

**BOARD OF SELECTMEN
MEETING MINUTES**

May 23, 2005

PRESENT:

Mark Kaplan, Chair, Board of Selectmen
Ruth I. Clough, Selectman
Douglas W. Lyon, Selectman
Jessie Levine, Town Administrator

OTHERS PRESENT:

David Guion, New London resident
Abbott Lahti, New London resident
Steven Landrigan, New London resident
Bob and DJ Lavoie, New London residents
David Seastrand, Chief of Police
Richard Lee, Road Agent
Larry Ballin, Chair, Zoning Board of Adjustment
Karen Ebel, Chair, Planning Board
Les Norman, Chair, Conservation Commission
Steve Ensign, Chair, Board of Firewards
Laurie DiClerico, President, Little Sunapee Protective Association
Virginia Johnson, Little Sunapee Protective Association
Richard Clayton, President, Pleasant Lake Protective Association
Debbie Cross, Intertown Record
Carolyn Dube, Argus Champion

Chair Kaplan called the meeting to order at 8:00 AM.

NEW BUSINESS:

Rowell Hill Road: Chair Kaplan recognized David Guion and Abbott Lahti. Mr. Guion said that he was present because he had a few concerns he wanted to talk to the Selectmen about. First, the speed of folks on Rowell Hill Road, primarily due to increased building in Sutton. When he moved to New London, there were 17 houses in the subdivision and 21 have been built since then. There are only eight residents in New London. He has young children and is worried about how to get folks to slow down as they enter Rowell Hill Road. He thinks part of the problem is that Rowell Hill Road has a wide field and people do nothing to slow down. He has watched from Mr. Lahti's deck and can see people speeding by.

Chief Seastrand said that he has found speeds on the road of 35 mph, 31 mph, 23 and 27. Mr. Guion said the Police Department does a great job. When he calls, they go out, but it's hard to hide the cruisers. He suggested adding stop signs on Ridge Road. He also suggested a stop sign at the top of Rowell Hill and said that drivers can get traction at the signs. He thinks people hit their gas pedal when they're at his property, and if they had to stop within 50 yards they might not do so.

He said there are some tertiary issues as well. There has been a steady stream of strangers stopping at his house and asking for directions. Four people stopped in his house last week alone. Sutton uses New

London's ZIP code as a mailing address, and delivery trucks stop in New London looking for people up the street.

Chair Kaplan asked Chief Seastrand to comment on the speeding vehicles. Chief Seastrand said that he can only comment on what he has observed. There have been directed controls on Rowell Hill Road and the highest speed that has been witnessed is 35 miles an hour. The road is posted at 25 miles an hour, but is enforceable once cars hit 30. He does not think the judge would allow the Police Department to write tickets for only 5 miles over the speed limit. Chief Seastrand said that the Police Department has gone to the road every time there's a complaint, and Mr. Guion is right, it is hard not to be seen. The Highway Department put the radar sign on the road on Thursday, and he hopes that the sign will record a history of vehicles speeding, the times of heavy traffic and the speeds that they travel. The downside of the sign is that people can see their speed and test the sign to see how fast they can go. The Police Department has difficulty locating the culprits, partly because the police are so visible when they sit on Rowell Hill Road. Also, the perpetual speeders have their radar on and know when the Police Department is there. The Police Department has not written any tickets down there.

Chair Kaplan asked Ms. Levine to draw the roads on a map, which she did on the whiteboard in the meeting room. Ms. Clough asked where the proposed stop signs were and Ms. Levine threw them on the board as well. Ms. Levine said that she had discussed the stop signs with Richard Lee and Chief Seastrand after meeting with Mr. Lahti, and Mr. Lee was concerned about cars gaining traction on Rowell Hill Road once they stopped at the top. Chief Seastrand was also concerned about a stop sign immediately turning off of King Hill road. Richard Lee suggested that in some cases yield signs might be more appropriate. Mr. Lahti said that safety should take precedence over convenience and reiterated his request for four-way stop at Rowell Hill, Deacon Hill and Milkhouse roads.

Steve Landrigan said he hates to see signs go up in the neighborhood. He asked whether a white line could be drawn instead of stop signs. Ms. Levine asked Chief Seastrand if a white line is enforceable as a stop and he replied that it is not. Mr. Lahti said he also wants a stop sign because in the winter the snow piled at the corner of Deacon Hill and Rowell Hill roads gets too high to see around the corner. Richard Lee said he has no problems with adding stop signs on Deacon Hill and Milkhouse roads, but he does think it would be an issue of safety to place stop signs on Rowell Hill Road. If a stop sign were there, they would have a mess in slippery conditions, and people would have to back up to gain traction to move forward again. He repeated that he thinks it would cause safety problems to put a stop sign on Rowell Hill Road. Mr. Guion said he stops there every day and he has never had a problem getting going again. Richard Lee said that he wouldn't argue that point, but over the last two winters vehicles have been stuck on the road and the Highway Department has been called out to assist in getting cars off the road. Richard Lee said he would also be opposed to putting a stop sign in the middle of Rowell Hill Road near Ridge Road. He said that stop signs in the middle of the through road would not necessarily solve the speeding problem. Chair Kaplan asked what would stop the speeding problem. Chief Seastrand said that the Police Department needs to become craftier in their speed monitoring. He said that the police has no idea how fast drivers are going when they're not there, so they should increase their presence in that neighborhood. Ms. Levine said that the speeds that Chief Seastrand listed were not very high, and that part of the reason for having the radar sign in the neighborhood is to collect data on the speeds. The sign would collect the speeds and the time of day and will help the Police Department decide when it should be present on the road.

Mr. Landrigan said he can be a witness that the area has been a hangout for police. He has seen them park in the area and acknowledged that drivers may slow down when they see the police present. Chief Seastrand said that the police have been most successful when parked on Milkhouse Road and standing

on the knoll on Rowell Hill Road with a hand-held radar unit. However, once vehicles see the police they flash their lights at oncoming traffic and it defeats the purpose.

Mr. Lahti asked to summarize the discussion so far. First, he said that there is speeding on Rowell Hill Road because: 1) the road is too wide; 2) there are no speed signs in the whole area; and 3) there are no stop signs. He said the solutions are to add stop signs. The Highway Department should stop widening the road when they grade, and the road should be narrowed physically, perhaps by ditching it in on the sides. Psychologically, if grass were brought up to the edge of the road and more plantings added, perhaps it would slow vehicles down. Mr. Lahti added that when the town maintained the snow banks in the winter they left sand 10 feet into his land. He hired a power tractor to put the sand back onto the road, and the worker estimated that there were at least 15 yards of sand that he put back onto the road. The gravel on the road was a different color, and when the different color was present for two weeks, traffic slowed down. When the colors blended back together, traffic sped back up.

Chair Kaplan asked whether speed limit signs could be added to the road. Mr. Guion said there is one in Sutton but nothing in New London. He didn't think it was needed for the eight residents in New London. Ms. Clough said there's a misconception that Rowell Hill only serves New London residents. When the subdivision went in, it was deemed to be the major access road for the two towns involved in the subdivision. The Pellerins owned property on both sides of the town line. There's no question that buildout is continuing; there was some building initially and then it sat level for a while and now it's growing again. Ms. Clough said she would estimate it's about 90% built-out. She said she understands the desire to slow down traffic on Rowell Hill Road, but reminded them that the road serves about 60 houses total, not just the eight in New London. The road was built to higher specifications due to the number of houses it was going to serve.

Richard Lee said that Rowell Hill Road is wider because the Planning Board wanted the traffic from the subdivision to use Rowell Hill Road and not Little Briton Road. Rowell Hill Road is supposed to be the only access. That section of the road is wide, but it's no wider today than it was as laid out on the subdivision plans. Mr. Guion said that the distance between his driveway and his neighbor's driveway is 25 feet on the dot. Chair Kaplan asked if that meant 25 feet of gravel and Mr. Guion confirmed that it was. Chair Kaplan asked Chief Seastrand if it would be possible to put up speed limit signs on the road, and Chief Seastrand said he would like to put them in both directions. Mr. Lyon asked if a sign could also be placed on the town line and Richard Lee said he believes one already exists, but agreed to check. Ms. Levine said that she's not sure that a sign on the town line would solve the delivery problem, because the Sutton residents still have a New London delivery address. Chair Kaplan said he does not believe that's an issue for the Board of Selectmen to resolve. This led to a discussion about the 911 numbering system.

Steve Landrigan said that when the Rowell Hill subdivision went in it was the biggest subdivision at the time. Instead of a 30- or 50-foot right-of-way, the Planning Board required a 70-foot right-of-way. He said it was good to have a 70-foot right-of-way, but as-built, narrower would have been better. Ms. Levine said that even though there is a 70-foot right-of-way, Mr. Guion had said the road was only 25 feet wide at his driveway. Richard Lee said if the same road were put in today it would have a 24-foot traveled way and two-foot shoulders, plus ditches, which would be 30-feet wide, as it is now. He said the traveled portion of the road may be 26-feet wide, but there are also gravel ditches on both sides. The ditches are needed for road maintenance.

Chair Kaplan said all seemed to be in agreement about the placement of some stop signs and speed limit signs. Mr. Lyon said they will also check out putting signs at the town line, but agreed that there should

be 25 MPH sides on both sides of the road and stop signs added at Deacon Hill Road and Milkhouse Road.

Mr. Guion said the speed limit signs should do some good, but he also thinks in the summer the Highway Department should grade the road less frequently. In the summer they grade the road too often, which allows people to speed. Ms. Clough said that most people ask the Board of Selectmen for more road maintenance, not less. Mr. Guion said he wants to be able to ask for less service from the Police Department and Highway Department.

Ms. Clough said she still wishes for a sign at the top of Rowel Hill, but understands the safety issues and traffic concerns. She said that even at Crockett's Corner, people back up on Route 114 to gain traction, so she can understand Richard Lee's concerns. Mr. Guion said that there have been times when his neighbors have parked at his house, which is okay with him. Mr. Lahti said that the fact that cars may get stuck three to five days a year, versus slowing them down the remaining 360 days the year, seems favorable towards a stop sign at the top of the hill. Ms. Clough said that if there is a stop sign at the top of the hill, cars may lose traction more often than three to five days. Mr. Lyon said he's not sure that stop signs as speed control will work. He lives on Shaker Street, where there are also issues with speed. The stop sign where Shaker Street meets Route 11 does not keep people from speeding. He said that he's not sure that there is a good solution except for crafty enforcement by the Police Department.

Mr. Guion said he has a four-year-old who's learning to ride a bike, and there is an 11-year-old up the street and other young children as well. He would like some way to slow cars that are roaring up and down the road. He thinks that stop signs would make the area safer for kids living there. Ms. Clough asked if children-at-play signs should be added. Richard Lee said that it has been proven in traffic studies that such signs become non-visible after a while. DJ Lavoie agreed; she said that there are speed limit and children signs up and down Barrett Road, and traffic still speeds. Ms. Clough asked Mr. Guion whether a letter to his neighbors in the subdivision might help. Mr. Guion said that most of the speeders seem to be contractors, construction vehicles, and delivery trucks. He said that the old time residents are not speeding; it's the new people moving in from Massachusetts who are used to faster speeds.

Chair Kaplan summarized that stop signs would be added at Milkhouse Road and Deacon Hill Roads, 25 MPH signs would be added on both sides of the road, and a town-line sign will be added if it is not already there. He said that there is a remaining question about a stop sign on Rowell Hill Road. It has been requested, but he heard both Chief Seastrand and Richard Lee say that it would be a hazard, especially in the winter. He asked the other two Selectmen for their opinions. Ms. Clough said that she would like to take an intermediate step prior to another stop sign, such as increased police and radar activity.

Mr. Lyon said that he would like to see more data. He has seen traffic on his road but could not say whether they were travelling 30, 40, or 50 MPH. He asked whether a stop sign could be placed in the summer and removed in the winter. Chair Kaplan suggested waiting until there was more information.

Mr. Guion said that he is an arts and crafts guy, and asked whether he could put stakes in his yard and clock the speed of vehicles travelling between the two stakes. Chief Seastrand said that several years ago, residents on Old Main Street complained about speeders. Chief Seastrand met with the Town Administrator, Road Agent, and the residents. The vehicles that the residents thought were speeding were only going 30 MPH. He agreed that the machine should be allowed to tabulate information to get an accurate representation of what is going on.

Ms. Clough also encouraged a neighborly discussion.

Richard Lee said that he could add a sign at Ridge Road to see if that help. He added that in order to conform to the Manual of Traffic Control Devices, there should be three speed limit signs: one 30 feet from Deacon Hill Road; one 30 feet from the town line; and one near the Guions' driveway to catch traffic coming out of Ridge Road.

Mr. Guion asked if the width of the road could be brought down. Richard Lee said that the width of the road is based on the calculations of the subdivision, and has not changed. Mr. Landrigan asked whether bank seed could be thrown into the ditches, and Richard Lee said that he could try it, but it holds dirt and has to be maintained every year. He said that he has no problem trying grass, but would object to trees or shrubs being planted in the right-of-way.

The discussion ended at 9:00 AM and the Rowell Hill residents departed.

Board Appointment Process: At 9:00 AM, the Selectmen were joined by Larry Ballin, chair of the Zoning Board; Karen Ebel, chair of the Planning Board; Steve Ensign, chair of the Board of Firewards; and Les Norman, chair of the Conservation Commission. Chair Kaplan welcomed everyone and thanked them for meeting with the Selectmen to review the draft board appointment process that was circulated a few weeks ago. Mr. Lyon said that the goal is to get the reactions of the chairs of these committees; the draft was a compilation of a lot of discussions and input.

Mr. Norman said that the criteria requirements seem too stringent, and he would suggest making them into considerations, not requirements. Ms. Ebel said that she thinks the process should be modified to reflect that alternates and members of the Citizen's Advisory Committee are not guaranteed a seat if a position opens on another board. Mr. Norman said that the process also needs to address the filling of unexpired terms. The Selectmen agreed that those changes are necessary.

Mr. Ensign said that there is an open unexpired term on the Board of Firewards, and the Board has waited to fill the position to see the results of this process with the Board of Selectmen. Mr. Lyon said that the motivation behind these discussions was the issue raised two years ago about how people were appointed to town boards. Mr. Lyon said that he hoped this process would generate additional qualified people to serve.

Bob Lavoie said that the listed requirements ask interested volunteers to be familiar with the Master Plan and other zoning documents. The Master Plan costs \$25, which is a steep price for the outdated book. He suggested that copies be available for review at Tracy Library. The Board of Selectmen agreed with that suggestion, and added that copies of the Zoning Ordinance and other regulations should also be made available at the Library. Ms. Levine said that all can be reviewed at the Town Offices as well, between the hours of 8:00 AM – 4:00 PM.

Mr. Lavoie said that the meetings are open to the public, but there is no place to find agendas prior to the meeting. Ms. Levine said that the Planning Board agendas are posted on the website about one week before the meeting. Mr. Lavoie said that the agenda was not present when he checked, but it may have been a fluke. Mr. Ballin said that the Zoning Board agendas are posted on bulletin boards and printed in the newspaper. The agendas are generally quite detailed about the issue before the ZBA, but they have yet to fill a room with interested public.

A discussion ensued about whether the Town should advertise open positions if the incumbent is likely to be reappointed. Ms. Levine said that the concern raised two years ago is that the appointment process is closed and does not give residents an opportunity to serve. She said that the Selectmen decided to advertise positions that were coming open, even if the incumbents were interested in being reappointed. She said that in the past few years, half of the seats on the Planning Board are new, and there have been new members appointed to the Zoning Board, Conservation Commission, and Board of Firewards.

However, the boards are so small that only one or two positions open every year, and the incumbents may want to be renewed. Mr. Ensign said that advertising positions in which incumbents are interested may set up expectations that can't be met. The Selectmen know that a term is expiring but do not know if it will be open. He suggested that the advertising should make clear whether an incumbent is interested in reappointment or whether the position is truly open. Ms. Levine said that one of the reasons that the Selectmen engaged in this process was to show that reappointment is not an automatic guarantee and that new volunteers would be considered. Ms. Ebel suggested clarifying that existing members may also apply for open positions.

Mr. Lavoie said that when a term is expiring, the board chair should ask if the person in that position wants to continue, and if not, then there is a "real" opening that should then be advertised. Otherwise, there are expectations and annoyances, and it is unfair to expect individuals to become familiar with town regulations if there is no true vacancy. Mr. Lyon said that the reality is that is not the case; there are vacancies that come up. There is not a single board in New London that has gone six to nine years with no vacancies. Mr. Lavoie said that this process gives the advantage to the incumbent. Chair Kaplan agreed, and said that may be appropriate given the incumbent's experience. Ms. Lavoie said that the Selectmen are talking the talk, and it sounds good, and said that time would be the judge. Ms. Levine said that there has been significant turnover in the last few years, some prior to this discussion and some coinciding with it. She said that the incumbent may have the advantage in this new proposed process, but would have even more of an advantage if the openings were not advertised to the general public.

The Selectmen asked Ms. Levine to update the appointment process guidelines to reflect the changes discussed this morning. Chair Kaplan thanked the board chairs for their input and closed that portion of the meeting.

Milfoil Grants: At 10:00 AM, the Selectmen were joined by Laurie DiClerico, president of the Little Sunapee Protective Association, Virginia Johnson of the Little Sunapee Protective Association, and Richard Clayton, president of the Pleasant Lake Protective Association (PLPA). Ms. Levine said that these two lake associations, as well as the Lake Sunapee Protective Association (LSPA) had applied to the Town for a grant from the Milfoil Prevention and Treatment Capital Reserve Fund. They had met with the Conservation Commission, which made the following recommendations to the Board of Selectmen:

<u>Lake Association</u>	<u>Request</u>	<u>Recommended Grant</u>
Little Sunapee Protective Association	\$5,000	\$6,000
Pleasant Lake Protective Association	\$7,000	\$7,000
Lake Sunapee Protective Association	\$5,000	\$5,000

Mr. Lyon moved to ratify the recommendations from the Conservation Commission. Ms. Clough seconded the motion, and Chair Kaplan asked for discussion. Ms. Clough said that she had read the minutes of the Conservation Commission meeting, and noted that lakehosting was an integral part of the lake associations' milfoil prevention program. Mr. Lyon asked if there was any data about the success of the lakehost program, and Mr. Clayton replied that there were 16 "saves" in 2004 and no lakes were added to the list of infested lakes. Ms. DiClerico said that the 16 saves indicate how successful the program is.

Ms. Johnson said that the State Department of Environmental Services is going to give a presentation about work that is being done on the research side. Currently, \$3 out of the boat registration fees are earmarked for research, and there may be legislation to extend that program and increase the earmarked funds to \$5. Mr. Clayton said that between 2003 and 2004, there is evidence that the awareness of milfoil has increased significantly.

Ms. Clough said that she was surprised to read that the LSPA will only be conducting lakehosting on the weekends. Mr. Clayton said that PLPA will do it from 7:00 AM to 6:00 PM and extended hours on holiday weekends. Ms. Johnson said that Little Sunapee Protective Association may start at 6:00 AM when possible, especially if the increased grant is approved.

Ms. Levine said that she did have a question about the PLPA's financial statement. In 2004, the PLPA received \$6,000 from the Town of New London and \$4,000 from the NH Lakes Association, but showed an expense for lakehosting of only \$7,700. She asked for an explanation of this difference. Mr. Clayton said that he would check with the treasurer and get back to the Selectmen. [N.B., as it turns out, the NH Lakes Association pays the lake hosts directly, so the cost to the PLPA of \$7,700 was offset by the \$6,000 from the Town.]

Mr. Lyon modified his motion to approve the recommendations of the Conservation Commission, pending the information from the PLPA. Ms. Clough seconded the motion and it was approved 3-0.

TE/CMAQ: Ms. Levine said that she had received correspondence about the new round of grants through the Transportation Enhancement/Congestion Mitigation Air Quality (TE/CMAQ) program, which is administered by the State Department of Transportation. This is the grant program under which the Town received funds for the Newport Road sidewalk and will receive funds for the intersection improvement. She asked the Board of Selectmen whether she could begin the process of applying for funds for the Main/Pleasant Street intersection. The Board of Selectmen agreed and would like to bring together the Main Street Committee for discussion. Ms. Levine will draft an invitation to folks who had expressed interest in that committee.

Zoning Update: At 10:30 AM, Zoning Administrator Peter Stanley joined the Selectmen's meeting. Ms. Levine said that she had asked Mr. Stanley to join the meeting to talk about certain zoning items in particular and zoning enforcement in general.

- Bittersweet: Ms. Levine referred to a letter from Emile Legere, manager of the Bittersweet Apartments, who is concerned about the drainage problems on the Bittersweet property that appear to result from the filling of wetlands behind the property. Mr. Stanley said that he had notified the State Department of Environmental Services (DES) of the wetlands filling two years ago and no action has been taken other than the assignment of a file number. Mr. Stanley said that Mr. Legere knows someone at DES and will contact them directly. He asked the Board of Selectmen for direction at this point, especially given that the filling of wetlands violates New London's Zoning Ordinance as well. The Board of Selectmen asked Mr. Stanley to follow-up with the DES and to draft a Notice of Violation to the property owner. Mr. Stanley said that he would encourage DES to make an inspection and report to the Town. Chair Kaplan asked Mr. Stanley to ensure that the property owner and Mr. Legere is copied on any correspondence with the state.
- Yeltons: Ms. Levine said that the Yeltons appear to be continuing with the construction of their home, and it is not apparent whether they have changed their design to comply with the last letter from DES regarding living space vs. three-season porch. The Board of Selectmen asked Mr. Stanley to make an inspection of the property after informing the Yeltons of the inspection date.

- Snow: Ms. Levine said that she sent the Notice of Violation to Harry Snow on Thursday regarding the use of common land behind his home for his business. Mr. Stanley showed the Board of Selectmen aerial photos from 1989 and 2002, showing the "before and after" of the property in that area. Ms. Levine said that the letter to Harry Snow invited him to attend the Selectmen's meeting on June 6.
- Building Permits: Ms. Levine asked Mr. Stanley for a building permit update. He said that overall permits are down from last year: there were 67 total permits last year at this time, and now there are only in the 50s. There were 17 new homes at this point last year, and only a handful this year.

OLD BUSINESS:

Joint Board for Assessing: Ms. Levine said that the Joint Board had its first meeting on May 16. George Jamieson is New London's citizen member of the Board. Donna Nashawaty, Sunapee Town Manager, was elected as Chair of the Joint Board for this year, and Ms. Levine is clerk. The Joint Board chose to interview three of the seven candidates for the assessing position, and interviews will take place on May 31 and June 1.

OTHER BUSINESS:

Skateboard Ordinance: Ms. Levine said that she has revised the proposed skateboard ordinance, and Chief Seastrand has approved it as written. She asked the Board of Selectmen if the meeting of June 13 could be scheduled for the evening so that students and parents can attend the hearing. The Board of Selectmen set the public hearing for June 13th at 7:00 PM. Ms. Levine said that she has clarified the draft to make sure that it excludes bicycles.

Parking at Municipal Lot: Ms. Levine referred to a letter from a resident who was ticketed at the municipal lot for parking overnight between November 1 and March 1. She said that Richard Lee will install signs in the municipal lot and along Main Street regarding the overnight parking ban.

Assessed Value: Ms. Levine said that Scott Marsh of Municipal Resources, Inc., had completed the spring "pick-ups" and abatement requests, and had reported the following: The Town had picked-up approximately \$17,600,000 in new property value. From this amount, roughly \$7,165,000 was returned to property owners for abatements granted for 2004 and prior years, needs to be deducted, resulting in a net increase of about \$10,500,000. However, since roughly \$4,000,000 of that increase was from changes to exempt properties (primarily the Ivey Science Center), the Town's taxable valuation to date has increased by around **\$6,500,000**, or under 1%.

There being no further public business, Chair Kaplan moved to enter into non-public session to discuss two personnel items, pursuant to RSA 91:A-3 II (a). Roll call: Kaplan – yes; Clough – yes; Lyon – yes.

Upon returning to public session, the Board of Selectmen signed the documents below.

SIGNATURES:

Building Permits:

- Roman Catholic Bishop of Manchester, 724 Main Street (Map 96, Lot 9), permit to add second floor deck on rear left side, change window to sliding door – Approved (Permit 05-049)
- Slope and Shore Club, 836 Pleasant Street (Map 36, Lot 18), permit to construct an addition onto the current chair storage hut – Approved (Permit 05-050)

Sign Permits:

- New London Garden Club, permit for a temporary sandwich board sign to be displayed at the New London Information Booth – Approved
- Kearsarge Community Presbyterian Church, 82 King Hill Road (Map 122, Lot 19) permit for a temporary sandwich board sign to be displayed at the New London Information Booth – Approved

Other Items for Signature:

- Disbursement Voucher for the week of May 23, 2005
- Application for use of Whipple Memorial Town Hall by the New London Garden Club, Saturday, July 23, 2005 from 8 a.m. to 4:30 p.m. – Approved

There being no further business, the Board of Selectmen voted to adjourn the meeting at 12:10 PM.

Respectfully submitted,

Jessie Levine
Town Administrator