

SELECT BOARD MEETING AGENDA
TOWN OF PETERBOROUGH
Tuesday, October 1, 2013 – 5:00 PM
1 Grove Street, Peterborough, New Hampshire



4:30 PM – NON PUBLIC SESSION

Pursuant to RSA 91-A: 3II (d) (Real Estate)

APPOINTMENTS

4:45 pm – Duncan Webb – Art Center Update

PUBLIC HEARINGS

5:00pm – Designation of Legacy Lane and Robbe Farm Road as emergency lanes – RSA 231:59-A

5:15pm – Time-limited parking in the downtown – RSA 41:11

OLD BUSINESS

Review and Approval of Select Board Minutes from August 6, 2013

OTHER BUSINESS

DRED Proposal Administrative Rule Changes

CONSENT AGENDA

Correspondence:

August 31, 2013 – Revenue and Expense Status Reports

September 4, 2013 – Xfinity letter re: Encrypting Limited Basic Service

Building Permits:

BP13-92 – Protestant Episcopal Church; 51 Concord ST; Pellet boiler, tank, cloth silo

BP13-93 – Meuse Rev Liv Trust; 58 Reynolds DR; 24'x28' attached garage

BP13-94 – Mike and Maryann Bracani; 36 Scott Mitchell RD; Single family residence

BP13-95 – Robert Bolt; 75 Hunt RD; Solar panels

BP13-96 – Gordon Drane Harbuck RV Trust; 34 Winter ST; Porch addition and remodel

BP13-97 – Timothy Steele; 327 Jaffrey RD; Additions and remodel

BP13-98 – John and Sabrina Fox; 30 Orchard Hill RD; Gas furnace and piping

BP13-99 – Sheron Derby; 75 Currier AVE; Remodel kitchen

BP13-100 – One Pine Street LLC; 1 Pine ST; Deck

BP13-102 – Mark & Emily Koczela; Wilder Farm RD; Single family residence

BP13-103 – Fairpoint – 239 Middle Hancock RD; pole mounted electrical service

DP13-7 – Christine Aubert; 36 Nichols RD; Single family residence

ADJOURN

Unless a Public Hearing is scheduled, all times should be considered approximate

MINUTES
SELECT BOARD
TOWN OF PETERBOROUGH
 Tuesday, October 1, 2013 – 4:30pm
 1 Grove Street, Peterborough, New Hampshire

Present: Joe Byk, Barbara Miller, Liz Thomas

Also Present: Rodney Bartlett, Chief Scott Guinard, Nicole MacStay

Chair Byk called the meeting to order at 4:30pm.

Motion:

Chair Byk made a motion to enter into a non-public session as allowed by RSA 91-A:3 II(d) (real estate);

Ms. Miller seconded.

Vote:

Chair Byk	Yes
Ms. Miller	Yes
Ms. Thomas	Yes

Motion:

Chair Byk made a motion to exit the non-public session; **Ms. Thomas** seconded

Vote:

Chair Byk	Yes
Ms. Miller	Yes
Ms. Thomas	Yes

The Board exited the non-public session at 4:45pm.

Duncan Webb, Webb Management – Arts Study Update

Mr. Webb summarized their findings so far by saying that there are three general options to consider:

1. Improve the downtown facilities that already exist, including the Upper Hall, Bass Hall and the Community Theater
2. Partner with ConVal High School; they will be building an auditorium on their campus, and there may be an opportunity for the community to more broadly consider investing so that they may construct a better facility with a box office, concessions and so on.
3. The “Big Idea” which bring together technology and the arts, using gaming, video production, 3D art manufacturing and so on, which would be aimed at getting young people here and keeping them here. NHIA has merged with the Sharon Arts Center, and they are interested in programs that could be held in this kind of a studio space, as is the MacDowell Colony.

Mr. Webb said that in the second round of work, the Select Board authorized Webb Management to create a business plan. Working with a friend, **Mr. Webb** said that he has compiled a list of small improvements that would make the Upper Hall more usable:

1. Black-out curtains
2. Mobile ticketing desk
3. Sound improvements
4. Lighting improvements

Similar improvements could be made to Bass Hall. He said that he is also working on a operating budget for an organization which would run the facilities and oversee the booking. A final report will be ready around Thanksgiving.

5:00pm – Public Hearing – Emergency Lanes, per RSA 231:59-A

Chair Byk read the public hearing notice. **Mr. Bartlett** said that the intent tonight is to layout Legacy Lane and Robbe Farm Road as emergency lanes, which allows the town to keep the roads open and passable for emergency vehicles. Notice of this public hearing was sent to all the home owners that staff was able to identify. Should the Board choose, the designation could go into effect that evening.

Chair Byk asked if the Town takes on liability if we start maintaining the roads; **Mr. Bartlett** said that if we are negligent, then there is some liability. The statute only provides the Town with the authority to maintain them for emergency vehicles, a level of service which allows police, fire and emergency medical responders access. He added that the town would repair potholes before they reached a level where they impeded access, however the town would not rebuild the road.

Chair Byk asked any members of the public had any questions or comments. **Victor King**, resident of Legacy Woods, said that he has been a resident for six years, and there have been times when snow wasn't removed at all; he said he was in support of the designation. Hearing no further questions or comments, **Chair Byk** closed the public hearing.

Motion:

Ms. Miller made a motion to designate Legacy Lane and Robbe Farm Road as emergency lanes pursuant to RSA 231:59-A; **Ms. Thomas** seconded.

Vote:

Ms. Miller, **Ms. Thomas** and **Chair Byk** voted in favor of the motion; the motion carried.

Review and Approval of Select Board Minutes of August 6, 2013**Motion:**

Chair Byk made a motion to accept the minutes as submitted; **Ms. Miller** seconded.

Vote:

Chair Byk, **Ms. Miller** and **Ms. Thomas** voted in favor of the motion; the motion carried.

5:15pm – Public Hearing – Parking in the Downtown, per RSA 41:11

Chair Byk read the public hearing notice. **Mr. Bartlett** said that the Board received a request from one of the local merchants to change parking in the downtown to allow shoppers more time. In reviewing the request to include some transitional time parking, we tried to look at where the shorter term parking may be helpful, and where longer term parking may be helpful. When we looked at turnover use, we looked at areas closest to the restaurants and shopping areas. To address that, we have come to the Board with a proposal to redesignate the municipal parking lot on Wall Street as four-hour parking, and redesignate the spaces behind the Diner as all-day parking.

Ms. Miller asked if the parking on Main Street and Grove Street would remain the same; **Mr. Bartlett** said that it would. **Chair Byk** said that his primary concern is that for downtown merchants, the availability of short-term parking is critical. He said that he thinks it is important to maintain the availability of short-term spaces in or around the merchants. **Chair Byk** then opened the hearing to questions and comments from the public.

Peter Robinson, owner of Roy's Market, said he would prefer to see it stay the way it is; we need more parking for the people who work in the offices - we don't want those businesses to leave.

Leslie Lewis said I moved up here from New York City and I move my car more often here. She stated that there are about 135 all day parking spaces - if you do this then you remove 25 spaces from the workers.

Chair Byk said that the reconfiguration of the parking lot at the Fire Station has been completed, and those spaces are all-day.

Bill Little, owner of Steeles, asked how many workers are now downtown - since 1997 there must be more people working downtown.

Clare McCarthy said I can speak from the parking - I do need a place to park, I don't mind walking to Summer Street. It is sometimes difficult to get out of my office to move my car in a timely fashion. We do need places for the employees to park. It does not give us more all day parking, and it doesn't solve the retailers problem, because elderly people don't want to walk. I think my idea of a parking garage is a good investment. Those of us who work here do shop here and do eat at the restaurants here.

Betsy Gilchrist said that last year I reimbursed three of my customers for parking tickets they got because they didn't get back in time to move their car.

Erin Sweeney said I have students who have received tickets - they are coming into town for weeks at a time - I would like the lot to stay the same.

Sara Bowen said I would prefer to be able to park behind the building [in the Wall Street parking lot]; I have a lot of equipment I have to lug upstairs, parking away from the building takes a lot of my time. I am guilty of taking up the two hour parking spots and paying tickets. I think that the parking mostly works.

Willard Williams, owner of the Toadstool Bookshop, said I think it should stay the same - we really have issues with all-day parking, and people park around my building all day - we need to encourage those employees to park at the Fire Station.

Mose Olenik asked if it would be too much of a hardship to make some of those spaces four hours.

John McGillivray said I live and work at Harlow's, we can only park in the municipal lot - having to park away would be a problem.

John Mills said downtown parking is a problem with the employees - I see them getting tickets all the time. he asked if downtown resident parking permits take care of that problem.

Dave Szay, owner of Harlow's said I did make a resident parking permit system years ago, but it didn't last long; there may be the same amount of spaces as before, but I have seen more spaces taken privately and taken away from the public. Now there are more people coming into town, but less parking. I think the municipal lot should stay the way it is, but we need more parking.

Brian Stiefel said I get in early so I have no problem getting a space early, but I don't go anywhere for lunch because I don't get my spot back. I would suggest resident/business parking.

Bruce Hunter, owner of 6 School Street, said I am very aware of the problems we are having with parking. I have worked out an arrangement with the town, and I own a right of way and some of the spaces. He said the Need For Speed garage is taking up spaces, and that he has seen cars getting worked on in the parking lot - there are so many cars associated with this shop, about 10 a day, and I have asked him not to bring clients into the 2hr parking, and that has been ignored. Yesterday I walked out, and there was a car that was being parked by someone who worked at the garage and it stayed there for 4 hours. Rather than penalizing the people who use that parking, we should arrange to have them park those cars away from the parking lot. We need to allow those who live and work downtown a parking permit.

Steve Mahoney, owner of the Need for Speed garage, said that when he first moved his business into the garage, Mr. Hunter came to him concerned that there would be a problem with parking cars in the lot all day, as he said had been the case with the previous tenant of the garage space. **Mr. Mahoney** said that when cars are towed in and only need a battery he will do the work out there next to the wall. He said that he moves

cars all day long, and said that he works on vehicles as a business, and needs a place to put them. He said that there are not ten cars there, but maybe three or four. He said that he had to leave three cars out last weekend because his father passed away, and he was not coming back.

Chair Byk asked if there are any rules that govern this subset of parking spaces; **Chief Guinard** said that some spaces are owned by Mr. Hunter, some by the town - a few years ago it was negotiated that these would be two-hour parking. The third shift officer monitor overnight parking. **Mr. Williams** said he uses Need for Speed and as a neighbor of his, I know how much he is moving the cars around. He added that having a garage in town it keeps us from becoming a boutique-y cute place, and shows that we are a real town. We need to protect it. **Mr. Robinson** said that he thinks it is important, and I have seen Steve do this for nothing. He asked if Mr. Hunter were to sell the property, would the right-of-way pass on; **Chair Byk** said it would.

Jim Walsh, owner of 20 Grove Street, said that for the last twenty years the number of shops and employees has increased tremendously. We have very limited parking in terms of the building itself, and that has driven businesses from downtown. I think we should leave it the same.

Mr. Szay said I am no engineer but my idea is that the really nice lawn behind the town house is to pave it or a two-level parking garage. **Matt Morgenson** asked if the the north and west side of Wall Street could be extended; **Chair Byk** that space to the west is privately owned. **Ms. Miller** said that in 2010 we did a study of a two-story parking garage, and learned that it would cost approximately \$1,000,000 to construct.

Chair Byk asked for a show of hands who would like to maintain the status quo; a clear majority of the people present raised their hands. **Ms. Miller** asked for a show of hands of people who work in the downtown; a clear majority of people present raised their hands. **Ms. Miller** said this has been very helpful, and said that there would soon be a discussion with the Southwest Region Planning Commission, which will include a conversation about trolleys taking people in and out of the downtown area to and from parking.

Mr. Bartlett said that the town has completed two studies of parking in the last three years, but there has been no support for the output of those studies. We have looked at the green space behind the Town House, and we have looked at the existing parking behind the Guernsey Building, but construction there is restricted by the shoreland protection laws. The cost to build a parking garage is about \$30,000 per space. He said that the town could use some TIF revenue, but you don't get that without renovations or new construction; it becomes a chicken/egg problem. **Ms. Lewis** asked Mr. Bartlett whom did he mean when he said that after a certain point there was no support, town government, or the people to whom he presented the plan; **Mr. Bartlett** responded that in 2010 we looked at a parking garage at the Wall Street lot with a public/private effort at 45 Main Street. In 2011 we came up with three different parking analyses in the downtown; you can't make any more parking spaces, no matter how you lay them out. We looked at public/private arrangements where we incorporate private parking and have an overall parking plan for the downtown. We have a plan which shows restriping and adds a few paces, all in private parking lots, and we looked at spaces at the Guernsey Building. We didn't take the cost estimates any further because we never got a consensus to move forward.

The Board tasked staff to investigate permits for vehicles to park long-term in certain parking spots and to review all of the reports and studies, distill them all and have a proposal to discuss. **Ms. Miller** challenged everyone in the audience and anyone interested in downtown parking to go to the town's website and review the studies, and make their own suggestions for improving the parking in the downtown. **Mr. Williams** said that it was interesting to look at those pictures of the empty parking lot at the Fire Station, and said that employers need to tell their staff to park down there.

DRED Proposed Administrative Rule Changes

The Select Board said that they had all reviewed Mr. King's memo, and supported his request to represent the town at the public hearing.

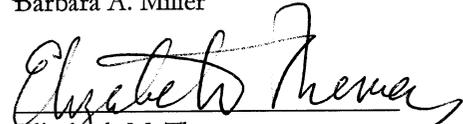
AS there was no further business, **Ms. Thomas** made a motion to adjourn; **Chair Byk** seconded. All in favor, the meeting adjourned at 6:21pm.

Respectfully Submitted,
Nicole MacStay, Assistant Town Administrator

PETERBOROUGH
SELECT BOARD:


Joe Byk, Chair


Barbara A. Miller


Elizabeth M. Thomas

ACTION ITEM PENDING LIST

1.