

PERSONNEL/ADMINISTRATIVE AFFAIRS COMMITTEE  
NOVEMBER 7, 2002

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A meeting of the Personnel/Administrative Affairs Committee was held on Thursday, November 7, 2002 at 7:05 p.m. in the Aldermanic Chamber.

Chair James R. Tollner presided.

Members of the Committee present: Alderman Stephen C. Liamos, Vice Chair  
Alderman-at-Large Paula I. Johnson  
Alderman Timothy B. Nickerson

Members Not in Attendance: Alderman Robert A. Dion

Also in Attendance: Alderman-at-Large David W. Deane  
Alderman Brian S. McCarthy

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Chair Tollner

I would like to beg the indulgence of the audience and the committee. Dan DeSantis has an appointment right after this meeting so I would like to invite him up here briefly. A number of the committee members had some questions on the Industrial Development Authority, and had asked, through the Mayor's office for some information and some background, which I think most of the committee got either Monday or Tuesday of this past week, but had asked at last night's Board of Aldermen meeting if we would postpone the interviews for that authority, but at the same time wanted to give Dan an opportunity to come and talk to the committee and give us some background. I have been on the Board for quite some time and am aware of the committee, but the committee hasn't had a lot of activity or attention at least as far as the Board of Aldermen is concerned. Dan why don't you take a few minutes and give us an update and some information on the authority.

Dan DeSantis

Thank you, Mr. Chairman and members of the committee. I have a memo (inaudible) to further clarify what the IDA is (inaudible) if I may I'd like to briefly go over it (inaudible) I will be available for any questions that you have. The Industrial Development Authority was established in 1975. The Authority to form an IDA was given to the City by the State legislature under Chapter 162-g. The IDA is empowered to acquire, develop, expand base dispose of industrial, commercial manufacturing and warehouse facilities upon concluding that a public purpose is being served. The State has declared that the element of industrial and commercial land is a public purpose

and that is briefly reflected in Article 4 of the Nashua Revised Ordinances. According to the ordinances, a 9 member authority appointed by the Mayor and approved by the aldermen with the Mayor, the City and President of the Board will serve as ex-officio members. Members are to serve a 3-year term, and it is required that a majority of them as members be residents of Nashua. Any actions that the IDA must be taken with a 2/3 affirmative vote. Those members that are on the IDA now, as you have (inaudible) their terms have expired because of the inactivity of the IDA. What is the authority of the IDA? The IDA can undertake a wide range of activities, which include as I said to improve, sell, dispose of land, and buildings that have to do with economic development. Some of the examples we have in and around the State is that the States business financial authority is an IDA (inaudible) is a specialized IDA. Claremont has a very active IDA as well as Keene. As I said in my summary, when used as a tool to implement additional or plan, the IDA can be invaluable in that we would certainly look forward to working with the Board in order to make this a reality. I hope I've summarized that.

Chair Tollner

Any comments from the committee members? I have a couple, but I will let the committee go first? I have one question. On the second page the example you have here is the City of Laconia. IDA has developed and owned 3 successful industrial parks. Now they control it, but in that instance is it the City of Keene that owns those industrial parks?

Dan DeSantis

No. It's the IDA that owns them. As you probably are aware, there's a State Constitutional provision (?) for cities and towns to become involved in for profit activities. That's why an authority was formed in order to have that arms length (inaudible) to occur.

Chair Tollner

So say not the City of Laconia, say it was the City of Nashua and Nashua IDA owned that industrial park, to use that as an example, and for some reason it didn't work out. They couldn't rent the facility and they didn't have any money. The City of Nashua would not be responsible for the financial impact of the failed development?

Dan DeSantis

No.

Alderman Nickerson

But would the IDA be charged taxes on that land or is that a tax exempt?

Dan DeSantis

Yes, it's not tax exempt. No. The purpose of it is to create a tax base. Frankly, Alderman McCarthy and I have had some very long talks about this. We had a dwindling industrial base in the City under one percent of our total land use now is used for industry.

Chair Tollner

Just before you leave, I did have a conversation with Attorney Prunier last night. He had gotten some information from Corporation Counsel. He had some concerns on serving on the IDA and some possible conflict of interest. As of last night, he was still waiting...he had gotten an answer from Corporation Counsel; he was still waiting for some additional information. Between now and our next meeting when we interview these five individuals, if you could just make sure that the Corporation Counsel gets in touch with Mr. Prunier just to make sure he is comfortable with the information he is supposed to have.

Dan DeSantis

I sure will.

Chair Tollner

Okay. Thanks a lot.

Alderman Nickerson

Actually last night of the meeting of the Board of Aldermen, I actually requested that we hold off on the interviews so that we can actually digest this. It was actually just earlier this week that we got this packet of information, and I didn't feel comfortable at that point in order to be ready to interview candidates for this seeing this is something that hasn't been that active and there really isn't a history for appointing these types of individuals to this authority, at least in the recent past. So not having had much of a chance to go through much of this, I actually may have some further questions. If so, I'm sure I'll contact you and check in with you before the next meeting and so forth. I want to appreciate you coming out here at such short notice with such an early appointment later on tomorrow morning.

Dan DeSantis

Feel free to contact me at any time.

Alderman Nickerson

We'll do. Thank you.

Dan DeSantis

Thank you so much.

Chairman Tollner

Any correspondence that you have between any members of the committee, if you could just cc the Board of Aldermen. That would be great. Thank you. I'd like to thank those individuals that are in the audience for their patience, and we will begin the interview process right now.

INTERVIEWS

Airport Authority

Allan Fuller (New Appointment)

Term to Expire: August 31, 2007

Chair Tollner

For Allan and those other members in the audience that are here for an interview process, just let me give you an idea of how it works. We'll invite you up. When you come up if you could just state your name and address for the record. Committee members will probably ask you questions like why do you have interest in serving on the committee? Have you attended any of the meetings for one of the particular commissions or committees that you may be interviewing for? Given the fact that this is Thursday night and we have a Board of Aldermen meeting on Tuesday, any appointments that we may approve tonight will not appear until the November 26 agenda of

the Board of Aldermen. What we will do is vote on you as individuals in the committee level. That recommendation will be forwarded to the Board of Aldermen and we will vote on that recommendation as a full Board. Then you'll be notified.

Allan Fuller

My name is Allan Fuller, 93 Taylor Street, Nashua, NH. I've lived in Nashua since 1977 and lived on Taylor Street since 1980. In that time frame from '77 to '80 I lived on Laconia Avenue, which is off of Cypress Lane, which is off of Broad Acres, which is by the Airport. I mention that because it is relevant that I understand the concerns that some of the neighbors in the area might have with planes, noises, etc.

Chairman Tollner

I think the committee members all have received the resumes of the candidates so they can review it. Why don't you just take a second and just let the committee know why you have interest in serving on the Airport Authority and what you can bring to the Authority.

Allan Fuller

I have had a pilot's license since I was a graduate student at University of Maine. I purchased a plane in 1985. I purchased a condo-hanger at the airport in 1986. I've been an active pilot at the airport. I'm treasurer of the Condo-To-Flying Association (sp.). I've been treasurer since 1989, something like that. Maybe a little bit before that. I'm pretty much aware of what goes on at the Airport. I'm not someone that hangs around the airport asking questions and so forth. I go there, pull my plane out, fly off, do my business, come back, and do the same thing. I certainly know what is going on. I have my plane services at the airport. I go and buy my charts and stuff like that. I know a lot of pilots. I know a lot of people in the area. I understand the value of an airport to the community. I do a lot flying. I travel across the country. One of the reasons why I missed one of your meetings was because I was in California on business. It turned out that it was cheaper for me to fly my plane with the equipment to California than to send it by roadway for \$800, roadway back again for \$800, and it was going to take 7 or 8 days to get out there. It's an asset. The airport is an asset. Being able to fly is an asset. One of the things I can bring to the Authority is that I have experience of going into lots of airports all across the country. I understand the big ones, the small ones, how they run, what kinds of problems they've had, what kinds of solutions they've had, and if something comes up in my travels, I can certainly drop in and talk to the airport managers at different airports or the people at the FBOs and ask them how they handled the situation, how are they doing this and so forth. I think I can add a lot because of my background experience.

Alderman Liamos

Thank you. Dr. Fuller, what do you see as some of the pressures facing the airport in terms of development in the future? Where do you stand on the issue relative to the second runway being constructed there?

Allan Fuller

The airport is very heavily used. That's an asset. That's good. Daniel Webster College is probably the major user. The number of flights per month is probably higher than many airports except for Manchester and Boston in this area probably, and maybe because of the students being there's more takeoff than landings in Boston. I would say one of the pressures at the airport is air traffic control. One of the requirements, I think, that has to happen pretty soon is get what's called "bright radar" or some way for the air traffic controllers to see what's going on with all the planes, where they are with respect to each other so they can better control the traffic coming in at the airport, what's approaching, what's leaving, and things like that. There is mixed class at the airport. You've got small planes; you've got students; and you've got corporate jets that come in and out of the airport. So there's mixed fees and so forth. Bright radar would help the controllers an awful lot in pacing the arrivals and so forth. I say that's one of the things that is important. There are probably a number of other things that are going on at the airport that I'm not even aware of or they don't rise up to my level as a user at the airport. As far as a parallel runway is concerned, I'm really not in favor of it. The reason for it is that – there's 2 reasons: one is that there is not enough space between where the parallel runway would be and

the current runway. I think you need 750 feet and there's not really that much space. The other reason is more – in order to put that parallel runway in, you've got to take down a row of trees by the railroad tracks. That row of trees acts as a buffer for crosswinds. To me that's very important for student pilots because what happens, the wind comes over the trees, it sort of become turbulent, and it breaks the flow. The student is coming in and there's a wind like today with I think a 30 degree crosswind, they will have a tough time landing at the airport without having that row of trees as a buffer. My personally opinion. No one has ever really mentioned that, but as a pilot, that's something that I observe. I do know there's little things you can do when there's really strong crosswinds at the airport and the wind is coming in from the southwest, if you land about a quarter of the way down the runway, the hangers actually break the wind and it becomes turbulent and therefore you don't get that crosswind trying to blow you off the runway. So that's where I stand as far as that goes. I will certainly look at all sides and be objective. I'm not narrow-minded about the parallel runway. If someone can prove that it is absolutely essential, that will be great. On the other side of the coin, I don't think it's going to increase the traffic flow in the mixture between students and the jets from the point of view that the students are going to have to pull back when the jet comes in because you're going to have weight turbulence. Depending which way the wind is blowing, it will blow it right over to the parallel runway, or if there is no wind at all, then the vortex will come across and move out towards the parallel runway and they will have to have two minutes or three minutes or whatever the time frame is going to be to stop traffic landing on that parallel runway. You'd have to sit down and do the numbers. It's not a clear case that it is necessarily going to increase traffic flow.

Alderman Liamos

Okay. Thank you.

Alderman Johnson

Thank you. Thank you for coming tonight. You have a very impressive resume, I'll tell you that much. I've known you for years.

Allan Fuller

Thank you.

Alderman Johnson

Do you see the airport expanding past what is now? Would you like it to see into a commercial airport, or would you like to see it as a small commuter airport the way it is right now?

Allan Fuller

I think Manchester is the airport for commercial activity. I'm against cargo flights and at night and things like that. I don't think you should have a curfew because there are times when

people may have to come in at night and you don't want to say you can't land here. There may be times when people may have to go out at night and you don't want to say that. I don't think we should have Emery come in or other people come into the airport. Manchester certainly can handle that. They are gearing up for being a big commercial port to rival Boston and so forth. I think that's the way it should be. I think it is a good idea to keep it the way it is.

Alderman Johnson

Thank you.

Alderman Nickerson

Thank you. I actually see serving on public commissions and board or authorities as having really two main requirements to arraign characteristics. One of which is having to have either the expertise or knowledge, or the ability to quickly sensitize that knowledge and make the decisions in the area in which you are serving. I certainly don't see that as an issue with your qualifications. The resume here and well as the few comments that you've made here this evening certainly make me convinced that you certainly have that qualification. The other one I find incredibly important is the ability to interact with the community, with the public, with other members of boards or commissions. I find that that's a little bit of a, at least with my past experience, there was an incident when – I was actually serving on the Board of Education and we're sitting in the audience at one point, I actually asked you to quiet down so I could actually listen to the conversation of the board itself. At that time you then leaned over and made some rather disparaging comments, which I actually won't repeat in these chambers. They are actually rather offensive. That incident with others that I have in mind certainly makes it incredibly difficult for me to support this candidacy. Unless you can convince – make a very strong argument otherwise, I won't be able to support him. There's actually whether you wanted it (inaudible) or not, that's certainly your prerogative, although I know that sitting back there I certainly remember and it's certainly the truth, and any members of this board or committee that want to hear those words after the committee, I'll certainly be willing to repeat them outside of these chambers, but it's certainly not something that I will repeat in here. At this point, unless you can make an incredibly convincing argument, I won't be able to support it.

Allan Fuller

I respect your position and your opinion. I like to focus on the positives. I'm sure that there are lots of negatives out in the world. If one wants to focus on negatives, we can get ourselves sick in our stomach if we want. I'd like to focus on the positive and try to work on moving forward in a positive way.

Alderman Nickerson

I agree with that. However, there are times when the negative certainly outweigh the positives. This is certainly a huge negative in my perception.

Allan Fuller

And I respect your opinion.

Chairman Tollner

Maybe after if you two are willing to talk off line and have a conversation; everybody is entitled to their own opinion.

Alderman Johnson

Well I guess I'm a little concerned with this by Mr. Nickerson's statement here because I mean I guess we've all done things whether we're elected or not elected, and whether we're on this board or not we make statements that some people might not like either if to board members here. The past should be kind of the past and if you have a qualified candidate here, I know that we've all been at the opposite side of the fence here, maybe with the comments that were made regarding tax issues here, I'm sure we've all to say there's been a qualified candidate. Maybe we haven't liked their attitude 100 percent, but if you see a resume that's in front of you and they are qualified to sit on a board, you have to do a lot of weighing here. The qualification versus maybe they said something that they don't like. There's a lot of things that people might say to us we don't like but you know what we have to say, thank you I'm sorry I've offended you, or I'm sorry we don't agree 100 percent, but we have to also take a look and see what the qualifications are.

Allan Fuller

I just want to clarify something. I don't remember the situation. I apologize for that. I really don't, and I'm not sure what was said. That's why I said I do focus on the positives. I don't remember what happened. At this point in time, I apologize if I insulted you in some way or something like that. I don't know what I did. I'm not quite sure if there was a misunderstanding or what was said. I really don't know had happened. I honestly don't know.

Alderman Nickerson

It certainly was not a misunderstanding. After the meeting ...

Allan Fuller

That's fine. I'm just saying I don't want this to go out of – blow it up, but I just don't remember what happened. I know there was a lot of heated things said when the NTA taxes, education, and all kinds of other things. If something came up because or related or something like that, I consider anything like that to be the past and not to get too focused on it and move forward. That's how I look at things. As I said, I'd like to just say at this point in time that I apologize for

anything I did say. I'm not quite sure what – all I can say I move forward into the future and try to do things in a positive way. That's all I can really say.

Alderman Liamos

Dr. Fuller I have a question on the airport being a good neighbor. There's continued development, new houses going up off of Pine Hill Road, and I used to be a former resident of Ward 1, I know one of the things that would bother the heck out of me in the summer time would be hearing props going by at 12:30, 1, 2 o'clock in the morning. I recognize that a lot of that was student/pilot training. For the residents around in Wards 2 and Wards 1 around the airport, how does the airport become a good neighbor for them? How would you see the airport trying to be a good neighbor in terms of actions you take as a member of the Airport Authority?

Allan Fuller

There are many airports, and this airport in particular, tries to make sure you have run-ups airplane in certain areas. I flew my plane out to the Fullerton Airport in California and there was a white box I had to go and do my run-up in and point my plane in a certain direction so that the noise from the prop was minimized into the neighborhood. That's something that could be considered in this area at this airport. Also, climbing to a certain altitude, or after takeoff turning to a certain direction, say flying up Route 3 or down Route 3, or things like that. Trying to move into areas, which were industrial areas, and away from residential areas. Things like that. I'm not sure exactly. One has to look into it and make sure it is safe for everybody as well as considerate of the neighborhood. There are things that can be done as far as landings and so forth to try to minimize the noise. I'm not sure. I don't have the answer.

Alderman Liamos

At least – I'm looking for awareness and I guess a willingness to work with the Authority and with the owners to try to be accommodating of the citizens as well as being accommodating to the aircraft in a safe way.

Allan Fuller

Absolutely. I think it has to be a win/win for everybody or try to make it as close to a win/ win as you can.

Alderman Liamos

Thank you.

Chairman Tollner

I just have two questions. A statement first. I live pretty close to the airport on a hill. Even when the prop planes are taking off I can hear the planes taking off. There's no doubt that you can hear the jets when they are taking off as well. I do think that the Airport Authority has done a good job, especially over the last four or five years in working with the neighborhood. They've opened up the airport to the neighborhood and had special days with the neighborhood and come on the airport and go for rides and things like that. The only question I have for you, Mr. Fuller, is a number of years ago there was conversations over at the airport to allow cargo planes landing in the evening after the airport had closed.

Allan Fuller

I attended those meetings.

Chairman Tollner

There's more technology available now for a plane landing, however still I think the concerns – and if I recall the auditorium over there was packed that night, as a member of the Airport Authority, and I know there's all sorts of guidelines from the FAA as far as having airplanes being allowed to land, and what we can curtail, but if you are on the Airport Authority what would be your opinion and how would you look at that particular situation?

Allan Fuller

Well as I said, I was against Emery coming in for airfreight. I thought a very clever way of taking care of that was to put a curfew on trucks on Pine Hill Road and not opening up Perimeter Road to Amherst Street. So, I mean things like that can be worked out so it's a win – well it has to be cooperative. Obviously Airport Authority can't control what goes on at Pine Hill Road. You can't say whether Perimeter Road is going to be opened up or not. It has to be a cooperative thing between the aldermanic board and the Airport Authority and so forth. Those kinds of things, I think, can be done and still stay within the guidelines of the FAA.

Chairman Tollner

So your opinion on that one would be that you would not be in favor of cargo planes landing throughout the evening?

Allan Fuller

No. Or taking off.

Chairman Tollner

We did take care of that. That was a good piece of legislation. Thank you.

Alderman McCarthy

A follow up to Alderman Liamos' question, correct me if I'm wrong, I think there are already departure restrictions on runway 32.

Allan Fuller

Climb to 1,000 feet before you turn.

Alderman McCarthy

When I've been out there, and I've spent a lot of time just off the west end of the runway on various pieces of land, and it seems to me that that regulation is busted more often that it is adhered to. I guess my question is how do we gain compliance from the pilots who use the facility given that we have essential no enforcement power?

Allan Fuller

Well education in that when the tower is open, the controller has a pretty good feel for what is going on. They can sort of reprimand somebody. One of the biggest fears that a pilot has is when you land your plan they say when you back there on the ground call this number and talk to the controller. I mean that can put the fear of the controller into the pilot's mind. He'll think about following those rules and regulations. That's one way of doing it.

Alderman Nickerson

I just have to respond to the comment that Alderman Johnson had made as well as Mr. Fuller. In my mind there's certain degrees as to whether someone is qualified, and then also they need to make also ethical qualifications not just performance qualification for the commission, board, or authority that they are a candidate for. As I mentioned, Mr. Fuller certainly has the technical qualifications and the experience and so forth for that. However, a big job of this Authority, as was mentioned, is to work with the residents to work with other boards and commissions. I think that past experience certainly shows that is certainly something, in my mind, is certainly in question. Whether people want to move forward or not, that's certainly their prerogative. Also, I think it's important to realize that people are judged by what they have done in the past. That's what I'm doing here. All of our candidates tonight are putting up their resumes as to what they have done in the past. Another item that's not on this resume is how they have interacted with people. One thing that I feel is a huge detriment in this situation is the ability to work with people in a courteous and kind manner. That's one thing that I am certainly not convinced on. I won't be supporting it.

Alderman Johnson

Dr. Fuller, would you please explain what you are doing now with the Pennichuck Water and the surrounding communities. Could you please explain so you can tell us how well you are interacting with other people on other boards please.

Allan Fuller

There was a meeting of the (inaudible) January 10<sup>th</sup> of this year to talk about buffers in the Pennichuck Watershed. At this meeting it became clear that this was going to be unique custom buffer for the Pennichuck Watershed, and that it was also clear that DES did not really understand what buffers were already in existence. At that time or just after that meeting and after conversations with people at DES, I went to Mayor Streeter and I talked to him and asked him to take a leadership position and organize the towns to try to do something about getting everybody working together as a team to try to figure out how to protect the buffer in the watershed. He said what do you think we should be doing? I told him we should organize the towns. He said well go ahead and do it. I'll help you do that. So I went to all five towns and tried to set up a watershed council and worked with National Regional Planning in all five towns. I went and met with the people in Hollis, Amherst, and talked to people in Milford. I went over to Merrimack and met with the people in Merrimack. Then we had meetings, and then we have an organization that's relatively strong. Our goal is to protect the Pennichuck Watershed. To me, we've worked on trying to protect that watershed and worked in a cooperative way with all the towns. Everybody's got their own little position. Hollis feels that they protect their watershed. The other towns aren't doing a good job. Other towns think this. I've worked very carefully with these towns trying to bring all the people together, even though they have different positions. It would be very easy to have the whole thing fracture and fall apart. I have been able to get this consortium of people to work together on this common goal. I think that should show that I have moved above and beyond other things. One thing I do believe is that the vote of the people count. A few years back the people voted and basically allowed the override on the spending cap. I have basically said okay if that's the will of the people, that's the way it is. I accept that and move on. I've done that. I don't know about...all I can say Alderman Nickerson is I'd welcome your support, but if you don't want to give me the support, I have no hard feelings about that.

Child Care Advisory Commission

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Louise B. Mermer (New Appointment)

Term to Expire: October 13, 2004

Chairman Tollner

First of all, thank you very much for coming. Thank you for your willingness to serve on this advisory commission. Just for your information, Alderman Nickerson is a newly appointed member to that commission. If you could just take a second and state your name and address for the record and tell us why you are interested in serving on the commission.

Louise B. Mermer

My name is Louise Mermer, 277 East Dunstable Road, Nashua. I'm actually a Nashua native. I left to go to school and have been back in Nashua about 10 years. As far as the commission, I really, frankly, wasn't aware of the commission. I was invited by letter in the summer. I missed your last meeting because my son was planning in the Bourque Jewelers Cup. My great uncle is on the wall. He was a former Mayor of Nashua, Henry Bourque. I've always been interested in children. Originally I was in nursing school with Children's Hospital in Boston. I also have worked with the Department of Social Services in Massachusetts. I was a program development person and then a contract manager for the region. I was on the board of the MSPCC in Massachusetts. I currently am a nurse practitioner at Nashua Pediatrics. I have three children who have managed to survive by childhood. One is actually 17. One of my functions when I was with the Department of Social Services was to contract with daycare centers. So I have significant familiarity with daycare provision, and also as a healthcare provider, I know what's needed from a healthcare point of view. I truly don't know the exact function. I've not been invited to a meeting, except being asked as to how I was progressing in this process.

### Alderman Liamos

I just want to say that I'm delighted that you are willing to serve. I look forward to having you serve the citizens in a very important capacity.

### Alderman Nickerson

What do you see as one of the more crucial issues facing childcare in the community? How do you see yourself as helping to serve and assist the commission in solving some of those issues?

### Louise B. Mermer

I guess, frankly, I need a little clarification, which I am a little uncomfortable doing this televised. Whether or not we are talking about daycare provision or are we talking about care for children in the community? If we're talking for care for children in the community, I'm concerned with the fact that the well child clinic isn't going to be accessible to non-insured people anymore. Apparently that is being closed. The dental services are very difficult to access in the community for children. I see that all the time. If we are talking daycare, I really don't have a full handle except for what I deal with on a daily basis as to where children are going. Certainly the after school programs that are available in Nashua are very good. In a larger context, which this probably has no relation to so please forgive me if it doesn't, but certainly in the City the recreational facilities that are available for kids through basketball – I think it's an outstanding facility that we have. We knew people in the community that I see in the practice I'm always very pro-Nashua for all the things that are available for kids in town. Because of my never been to a meeting and having only a letter inviting me to the commission, the fact that it says child got me here. Outside of that, I really would need to know more exactly what the function is and what my function would be on the commission.

### Alderman Nickerson

Actually I think you answered the questions as far as differentiating between the early childhood aspect as well as the caring for children as far as a health perspective. So, I think you answered it at this point. Thank you.

Historic District Commission

Roberta J. Woitkowski (New Appointment)

Term to Expire: September 30, 2004

Roberta J. Woitkowski

My name is Robert Woitkowski and I live at 17 Lee Street in Nashua.

Chairman Tollner

Could you just take a second and state your interest on serving on the Historic District Commission.

Roberta Woitkowski

Before I answer that specific question, I'd just like to disclose that Alderman Liamos and I worked together in the past, although I have no doubt that that will not impact his fair assessment of my candidacy.

Chairman Tollner

Let me state for the record, we will not hold that against you.

Roberta Woitkowski

I'm a Nashua native. I've always been interested in the City of Nashua. I have an interest in and a background in architecture. I am an urban studies minor as an undergraduate, which included architecture courses. My minor thesis included how the downtown Nashua was progressing economically at that time. I have know the Historic District Commission has existed, but I was speaking to Carter Falk from the department over here one day and he asked me if I would like to join. I have the time to commit to the Commission, and I would enjoy serving the City.

Alderman Liamos

I am very happy to Roberta Woitkowski volunteer her time here for the City. She did an outstanding job while working with me at Sanders. She certainly will bring a lot to the Historic District Commission here in the City. I'm just delighted that you are willing to take this non-paid

position.

Roberta Woitkowski

Thank you, Steve.

Chairman Tollner

Thank you very much. Thank you for your willingness to come here tonight and your willingness to serve.

Zoning Board of Adjustment

John Edwards, Alternate (New Appointment)

Term to Expire: September 11, 2004

Chairman Tollner

Mr. Edwards is here to be interviewed as an alternate to the Zoning Board of Adjustment. His resume, which includes a picture, is on the last page of your handout this evening.

John Edwards

Good evening. John Edwards – I live at 14 Swart Terrace here in Nashua. I've been a resident in the City a mere 7 years, which I can tell just by listening to everyone preceding me tonight is not nearly as long as most folks who probably come before you. Although, probably long enough to take a Keene interest in the community and also both its economic health and quality of life in the City. This is certainly where I intend to be for a lot longer than 7 years. Because of those interests, I think that the Zoning Board of Adjustment is an area in which both of those issues are essentially implicated. To boot, I don't know if this is a recommendation or a detriment, as you can see I am a lawyer and I have some ability in the area of assessing, the ordinances and the laws as presented when the proposals come before the board. Finally, my practice is not centered in the City of Nashua. Although I do practice in the State, I don't have an active practice that's local and land use related. Frankly, that's a positive in the sense that I'm not going to be... my practice does not pose the kind of conflicts that many other folks practice would pose. I'm anxious to get involved. I think I do bring some things to the table. I hope and look forward to the opportunity to do so.

Chairman Tollner

I have a couple statements. He is also very active in the community with his children. How was this presented to you? Did you contact the Mayor's office or did someone get in touch with you?

John Edwards

No, I was actually contacted by the Mayor himself because I've corresponded from time to time with the Mayor about a few issues, some of which are land use related. I think that's probably how it came to mind. That's probably how he came to contact me about it.

Alderman Deane

Do any of these land use related issues have to do with Greeley Park?

John Edwards

No, in fact they don't. I've contacted him to obtain some information about the Broad Street Parkway because, quite frankly, there's been a lot of neighborhood activism in my part of the City. I wasn't comfortable with the kind of information I was receiving as to what in fact was being proposed in connection with the parkway. Also some other issues that have nothing to do with any public projects, or public works, but private development.

Alderman Deane

Who are receiving the information from on the Broad Street Parkway?

John Edwards

Well in the first instance I don't know who I was receiving it from because most of it was in the form of anonymous flyers that were very alarming to myself and my wife. Ultimately a few of my neighbors, Mrs. Lapinsky for one. The fact of the matter is when you probe and question and try to get some answers to some of the fundamental assertions that I was hearing, I wasn't getting the kind of answers that I found satisfactory. I thought I'd write directly to some folks who are directly involved to see if I could get those answers. I think I did.

Alderman Deane

That was my question, who were those folks that you got those answers from?

John Edwards

In corresponding directly with the Mayor.

Alderman Deane

The questions that you asked to the Mayor and they were answered by the Mayor?

John Edwards

That's correct, and also talking with folks who have also participated in at least one of the public

forums on this. I would have loved to have attended it, but unfortunately I was out of town on business.

Chairman Tollner

You have had an opportunity; I'm sure to see the Zoning Board of Adjustment meetings on t.v., the amount of time, and what they deal with?

John Edwards

On t.v. and also in person.

Chairman Tollner

So I'm sure you know what you are getting into, but it's an incredible time commitment. You do need some patience at times to say the least. I just wanted to make sure you were aware of that.

John Edwards

I am.

COMMUNICATIONS - None

APPLICATION TO LICENSE HAWKER'S, PEDDLER'S, ITINERANT VENDOR'S - None

-

APPOINTMENTS BY THE MAYOR

Airport Authority

Allan Fuller (New Appointment)  
93 Taylor Street  
Nashua, NH 03060

Term to Expire: August 31, 2007

MOTION BY ALDERMAN LIAMOS TO RECOMMEND THE CONFIRMATION OF ALLAN FULLER TO THE AIRPORT AUTHORITY FOR A TERM TO EXPIRE AUGUST 31, 2007

ON THE QUESTION

Chair Tollner

The only comment that I would have is there is a member of this committee that does have some concerns over a conversation that he had with this appointee in the past. I will vote in

favor of the appointee. What I would request of that appointee is if he would take a minute and try and touch base with Alderman Nickerson outside the committee, and they can have a conversation. I think that would be appropriate if he does have a concern. I think that might be the right way to address that situation.

MOTION CARRIED

Child Care Advisory Commission

-  
Louise B. Mermer (New Appointment)  
277 East Dunstable Road  
Nashua, NH 03062

Term to Expire: October 13, 2004

MOTION BY ALDERMAN NICKERSON TO RECOMMEND THE CONFIRMATION OF LOUISE B. MERMER TO THE CHILD CARE ADVISORY COMMISSION FOR A TERM TO EXPIRE OCTOBER 13, 2004

MOTION CARRIED

Industrial Development Authority

-  
Harold R. Acres, III (New Appointment)  
2005  
6 Knowlton Road  
Nashua, NH 03063

Term to Expire: September 13,

Michael H. Monks (New Appointment)  
2005  
2 Townsend West, Suite 3  
Nashua, NH 03063

Term to Expire: September 13,

George Pressly, Jr. (New Appointment)  
30 Stark Street  
Nashua, NH 03064

Term to Expire: September 13, 2005

Mark D. Prolman (New Appointment)  
100 Elm Street  
Nashua, NH 03060

Term to Expire: September 13, 2005

Gerald R. Prunier, Esq. (New Appointment)  
20 Trafalgar Square  
Nashua, NH 03063

Term to Expire: September 13, 2005

MOTION BY ALDERMAN TOLLNER TO HOLD THE APPOINTMENTS TO THE INDUSTRIAL DEVELOPMENT AUTHORITY IN COMMITTEE UNTIL THE NEXT

PERSONNEL/ADMINISTRATIVE AFFAIRS COMMITTEE  
MOTION CARRIED

Historic District Commission

-  
Roberta J. Woitkowski (New Appointment)  
17 Lee Street  
Nashua, NH 03064

Term to Expire: September 30, 2004

MOTION BY ALDERMAN LIAMOS TO RECOMMEND THE CONFIRMATION OF  
ROBERTA J. WOITKOWSKI TO THE HISTORIC DISTRICT COMMISSION FOR A  
TERM TO EXPIRE SEPTEMBER 30, 2004  
MOTION CARRIED

Zoning Board of Adjustment

-  
John Edwards, Alternate (New Appointment)  
14 Swart Terrace  
Nashua, NH 03064

Term to Expire: September 11, 2004

MOTION BY ALDERMAN NICKERSON TO RECOMMEND THE CONFIRMATION  
OF JOHN EDWARDS AS AN ALTERNATE TO THE ZONING BOARD OF  
ADJUSTMENT FOR A TERM TO EXPIRE SEPTEMBER 11, 2004  
MOTION CARRIED

UNFINISHED BUSINESS - RESOLUTIONS - None

UNFINISHED BUSINESS – ORDINANCES

-  
O-02-96

Endorser: Alderman Brian S. McCarthy  
Alderman-at-Large David Rootovich  
Alderman-at-Large James R. Tollner  
Alderman-at-Large Steven A. Bolton  
Alderman-at-Large Fred Britton  
Alderman-at-Large David W. Deane  
Alderman-at-Large Paula I. Johnson  
Alderman Kevin McAfee  
Alderman Timothy B. Nickerson  
Alderman Kevin E. Gage  
Alderman Robert A. Dion  
Alderman Lori Cardin  
Alderman Scott A. Cote

ADJUSTING THE PROVISIONS OF THE ELDERLY PROPERTY TAX

## EXEMPTION

MOTION BY ALDERMAN TOLLNER TO RECOMMEND FINAL PASSAGE

### ON THE QUESTION

Alderman McCarthy

I'd actually appreciate it if the committee just held it this evening. I need to gather some data about some of the surrounding towns. I believe that Mrs. Lemieux and Mr. Marino requested an opportunity to discuss it with us. I would suggest that we schedule that for perhaps your next meeting. Unfortunately, I've been a little busy the last week or two. After that we could perhaps discuss it with them the next meeting and then schedule the public hearing after making amendments.

Chair Tollner

Some of the work that they are looking at right now is the impact of any adjustments that we may make from a financial perspective on the tax rate, right?

Alderman McCarthy

Right.

MOTION BY ALDERMAN TOLLNER TO HOLD O-02-96 IN COMMITTEE  
MOTION CARRIED

NEW BUSINESS - None

-  
MOTION BY ALDERMAN JOHNSON TO TAKE R-02-71 FROM THE TABLE  
MOTION CARRIED

### ON THE QUESTION

Alderman Johnson

There's been some issues here regarding the Broad Street Parkway and the designs that have been coming out. When I went to the downtown charette meeting, there was another new design that was put on the table of the configuration of the Broad Street Parkway that was going to end up on Factory Street, and then come across Canal Street. Every time we look at this there is another design change here. This is not what the voters originally voted on. I think it really needs now to go back to the voters and let them vote on this. I was also sitting tonight with Mr. Plamondon in Room 208 regarding some streets in Ward 4. What they are going to be doing with connecting streets down in that area, that's part of the Broad Street Parkway. But as

you talk to people in the City, nobody knows what this Broad Street Parkway was about, where is it going to end up, and where is it going to begin. I think we're at the crucial point in time that the State keeps working on something that wasn't the original proposal to the ballot, to the people of this City. I think we now have to make that tough decision here. I don't think it's fair for us to keep having the State working on something that's not a viable plan anymore. We need - no one is disagreeing that we don't need an east/west crossing. We don't need a monstrosity of a parkway like this going through the City. Thank you.

R-02-71

Endorser: Alderman-at-Large Paula I. Johnson

SUBMITTING TO THE VOTERS AT REFERENDUM THE QUESTION OF WHETHER THE CITY SHALL USE ALL AVAILABLE MEANS TO TERMINATE THE BROAD STREET PARKWAY PROJECT

MOTION BY ALDERMAN JOHNSON TO RECOMMEND FINAL PASSAGE ON THE QUESTION

Alderman Liamos

I had a question to the Chairman to any of my fellow aldermen. We hear that there was a Mayor's advisory committee on the Broad Street Parkway that would issue that report. Do we know what the latest status on the issuance of that report would be relative to this matter?

Chair Tollner

I do not, but what I can do is contact the Mayor's office tomorrow and ask for an update on that. I haven't received anything, but I don't think any member of the Board of Aldermen has received a report yet.

Alderman Liamos

Clearly, my colleague at large clearly makes very valid points relative to the change and reconfigurations and change in design and how that weighs relative to what the voters approved some time ago. At the same token, I'm I guess looking for additional information that comes from this working group formed by the Mayor to help guide us in our decision-making process. I'm kind of reluctant to pass on to the full Board now. I'm really not looking to stall this, but I am looking for the information. That would be my favor to hold pending some information that committee supports.

Alderman Johnson

This piece of legislation has been sitting here since July 2. It also was assigned to the Board of Public Works, which we have not heard a word from them. The other issue is I've attended, I believe, every meeting that I could with that ad hoc committee on the Broad Street Parkway. I see they're going no place with it like the road is going no place here really. My other concern here is my colleague, Alderman Deane, and I didn't make that infrastructure meeting, was talking about a document that nobody knew who wrote the document or where it came from. Nobody could every get an answer on that document. So, I think we're at a crossroad here if I may say. Where are we going with this parkway, where are we going with this legislation, and where are we going period? We need to come up with a decision here because of the fact that the State keeps taking more homes, the State keeps moving on with the plans, this is not what the people voted on. I guess there might be a petition floating around...end of side A...

Thank you. We come together as a whole here, and finally get some answer to this Broad Street Parkway or do we have the citizens come with a petition again? That seems to be what has to be done in the City to get any results. The citizens always have to come with a petition. It's really us as a Board that needs to make this decision at this point in time. People have said to me that maybe 30 -40 years ago this was viable. We're now here with a parkway, a highway that goes through the City that moves. Main Street backs up occasionally. Does it back up the way it used to? No. Does anybody like sitting in traffic? No. Is that a part of life in the City? Yes. Why? Because we allow buildings to go up and we never look at our infrastructure. We look at infrastructure last. Instead of being proactive, we are a reactive City here. I don't mind putting this back and hold this in committee again, provided that we get some answers once and for all here. I think that is what needs to be done here as a committee. Thank you.

Alderman McCarthy

I guess not unsympathetic to the points that are raised regarding the parkway. The problem I have with it is that on the ballot we get to ask yes/no questions. I'm not sure we have a well-formed yes/no question at this point. If the question is should we build a parkway in the configuration it was originally proposed, I think we already know the answer to that. We haven't finished the investigation of what alternative configurations would be to the point where we are ready to ask that question on any of those. There is, bear in mind, the terminus study that Nashua Regional Planning Commission will be doing on the southern end of the parkway to deal with that very question. I think we need to get that information before we take any particularly binding action. There is an issue with the State as to what they are doing and whether it is or isn't in keeping with what changes we might make. I wish I had a good plan for how we could deal with that at the moment.

Chair Tollner

Thank you. Good points.

Alderman Deane

I understand Alderman Johnson's concerns. I agree with Alderman McCarthy. My years on the planet, I've never seen something as screwed up as this in my life. I look at the Steering Committee, it just seems like road block after road block they are setting up – another Memorandum of Understanding, which I hope everybody supports indefinite postponement on that. I think that just throws another wrench into the works. I don't support the traffic being dumped down Sargent Avenue. I agree with Alderman McCarthy. I do think we need another river crossing. I don't agree with Alderman Johnson because the seamack (sp?) project on Main Street is an absolute fiasco. It has been from day one. We spent thousand of dollars on that and it still doesn't work. All you need is a bolt of lightning and that's it. It's gone for a couple of weeks. We can't get the people that designed it that originally did all the software back in to repair it because they don't know what is wrong with it. Although we probably owe them little or no money whatsoever, I think that is a done deal. The parkway, I think, we need to look at it. I didn't get to go to that charette. I didn't have time available to go down there. I would like to see another plan other than the 3 or 4 that are floating around now. I think the general public needs to see some sort of 3 dimensional setting of what this is actually going to look like so people understand it. Currently, I don't think a lot of the people in the City understand what it actually looks like and what it's actually going to do. That's one of the biggest problems.

#### Alderman Nickerson

Actually one quick clarification. I believe Alderman Johnson mentioned the parkway would end up on Factory Street. It's actually Franklin Street. Just wanted to make sure that people that were on Factory weren't upset and will just make people on Franklin upset at this point. I think we do need some additional information. I don't think there has been the work outside of the committee to address the questions that have been raised. I think that work needs to be done. Seeing that with all the other information that is still circulating out there, I don't think this committee is ready to make a recommendation on this. I'll actually make a motion to hold R-02-71.

#### Alderman Johnson

I'd like to make a comment on that. I said I don't mind holding it provided we start getting information here again. This cannot be held. It's been sitting here since July. One other issue is here that it was mentioned to me that we have, and I don't know if this true maybe Alderman McCarthy can answer it because he's closer to the Planning Department than I am, that we hired a new consultant here because they didn't like what the consultant said regarding the Broad Street Parkway comments? It was mentioned to me that another consultant was hired, and I'm like I didn't know anything about it. Can he answer that?

#### Alderman McCarthy

The short answer is no. I know nothing about that. Bear in mind that the Broad Street Parkway project is in general being managed through the Department of Public Works. I don't know who

the current consultants are and what's been changed.

Alderman Johnson

I would like to see if this committee could ask the Board of Public Works to please come forward with any updated information and if they have taken this before their Board regarding the Broad Street Parkway. Also, maybe ask the Mayor's office if he has or will be in the near future holding another one of his ad hoc committees so we can find out any updated information regarding this. Thank you.

Alderman Deane

It's not an ad hoc committee. It's steering.

Alderman Johnson

Oh, excuse me – steering committee.

Alderman Deane

Although it's called an ad hoc, it's a steering committee. It has the same components as mentioned in the Memorandum of Understanding.

Alderman Nickerson

Actually it's the Broad Street Parkway Advisory Committee.

Alderman Deane

This currently is being held at the BPW. It's been held just as long I would imagine. I think a lot of it is hinging on the Memorandum of Understanding.

Alderman McCarthy

Since it was mentioned, I wanted to make the committee aware that when you receive your packets tomorrow, there will be two memos from myself. One to Alderman Dion requesting that at an upcoming meeting of the Infrastructure Committee, the subject of the traffic signalization

project on Main Street appear prominently. The other one is a memo to Director Crombie requesting a significant amount of information so that we can begin to assess what the condition of that project is.

Chair Tollner

I look forward to the responses to those memos that will be in our packets tomorrow.

MOTION BY ALDERMAN NICKERSON TO HOLD R-02-71 IN COMMITTEE  
MOTION CARRIED

DISCUSSION

Chair Tollner

Just for the committee's information, we are using a new form letter when we are writing to new appointments which enclosing the conflict of interest laws and an acknowledgement for them to sign it. The Mayor has asked that all questions regarding conflicts of interest be directed to his office.

Alderman Johnson

Why?

Chair Tollner

I guess they are going to keep them on file – for those appointments that he makes. Also, Alderman Johnson has requested that the resumes of Mr. Pressly and Mr. Prunier be provided to the committee and distributed with the agendas. They both have indicated that they will provide us with copies prior to our next meeting.

Alderman Deane

I just one question on the nominations that you held. Is there anybody currently sitting in any of those positions of that 9 member panel?

Chair Tollner

No.

Alderman Deane

They've been vacant for how long?

Chair Tollner

I think the last appointments were made by former Mayor Wagner.

Alderman McCarthy

I think it is important to note that the revolving loan fund has been under the directorship of the

Center for Economic Development for the last 7 or 8 years. With the dissolution of the Center for Economic Development approximately 2 months ago, control of the loan fund was returned to the City proper, which is why the Industrial Development Authority is being restaffed.

ADJOURNMENT

MOTION BY ALDERMAN NICKERSON TO ADJOURN  
MOTION CARRIED

The meeting was declared closed at 8:15 p.m.

Alderman Timothy B. Nickerson  
Committee Clerk