

Approved: May 9, 2013

Posted: May 13, 2013



Special Town Council Meeting Minutes



Thursday, April 18, 2013, at 6:01 PM, at 80 Turkey Hill Road

Chairman Mahon called the special meeting of the Town Council to order at 6:01 p.m. Present at the meeting were Vice Chairman Rothhaus, Councilor Boyd (6:10 p.m.) Councilor Dwyer, Councilor Harrington, Councilor Yakuboff, Town Manager Eileen Cabanel, and Finance Director Paul Micali. Councilor Koenig was excused.

Also in attendance were Richard Seymour, Director, Public Works Department, Adam Jacobs, Operations Manager, Highway Department, Nancy Smith, Designer, HKT Architects, Inc., and Janet Slemenda, Principal, HKT Architects, Inc.

Adam Jacobs, Operation Manager, Highway Department, lead the Council on a tour of the Highway Garage facility.

Chairman Mahon recessed the meeting at 7:00 p.m. and moved the location to the Town Hall, Baboosic Lake Road. The Council reconvened the meeting at 7:15 pm in the Matthew Thornton Room.

Chairman Mahon informed the viewing audience of the tour conducted by the Council in preparation for the Highway Garage Visioning Session/Presentation.

Announcements

Regular meetings of the Town Council will be conducted on Thursday, April 25, 2013, May 9, 2013, and May 23, 2013 at 7:00 p.m. in the Matthew Thornton Room.

Pledge of Allegiance

Chairman Mahon led in the Pledge of Allegiance.

The Council observed a moment of silence for the victims of the bombing at the Boston Marathon.

Comments from the Press and Public - None

Selection of Chair and Vice Chair of Town Council

Pursuant to Article 4-3 of the Town Charter, the Town Council shall vote for a Town Council Chair and Vice Chair.

Chairman Mahon called for nominations for the position of Chairman of the Town Council.

Councilor Yakuboff nominated and Councilor Harrington seconded Councilor Rothhaus for the position of Chairman of the Town Council. MOTION CARRIED 5/0/1 Councilor Rothhaus Abstained

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Councilor Rothhaus declared Chairman of the Town Council.

Chairman Rothhaus called for nominations for the position of Vice Chairman of the Town Council.

Councilor Dwyer nominated and Councilor Harrington seconded Councilor Yakuboff for the position of Vice Chairman of the Town Council. MOTION CARRIED 5/0/1 Councilor Yakuboff Abstained.

Chairman Rothhaus declared Councilor Yakuboff Vice-Chairman of the Town Council.

New Business

1. Highway Garage Visioning Session / Presentation

Submitted by Public Works Director Rick Seymour

HKT Architects, Inc. will hold a visioning session with the Town Council and present their current findings on the Highway Garage.

Town Manager Cabanel stated HKT Architects, Inc. (HKT) was hired to perform a preliminary study of the Highway Garage facility. Although they have conducted a process of information gathering, no decisions have been made on behalf of the Town. The presentation is intended, as part of a visioning session, to bring forth, for discussion, some of the issues that came to light. She commented what will be presented is not an architectural study, but rather more of a feasibility or space needs study. She reiterated the purpose for the presentation is to gather input from the Council.

Ms. Janet Slemenda, Principal, HKT Architects, Inc., provided a PowerPoint presentation (copy attached). She spoke of the numerous companies that serve as members of the HKT team and are looked to for support in areas such as finances, code regulations, civil and mechanical engineering, etc. She informed the Council HKT has been working with municipalities as well as private entities for more than 35 years. Their work includes programming, conceptual to final design, engineering, cost estimating, and public presentation. Their expertise includes their approach to programming, e.g., before putting pencil to paper a great deal of upfront work is completed. Technical review and coordination is then undertaken to ensure the end result is a project that meets the needs and industry standards and is unique to the Town.

Ms. Slemenda acknowledged a large part of the early stage(s) of any project is cost control and budgeting. HKT works alongside the municipal government to develop the comprehensive costs; hard construction costs, e.g., building site and equipment, and soft costs, e.g., design fees, clerks of the works, legal, testing, contingencies, etc. Hard costs are developed through an independent professional estimator and soft costs are developed in coordination with the Town. They work towards controlling costs through the design approach, e.g., decisions made at the onset rather than mid-project are less expensive.

Another area of technical expertise HKT offers is sustainable design, e.g., most of their architects are lead certified designers, which means they have completed testing in energy efficiencies and environmental design. She spoke of opportunities to take advantage of green initiatives, cost saving measures associated with the building envelope and insulation, the mechanical systems selected,

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lighting controls, etc. She remarked the site has additional opportunities such as stormwater design, water efficiency, permeable pavement, specific plantings, etc. She added the intent is always to give green space back to the community if at all possible and in doing so improve the aesthetics of the facility.

The original buildings were constructed 40 years ago, the exterior envelope is in a deteriorating state, e.g., materials have been pieced together over the years (mismatched materials, different roof edges, etc.), there are no entry vestibules, overhead and personnel doors are not energy efficient, water infiltration is present at personnel doors, insulation, if present, is limited and has thermal breaks, the welding bay is completely un-insulated, and a good deal of the site structures are in a state of decline.

The building interior consists of small, inefficient spaces lacking any separation from fumes and noise. There is no access to the upper level other than the wooden stair. Toile, showers, kitchen, and lunchroom facilities are insufficient and don't meet basic accessibility code requirements. The egress paths are compromised with the current layout; there are no enclosed stairs, and both are sort of traveling through spaces and don't really function as true egress stairs. The mechanical, electrical, plumbing, and fire protection systems are dated, and lack separation and energy efficiency. There exists an odor, which is always present due to the lack of ventilation in the building. The vehicle operation areas are too narrow and do not have adequate height to properly do the work. The underside of a bridge crane in a maintenance building should be at about 23' tall to allow for work on these sized vehicles. The spaces are essentially too low. Ms. Slemenda commented, when constructed, the buildings were likely sufficient for the vehicles at the time.

Structural engineers have visited the site. The skeletal steel structure of the main building is in good condition, but won't accommodate any alterations or additional loads without a full structural review and additional reinforcement. When the building was constructed seismic codes were not modern; therefore there is likely no seismic bracing in the building at all. Anything that would be done to the building structurally would need to accommodate seismic code revisions. If any existing structure remains, any new construction would need to be located around 20' away from the building so that snow loading from a new structure could not travel to the roof of the existing building as it could not handle additional loading. Town Manager Cabanel remarked that would be the case if the decision were made not to demolish the existing building.

Councilor Boyd questioned, if consideration were given to retaining the structural component to the Highway Department and alterations made to it, what kind of structural review process the Town would be looking at and how lengthy of a process it would be. Ms. Slemenda responded a detailed examination would take place to determine the actual capacity of the beam and structure pre-engineered structure. She commented the reason pre-engineered structures are as inexpensive as they are is due to the steel being as small as possible. Therefore, unless there was capacity built into the steel, it is what it is, and the engineers would have to look to see if anything could be added to that. They would consider how unsupported walls might be braced, where seismic bracing could be added, etc. The largest issue would be code requirements relative to structure capacity. She remarked if determined the building would be retained for the purpose of vehicle storage, it is likely only small repairs would be required, e.g., doors, roof, etc. Until a determination is made of how the facility will be utilized, it is difficult for a structural engineer to understand what should be reviewed.

Existing mezzanine alterations are undocumented and believed not code compliant. The welding bay structure is in the poorest condition; appears to be unreinforced masonry walls. The through bolts for

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the storage racks are corroded, the mortar is deteriorating, and there is moisture intrusion. Egress steps and mezzanine storage structures are also not code compliant. The other buildings on the site, although necessary to the operation, are in extremely poor condition, e.g. panels are corroded, extensive water damage, structural damage, etc. The salt shed, however, is in great shape.

The site is approximately 17.3 acres in size, can accommodate operations including the large material storage functions out to the rear of the site, and has good access off of Turkey Hill Road. Any new layout would improve vehicular circulation patterns. Ms. Slemenda spoke of discussion with staff regarding the cueing of the salt trucks as they move in and about the yard in a snow event, e.g., the building layout does not lend itself well to the movement of the vehicles, e.g., most salt sheds are towards the rear of the site as they are only utilized a few months out of the year. The soil appears good, and the large site is capable of onsite stormwater management and drainage. The few constraints are the salt shed location (boundary shape) because it does move around a bit and there are power lines located on site. There will be some permitting required to make the site compatible.

Councilor Boyd questioned whether the site is sufficient to accommodate a multi-modal facility. Ms. Slemenda remarked she believes it is; however, programming would have to be completed. She stated it should accommodate everything needed for a Town of this size. She added this is one of the biggest sites a town has ever put together that they have worked on. To date, the largest facility they worked on was a 79,000 sq. ft. facility on a 9.6 acre site.

With regard to building reuse, she stated they generally look to the Town to provide direction on whether the intent is for focus to be placed on reuse. If that were the case an existing condition analysis (structural) would be completed in more depth. If there is a desire to keep any building, the structure, site components, code related issues, and operations would be reviewed. Although a building could be retained, consideration has to be given to whether doing so would enhance or improve operations. As an example, she spoke of current conditions where vehicles have to be stacked and fully loaded so they can get out in case of an emergency. Hoyle, Tanner & Associates is the structural group that would look at all of those issues and the code impacts of structural alteration and potential additions as their initial read was it is at capacity. She noted the building is stable, and the discussions would be focused on what will take place moving forward.

Ms. Slemenda stated the programming process to be extensive and involve collection of data from various sources including Town Council, staff, and management. The process then becomes that of evaluating and confirming the information. The intent is to understand how the department operates so they are able to identify the layout that would work best. She stated the importance of the coordination with staff so that the end result is a combination of industry standards and how the department functions. Current and future needs are considered with regard to the types of equipment that would be utilized/housed, etc. The type and size of all equipment is verified. Programming sketches are prepared and presented to the Council and attempts made to try to align the program decisions with project goals and budget.

She stated the major pieces of a public works facility to be administrative spaces (offices, lobby for interacting with the public (currently without security)), employee facilities (lunchroom, toilet and shower areas, training rooms, etc.) workshops (carpentry area), storage spaces including mezzanines, inventory control through caged storage, and vehicle maintenance, which includes actual work areas where lifts are located as well as tires storage, parts storage, small engine repair, mechanics offices, etc. There is also the vehicle storage and wash bay, which can be done in two ways; automatic and

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hand-wash. They recommend a knockdown area outside to knock the largest pieces off the vehicles first (using low-pressure/high volume). Vehicle storage can be either one door in/one door out or multiple doors.

Ms. Slemenda spoke of room data sheets and diagrams, which were completed and provided to the Council. Each space discussed is drawn out and written information added such as the engineering components, e.g., the systems desired for power, the type of equipment utilizing the space, what the walls/floors should be constructed of, etc. She reiterated the information being provided is preliminary in nature. She spoke of a few of the individual sheets noting the biggest component piece without a number to be sheet #SKA18, and remarked that building could be very large to contain all of the equipment or intended to store only selected pieces. Sheet #SKA12 would be a workshop suitable for small equipment. The maintenance area identifies the vehicle bays only and does not include data on the storage space areas, each of which is identified on a separate sheet.

Ms. Slemenda spoke in more general terms regarding the other data sheets; SKA1-SKA10 are personnel/employee spaces and SKA05 denotes the need for a vestibule at each entry for energy efficiency and control over who enters the building. SKA11-SKA18 are spaces for operations, and SKA19 on are related to mechanical spaces. She noted the reference to quantitative criteria on the written documentation are net numbers. As an example SKA-01 lists 154, which represents 154 sq. ft. for the inside of the walls. When the final building is done they do what they call grossing factors and add a percentage onto a space for walls and circulation. Different grossing factors are used for different spaces, e.g., where there are a lot of rooms with a lot of walls the grossing factors are higher, etc.

Ms. Slemenda remarked what is being looked at now (initial draft) with the overall goal of meeting the exact needs of personnel, equipment, and vehicles in an efficient, code compliant, and operationally appropriate design are; administration and common areas, which are the employee and entry areas (approx. 3,700 sq. ft. of space), maintenance (approx. 17,700 sq. ft.), wash bay and vehicle storage and prep (Council to decide what should be included), and building support, which are mechanical spaces, etc. (approx. 1,000 sq. ft.). She stated again the numbers are preliminary.

Councilor Dwyer questioned whether the 2,711 sq. ft. associated with the common areas, e.g., locker room, lunch room, bathroom, etc. is based upon the number of employees. Ms. Slemenda stated that to be the case. She added a lot of what is being depicted is code required work. Beyond those requirements, the Council is looked to for a determination of how to proceed.

Ms. Slemenda remarked, under the site review, there is hard data analysis that will be done for any building plan, e.g., zoning and permitting requirements, utility and stormwater analysis, site access, circulation and parking, and geotechnical exploration. That work will have to be done in order to make decisions for the structure of the building. The soft data analysis will include neighborhood expectations and any environmental issues to be sensitive to, e.g., how mechanical systems are oriented away from the neighborhood, etc. She stated the need for feedback from the Council on its vision for the project and the level of detail the Council wishes to engage in. A list of questions was provided to members of the Council to gain responses.

Councilor Dwyer thanked Ms. Slemenda for the presentation, noted the Highway Garage has been discussed many times over the years, and stated he would like to focus his attention on that department. He stated the need for the Council to first determine whether or not this new facility is

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going to be located at Turkey Hill Road, as he does not believe the discussion can move into any level of detail until that decision is made.

Councilor Mahon responded such a decision requires first understanding the cost of moving the facility. He added the salt shed, which is state-of-the-art was constructed 9 years ago, and whether that could be moved is unknown. He questioned the cost of addressing material storage issues. Councilor Dwyer responded each question is deserving of an answer and will lead the Council to making a decision as to how to move forward. Councilor Mahon stated the consultants are using the process described of data development to provide the Council with the information necessary to make an informed decision. He stated his belief an informed decision regarding location cannot be made until costs are understood. He questioned the size of lot that would be needed and whether such a lot is available. He remarked the suggestion was made to move it to the sewerage treatment plant area, and noted there are operational issues involved with that, i.e., all equipment would be located at the south end of town.

He remarked gaining the necessary feasibility and cost analysis to determine whether or not that facility could/should be relocated is a separate analysis that would need to be performed in some fashion so that, when the question comes up again, the trade-offs are understood. Councilor Dwyer questioned whether HKT gave consideration to a neutral site, and was informed they were not asked to.

Ms. Slemenda remarked when the programming piece is completed it is usually done site blind so that you could technically move the program component pieces anywhere. They will eventually do the square footage of the salt and sand shed operations and other storage to determine what is necessary in terms of acreage.

Chairman Rothhaus remarked he personally had never contemplated moving the location for two reasons; one being the salt shed and the other being that its current location is the most central location in town. Councilor Dwyer noted he was not advocating moving the facility simply bringing up the subject as it has come up in the past. He remarked if the consensus of the Council is the current location is the proper one, he is on board with that decision.

Chairman Rothhaus remarked, having heard Ms. Slemenda's remarks that the programming piece is performed site blind and is meant to determine the size of the space required to meet the needs, that part of the process can move forward and a decision on location could be made once the programming piece is completed.

Vice Chairman Yakuboff suggested common sense would dictate there will be a dollar value associated with moving the salt shed. He remarked some may not have given consideration to the gas tanks, which are not inexpensive to relocate. If the decision were made to remain at the current location, it becomes the job of HKT to work around both the salt shed and the gas tanks. He stated his agreement with Councilor Dwyer that now is the time to determine whether or not the location of the facility would change. He stated his opinion the most cost effective way to proceed would be for the facility to remain in its current location.

Chairman Rothhaus stated his agreement. He commented he is pleased with the area of participation requested of the Council, e.g., financial, etc., and stated it to be the employees of the department who are most familiar with what is needed to conduct operations. Councilor Dwyer reiterated his

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preference for the facility to remain at its current location. He remarked he envisions the new design of the 17 acre site to be that the gas tanks could stay where they are; however, employee parking would no longer surround them.

Chairman Rothhaus suggested if any member of the Council wished to change the location he/she should make that desire known. Councilor Boyd stated his only observation to be the wastewater location is a logistical nightmare to even consider for location of the PWD. He questioned, if not that location, where else, and commented nothing else comes to mind. Councilor Mahon remarked other suggestions have been made in the past and it is likely some members of the public would be in favor of changing the location. He stated his opinion the Council would be best served by making that decision once the true costs are understood. He added on top of costs associated with moving the facility there would also be operational costs, e.g. if sending trucks from the south end of town to the north end of town versus from the geographic center of the community, there would be an associated operational cost.

When the question of what would come of the current property if the operations were to be moved, Councilor Dwyer stated some have suggested in a redesign of the whole parcel there could exist a new maintenance building as well as ball fields on the 17 acre site. Chairman Rothhaus remarked it could become part of the process to identify the type of land available at the back end, e.g., wetlands, etc. Councilor Dwyer stated his impression the general consensus of the Council is for the facility to remain at its current location. Councilor Harrington stated her agreement and remarked financially there is nothing to justify the expense of moving the facility; there is nothing outstanding that comes to mind that would motivate the Council to consider a different site given costs. She added, in terms of the configuration, perhaps the possibility of ball fields could be kept in mind.

Vice Chairman Yakuboff remarked if you have ever been at the facility watching the operations, you have seen when the trucks start rolling out they head in both directions. With only one direction to leave the wastewater facility that in and of itself would cause issues.

Adam Jacobs, Operations Manager, Highway Department, remarked, if coming out of the wastewater facility, the first few miles of road being plowed would be State roads (D.W. Highway). Response times would be affected as well. Mr. Jacobs commented the possibility of athletic fields was looked at, and he is of the belief some space could be made available (four ball fields all facing inward). When asked about the configuration of the back side of the property, he stated there are wetlands located in an area back from Turkey Hill Road (right side behind salt shed). He identified, on a map where there are areas that could likely not be developed as well as another area where land could be dedicated to athletic fields. When asked how many employees participated in the questionnaire, he stated his belief there were over a dozen thorough responses received from general employees and supervisors.

Speaking with regard to the question of building layout, Councilor Dwyer stated the design he favors is the one depicted on sheet SKA-18. That design would maximize the space to house all equipment. He spoke of the two door design, with one-way traffic, which he believes to be cost effective. He commented he was surprised to learn of the amount of equipment the town has and the associated value (\$4 million), and remarked it does not seem the best approach for assets of such value to be exposed to the elements and not properly taken care of. He spoke of how the Town has grown over the years, the increased amount of equipment, and stated he would advocate for a building like this as he believes it to be the most efficient design to store the amount of vehicles the Town currently owns.

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Speaking of the maintenance area, he remarked it is not simply PWD equipment being worked on; every piece of Town owned equipment is being maintained by only four mechanics at this location (police cruisers, fire apparatus, etc.). If provided the required space, he believes that function could also run more efficiently. Councilor Mahon agreed Best Management Practices (BMPs) have to be considered to achieve the most efficient use of space and personnel. He commented the present working conditions are pretty rugged, and the staff does remarkable and commendable work in those conditions.

Councilor Mahon spoke of the amount of paper storage visible at the site, and questioned the cost of digitizing that as opposed to the cost of building and maintaining the storage space over the life of the building. Town Manager Cabanel questioned State Statutes relative to the amount of time records are required to be retained. She stated her understanding the Planning Department has to retain all hard data indefinitely. Mr. Jacobs stated he was not clear on State Statute; however, remarked there are some items you would wish to retain in hard copy and a good deal that it would make sense to have digitized. Ms. Slemenda stated there is also the possibility of high-density storage systems such as those used in Town Hall, which can compress storage into a much smaller space.

Councilor Dwyer questioned the number of bays recommended for maintenance, and was informed the industry standard is 1.5 per mechanic (at present there are 4 and a welding bay). Seven bays were recommended, the 7th being the welding bay.

Ms. Slemenda provided photographs of previous projects highlighting such things as green roofs where water is collected off the roof and put into tanks for use and radiant heat (only used in vehicle storage buildings). She noted radiant heat is not recommended in maintenance facilities given the need to ventilate (radiant doesn't ventilate). She provided photographs of clear story lighting and noted they use a product called CPI, which is energy efficient. When asked, she stated it to be industry standard to use that type of indirect lighting. She highlighted a project completed in North Hampton where a portion of the building was a pre-engineered structure much like the Town has with its existing building. It has a one-way in and one-way out and was done as a box, which is when pre-engineered structures work best. Once you start to put other pieces to the box it becomes less efficient so the remainder of the building is conventional framing.

Vice Chairman Yakuboff questioned costs associated with the projects being highlighted. Ms. Slemenda did not have the costs with her, and noted the structures were constructed in Massachusetts and New Hampshire may not have the same rules and regulations. Although HKT has constructed other facilities in New Hampshire they have not yet constructed a PWD facility in New Hampshire; however, their consultants are all local including the cost estimator.

Chairman Rothhaus questioned whether green construction could result in opportunities for grant funding. Ms. Slemenda responded, in the past there were monies available; however, those funds have pretty much been exhausted. She added they always look to see if such opportunities are available, although there are not a great deal they have seen for public works projects. Chairman Rothhaus questioned whether the proposal lends itself to conservation in such a way that comparisons could be made for anticipated savings with regard to costs associated with utilities, etc. Ms. Slemenda responded surprisingly it is not that much more expensive to go from 2.5" of rigid insulation to 3", which results in a large jump in R-values (measure of thermal resistance). She remarked there are really practical things that are very cost efficient to do, e.g., orientation of the building, natural ventilation systems as opposed to mechanical, etc. She suggested analysis can be done later in the

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process to compare systems, which is something well beyond the scope of the current study, but can be used to project energy costs to operate the facility.

Town Manager Cabanel remarked one of the things she discussed with the representatives from HKT earlier in the day was a particular type of visioning session conducted more like a workshop. It was noted such a session has worked well for them in the past. She recommended the representatives be asked to return after Councilors have had ample time to digest the information provided.

With regard to next steps, Ms. Slemenda stated the need for feedback from the Council through the questionnaires they wish to provide. With that, they will fine tune the programming documents to come up with preferred site options that are reflective of the comments, will attach hard and soft costs, and will provide a deliverable to the Council. She spoke of design charrettes they have conducted in the past where townspeople are invited to review the documentation and provide feedback, and touched upon the community support that can be gained through such a process. She also suggested the possibility of events such as a Touch a Truck Day, etc. where the community could be invited to the site, which would increase awareness of the needs of the department/facility.

A brief discussion ensued with regard to charrettes and the fact they are usually intended to gain public support for a particular facility and/or landmark to be incorporated into the Town. It was noted the project at hand is one of a necessary Town operation/function, for which the Town Council is responsible not only to ensure it is run in an efficient, cost-effective manner, but also maintained in such a way as to provide for a safe working environment for its employees. Ms. Slemenda stated her agreement and remarked the one charrette HKT has conducted for a public works facility was based around the energy efficiency concepts that were being considered. Councilor Boyd suggested, from the standpoint of sustainable energy, a charrette specifically geared to discussion of green technologies could be beneficial as there are definitely people in Town who are knowledgeable on such matters and could contribute greatly to such discussions/decisions.

Councilor Boyd requested the Council be provided with an understanding of all work HKT performed for Weston Massachusetts. Ms. Slemenda stated the information would be provided

Town Manager Cabanel questioned the will of the Council with regard to the level of participation it wished to have in the process. Chairman Rothhaus stated his opinion the most important aspect is functionality; efficiencies in operations for the entire PWD staff with an eye towards ensuring cost effectiveness. He stated his belief an enclosed facility for all equipment is important. He requested particular attention be paid to the neighborhood. He stated his trust in the judgment of staff, and a willingness to provide additional input/participation if believed necessary. Councilor Dwyer stated his agreement and remarked he would lean more towards HKT and the personnel at the Highway Department to design a facility that meets the needs. He stated he is against the idea of a charrette as the project is utilitarian. He added with the site being 17 acres in size there is the ability to push the building back, put some greenery in place in front, and put everything under one roof. Although he has concerns with cost, he believes the focus has to be what is required to run an efficient operation. When the cost is understood it will be presented to the public along with the details of the project. He commented a new facility should last, as did the last, some 40 years, and suggested a 30-year bond along with funds already in place should make the project somewhat affordable.

Councilor Mahon stated his experience has been people will look at this as a garage, will understand what is involved in plowing or working on a car and some of the rationale that will be presented and

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the issues identified as requiring resolution will not resonate with everyone. Some will think in simple terms; I need more space in my garage too, but I can't afford that. He stated his disagreement with taking whatever proposal that is handed to the Council to the public unless it makes sense to all members of the Council. He remarked all members of the Council should have a fair sense of what will and will not be acceptable. He reiterated the general public will analyze the plan based on things they are familiar with. Councilor Dwyer questioned whether the general public is familiar with 15 dump trucks and \$4 million worth of equipment. Vice Chairman Yakuboff stated the need to educate the public on the process and the need. He stated his belief the Council would be provided options along the way and that there would be give and take in the process. Ms. Slemenda stated that to be the case. Vice Chairman Yakuboff stated that would address the situation as the Council will be involved in the process moving forward and the general public will have opportunity to become engaged prior to being asked to support the project.

Councilor Dwyer commented what the consultants have done is studied our current process; therefore, what will be presented is a facility that would be needs based. Town Manager Cabanel remarked when she saw the information gathered, which had been presented from the staff, she was surprised what was identified was truly based upon needs. She suggested HKT bring forward a number of different scenarios for consideration by the Council.

Town Manager Cabanel as well as Chairman Rothhaus expressed gratitude to Mr. Jacobs and the employees of the department for their participation.

Comments from the Press - None

Comments from the Public - None

Comments from the Council

Vice Chairman Yakuboff thanked the voters for electing him into his position on the Council, and his colleagues for their support of him for the position of Vice Chairman.

Councilor Boyd noted he had the opportunity to go out to Wire Road and look at the new bridge. He expressed his thanks to Kyle Fox, Deputy Director, Public Works Department, and remarked what he witnessed was great work and that he is looking forward to the hot top and running over the bridge. He stated his belief site lines are much better than existed previously.

Councilor Boyd commented he is an active member of the New Hampshire running community, and some of his friends were participants in the Boston Marathon. Although mentally and emotionally they may never be the same, thankfully they are physically okay. Speaking to the members of the community, he remarked do not be afraid of doing anything you want to in life, don't let whoever caused this tragedy dictate your life, go live it. He added the best way to celebrate what happened on Monday is on next Patriot's Day; go down to Boston and cheer on the marathoners and celebrate the joyous occasion that the Boston Marathon is. The Marathon has always been the introduction of spring to New England, the introduction of getting out and celebrating people who have labored through the long dark winter putting in the miles to start in Hopkinton and finish in Boston, and is supposed to be a day of family and friends. He extended his prayers, thoughts, and condolences to all of the people that were affected, and thanked the prior Chairman for the moment of silence the Council observed at the start of the meeting.

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He noted a fund called The One Fund (onefundboston.org), which has been created. Those wishing to contribute are encouraged to do so. Within the past 72 hours \$7 million has been contributed, which he Councilor Boyd remarked is a testament to the people who care about what the Boston Marathon is and the ebullience of the community that they have for their fellow man.

Vice Chairman Yakuboff thanked Councilor Mahon for his service as Chairman. Councilor Dwyer echoed Vice Chairman Yakuboff's comments and stated Councilor Mahon performed admirably as Chairman, was able to keep the meetings very professional and gave everybody at the table a voice. He thanked the 2,059 voters who came out to vote on Election Day.

Councilor Mahon thanked his colleagues and the members of the public for the support he received while Chairman. He commented the great thing about this group is although members do not always agree they disagree politely, make their opinions known, and when the issue has come to conclusion the move on to conducting the business of the Town. He remarked he believes part of what has been seen at the polls for the past few years is confidence in the community and how the Council operates.

Chairman Rothhaus welcome back Councilors Yakuboff and Dwyer, and noted his excitement about the coming year. He thanked Councilor Mahon for what he brings to the table and commented the Council depends on his wisdom.

MOTION made by Councilor Dwyer and seconded by Councilor Harrington to adjourn the meeting. MOTION CARRIED 6/0/0

The April 18, 2013 special meeting of the Town Council was adjourned at 9:21 p.m.

Submitted by Dawn MacMillan