

WOLFEBORO ECONOMIC DEVELOPMENT COMMITTEE
SEPTEMBER 30, 1992

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MEMBERS PRESENT: Chairman Shirley Ganem, Bruce Dreisbach, Bill Wiebe, Joan Lovering, Barbara Jackson, Bob Murphy, Bob Garland, Andy Milligan, Eric Piper, Sharon Severy, Bob Grott, Mike Toomey, Tim Sullivan

TOWN STAFF: Amanda Simpson, Town Planner

Chairman Shirley Ganem called the meeting to order at 7:30 a.m. in the First NH Bank Conference Room.

First on the program was Bruce Spiller with an update on the Wolfeboro Airport. He reported that C & S Engineering is about three weeks ahead of schedule with their feasibility study. The wrap-up is expected the first week in November. Spiller reported that there's enough room at the Airport to add another 870 lineal feet of runway without any additional land.

He gave figures on the economic impact of an airport. It isn't just a club for a special group of people. There are 180,000 single-engined planes and 30,000 twins that could use our airport. Sixty to 70% of those are business-operated planes, half of them corporate-owned. Describing the economic impact of an airport, he said that the lowest figure is that for every dollar spent on an airport you get \$2 back. That figure goes up to \$20 for every \$1.

Spiller read from a letter from Fred Kessler, a new resident who bought property in Wyanoke Harbor primarily because of the airport. Kessler enthusiastically described the benefits of his home airport (Lewisburg, Pa) for new and old businesses. Spiller said that his committee members are all soliciting letters like this, endorsing the value of an airport, and will submit them to the newspaper.

They're developing a group called "Friends of the Wolfeboro Airport" and hope to solicit money from businesses and individuals to run ads in December, January and February answering negative comments. They'd like to build a park at the airport, for all the people who like to go and watch airplanes on a nice day. They plan a scholarship program to train young people for aircraft skills. The funds to do this airport are not tax funds. They are user fees, collected from money spent on aviation gas, airplane parts just for this purpose.

Spiller feels that Wolfeboro's makeup must change from a tourist economy to a broader-based business economy. An airport is critical in accomplishing this. It will cost \$60-70,000 a year to run the airport. Where will the money come from? We lease some land out there for someone to put up some small buildings for office space/duplexes. There will be fuel fees and user fees. The Hornes now pay \$12,000 in taxes on that property. If one new business comes into town as a result of the airport it's worth it. The Town Meeting is key. We've got to get people out to vote.

In answer to a question about major objections from the town Spiller said

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taxes, but they'll actually be insignificant. Others mentioned noise and future expansion. Spiller said that noise is only significant in the summer, when windows are open. There's worse noise from boats. Barbara Jackson suggested that he downplay talk of buildings there for rental revenue as that kind of building around the airport might turn people off. Spiller answered that there would have to be some sort of airport authority formed to run the airport, and they would study these issues and control building design, etc.

The Planner said that she had met with a planner for the engineering firm that is making the study, and one of their projects is developing a land-use plan for the entire 106 acres, and looking at what choices are available out there.

Dreisbach mentioned Wolfeboro Products (120 employees), which has two people who fly in and out of the airport two or three times a week in a single-engine airplane, as an example of the economic benefits of such a facility. It's not going to be a huge airport--it'll be a safer one.

ROUTE 28 COMMITTEE PROPOSAL -to hire Rick Chellman

Was bidding required? The chairman said she had talked with the Town Manager and he said it wasn't necessary to put it out to bid, but they should explore what capability the Town had to do this same work through its planning office. Development of specific specs would be the biggest problem. They should also talk to other people who might be able to do the same work as Chellman.

Where would the money come from? McSweeney said the only possible place at this late date in the budget year would be the contingency fund, and the whole plan would have to be very carefully thought out to consider tapping that.

The Planner said that the usual practice is not to bid out professional services, but to get three proposals and then decide. McSweeney is a stickler for staying within the budget, and there's no slush fund to draw from. Money for planning is needed for the future, not just for the Route 28 committee. With the right staff support, a lot more planning can be done within the office. But the Town's motto is "more with less."

INDUSTRIAL AUTHORITY SUBCOMMITTEE REPORT

Andy Milligan said the committee felt it was important to establish a separate, incorporated industrial authority owned by the Town and reportable to the Town, but separately incorporated so they would have the resources and flexibility to react quickly to business needs. Businesses will not wait around till the next Town Meeting to get some decision. But RSAs prohibit the Town from owning one directly.

The Planner said that she and Tony will meet with the Town Manager to

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discuss the legal mechanisms to accomplish this--if a Town vote is required, or if Town lands have to be transferred. How is such an authority staffed?

The Chairman reminded the committee that Dave Rines had suggested talking with Bill Ray of DRED to help get an Industrial Authority started. A motion was made by S. Severy, seconded by B. Dreisbach, to call in Bill Ray as soon as possible.

The Chairman asked for discussion on the motion, and questions were asked about staffing and set-up of such an Authority. The Board of Directors is usually made up largely of Town officials, according to the Planner who was familiar with this from her work in Kalamazoo, Michigan. They had a public part of a "Downtown Development Authority," and a private legally-connected non-profit sister organization that bought and sold real estate. The Town staff worked for both. There has to be an increase in bureaucracy, and government involvement.

The Chairman called the motion and it was approved unanimously.

REPORT ON CHAMBER OF COMMERCE SEMINARS

Bruce Dreisbach reported that the first seminar was held last Monday with 28 people in attendance, and comments were very positive. The next one will be a two-part session on how to develop a business plan, also given by the Ballentine people. It will be on October 20 and will go from 8-noon, and 1-5. It will cost \$20 per person, and includes a workbook which Ballentine is preparing, Ballentine's cost, and coffee, etc.

There was discussion of ways to get people to attend, since many people who needed it most were not there. The third seminar will be on Nov. 9 and will deal with customer service.

BUSINESS VISITATION PROGRAM

There was a question about which copy of the survey gets turned in. It's the one the visitor fills out. Sometimes the business person has filled his out and written comments on it, and in that case use theirs--whichever one has the most information on it.

The Planner said that all the business and visitors' survey forms were being mailed out today (Sept. 30). She suggested that those who had solicited visitors should give them a call to be sure they're following through with their interviews.

Completed surveys should be brought into the Planning Department in a folder or sealed envelope and delivered to Rosemary Arctander. If any need immediate State attention, please return them right away and point this out so they can be sent in to the State for immediate action. This pretty well concluded the scheduled business of the meeting, and

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discussion turned to the future of Dunkin' Donuts, in view of the IRS seizure of Buddy LeRoux's property. The question was asked whether a purchaser of the Center Street property would have to go through all those approval processes again. The Planner explained that the approvals went with the land, not the person. That approval includes a Dunkin' Donuts facility with full kitchen, even though LeRoux was planning to do all the cooking in Ossipee and bring the donuts over to Wolfeboro. But it would have to be purchased for a very similar type of business.

The next meeting will be held on October 14.

Respectfully submitted,

Carol A. Arctander
Secretary