accepted by the EDC, and Bob Grott seconded the motion.

The committee questioned what Chellman would do for the \$5,000, since his

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proposal was very vague. Triolo and Jackson responded that the Route 28 committee expected that he would help them develop a land-use proposal that they could present to the Planning Board--suggesting zones, building styles and even footprints.

It was pointed out that at the September 2 meeting the Committee had voted to ask Rick Chellman to submit a proposal for this work, and then find up to \$5,000 to pay for it.

Tony's motion just said that the EDC approved this concept, and if the Selectmen and the Planning Board agreed and the money could be found, the Route 28 Committee could go ahead working with Chellman. There were questions of where the money would come from--EDC, Planning, Master Plan fund?

The motion carried, with Andy Milligan and Sharon Severy abstaining. Shirley Ganem will discuss the proposal with the Selectmen, and Paul Kimball with the Planning Board.

BUSINESS VISITATION PROGRAM

Barbara Jackson reported that only 13 visitors showed up for the training on September 14. Andy Milligan said that at the close of that meeting, he and Amanda had stayed and assigned businesses to visitors. That figured out as 4-6 businesses per visitor. It was suggested that those missing visitors be called and asked to the CEO's meeting tonight. The business assignments could probably be revised. Tonight's meeting with the CEOs will be held at the Hospital Education Room. Barbara Jackson agreed to make the telephone calls to the visitors.

The next meeting of the Economic Development Committee will be September 30.

Respectfully submitted,

Rosemary Arctander

Secretary

