

MINUTES SELECTMEN MEETING - APRIL 17, 1989

Selectmen Mansfield, Dodge and Johnston met in the parking lot of the Town Office at 6:30 p.m. with the Road Committee for on-site inspections plus some discussion on continuing road projects. Don Prouty met the men on-site at the junction of Saunders Hill, Dougherty Lane and Tucker Mill to review the future re-location of the bridges and to discuss the swap of land with Mr. Prouty to accomplish this project. Investigation will have to continue with regard for the need for subdivision.

The next Road Committee meeting will be scheduled for the same time on May 8, 1989 with the same agenda on-site inspections and more discussion on road projects.

At 8:00 pm a gravel hearing was held for William Boisvert for removal on the former Michael Stickney site. Present at the hearing were William Boisvert, his sons Paul & Bunk, Norman Ranfos, Dorothy Perlow, Dirk and Linda Drew, Harold Strong, Jay and Dorothy Marden, Michael Stickney, the three Selectmen and Sandra Gendron to take minutes.

Selectman Mansfield opened the hearing reviewing the advertising process, having found everything in order, he stated that this application by the new owners was the same as had been approved for Michael Stickney. Routes of travel were reviewed which would be somewhat different than those used by Michael Stickney. Mr. Boisvert would propose to use Helena Drive to E. Lull Place to Riverdale Road to Rtes. #114, 13 or 77. In his opinion most of his hauling would be to Rte. #114 towards Weare. He would be travelling only one way loaded on the dirt road and would be empty coming over the bridge from Rte. #114. At this point he noted what, was in his opinion, a typographical error on Permit #212 in the name of Michael Stickney that being in the section with regard to the buffer zone on Helena Drive the word "on" should replace the word "and". This appears in Item B under section 2. Boisvert was in agreement and would stay in compliance with the existing Stickney permit. He stated that he had had an engineer figure the remaining gravel on the 5 acre parcel and that there was approximately 59,000 yards of material left to be removed. This appeared to be somewhat higher than what Stickney originally estimated the pit to contain; however, Boisvert agreed to stay with the 45,000 yards to be removed annually that had already been established by the Stickney permit. It was Boisvert's contention that the increased estimate of material in the existing pit, if removed, would have no effect on Helena Drive and would only extend the proposed 3 - to - 1 slope. At this point Selectman Mansfield read a letter from the Conservation Commission which stated they maintained a neutral position with this permit, the same stand they had taken with the permit issued to Michael Stickney, seeing no major problems with the proposed excavation.

Jay Marden expressed concern with the change in wording as noted above feeling that this change would, in his opinion, change the effect of the setback. It was his contention that the removal operation could in fact go to his property line on the West Side and be very close to other lines and that it was his understanding and desire that the buffer zone extend 100' around the entire property. Michael Stickney responded that the original permit had been approved with a 100' buffer zone on Helena Drive and 50' on all other bounds.

Bo Strong, Chairman of the Planning Board, questioned the fact that when this lot had been subdivided by Michael Stickney, barriers had been required in the turn around so that no one could enter the pit accidentally in the dark. These barriers had yet to be put in place and it was his feeling that this was the responsibility of Michael Stickney.

Discussion ensued with regard to the speed of the trucks hauling, to the responsibility of the owner of the operation to repair any damage to access roads by his heavy equipment, and to the fact that the existing permit had allowed for the trucks to haul westward on Riverdale Road over the bridge to Gregg Mill Road. Some concern was expressed over these roads being school bus routes. the Selectmen contended that with the trucks travelling one way, this was safe and had been reviewed from the school bus standpoint. Further discussion ensued on the length of the permit, the Selectmen stating that it was up for review annually and that if Boisvert were to go below the existing grade this would be an automatic review. BT  
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The neighborhood as a whole was under the impression that the Stickney Permit would exhaust this pit in approximately one year and now, in their opinion, it was obvious that it could be in operation longer and cause for concern.

Jay Marden questions the reclamation project and was told that a bond of \$7,000.00 per acre was the customary requirement or a letter of credit in that amount.

Discussion became lengthy on the potential intent of the width of the buffer zone if the wording in the permit were to change as previously mentioned and it was decided by the Selectmen that an on-site review of the area was in order and had no objections to extending an invitation to the Boisvert's and Mr. Marden when a time had been agreed upon.

Further concern was expressed by those present as to the potential length of time in terms of years that this operation could entail and wondered if a cap in the number of years that this pit be open be placed. Mr. Boisvert did not favor such a cap stating that the gravel market had large bearing on the number of years that the pit would be operational and when asked felt that four years was a good probability for operation and that if gravel were removed 5 days a week then the pit would be exhausted inside 1 - 1½ years. He further promised to take care of any complaints that might arise with regard to the removal operation. He received support from Harold Strong that he would stand behind his operation in terms of trying to satisfy abutting owners and that in the end he would want an attractive saleable piece of land. This hearing was adjourned at 9:10 p.m.

Ted Olson former Selectman was in to discuss with the Board the activities of the committee studying and restructuring the School Budget which had been so radically cut by vote of the School District Meeting. Ted represents the Board of Selectmen on the committee. He summarized the first four meetings and the effort that was being put into the presentation of a new budget to be presented to the citizens of New Boston on May 13, a meeting which had to have the sanction of a judge to be called. Basically the committee started from scratch cutting almost everything and they putting it back in a way that might be accepted by the community. The next meeting would deal with the proposed teachers' raises which had been a major issue in the original meeting. It was Ted's feeling that the teacher's might still ask for 11% only 2% less than the original request. The Selectmen held the position that they took with the Finance Committee when discussions were originally held on the school budget and that was they would support a 7% increase in teachers salaries and no more. It was Ted's opinion that when presented the newly worked budget would be about halfway between the original budget and the one ultimately voted at School Meeting somewhere in the area of 2.6 million dollars. Ted further felt that he would encourage the Chairman of the School Board Marcel La-Flamme to present the budget item by item as the Selectmen were in the habit of doing.

Property owners on St. Jude's Road were in to discuss the Town's unwillingness to help them with the unacceptable, in their opinions, condition of their road despite the fact that this is a private road and always has been. Present were Paul Roy, Peter and Jo-Anne Quimmette, Dennis and Sharon Gagnon, Jeff and Sue Walters, Robert Ault and Linda Gifford. Jo-Anne Quimmette had requested and received from the Town their position on the maintenance of this road in writing, although she felt she had not received this information in a timely manner. The group in general did not appear to understand and would not accept that fact that the Town is under no obligation to maintain in any manner a private road and that in fact is what St. Jude's Road is. Discussion ensued as to the unsafe condition of road in the event of any emergency, the need for fuel trucks to get through, and the inability of the neighborhood to come up with the substantial funds necessary to improve the road. Many attempts by the owners had been made to discuss the situation with Mr. Dancause, the owner, but no two people appeared to get the same answer as to his intentions for the remaining acreage he still owns on the road; it was further noted that several of the deeds did not have any reference to the right of way to these owners homes. Although the Selectmen appreciated the frustration of the group, they felt that the answers to the neighborhood's concerns would have to be sought through legal action, that the ultimate fact remained that St. Jude's Road was a private way.

To be noted in the minutes after discussion between Sandra Gendron and Harold Walker, Town Office Custodian, he agreed to perform his duties for \$50.00 per week, this would include the mowing of the common grass.

The Selectmen signed checks and reviewed mail with the meeting adjourning at 12:15 am.

Respectfully submitted,

  
Sandra Gendron, Administrative Assistant