

**SPECIAL COMMITTEE ON
SOLID WASTE ACTIVITIES**

March 18, 2008

4:00 PM

Chairman M. Roy called the meeting to order.

The Clerk called the roll.

Present: Aldermen M. Roy, O'Neil, Osborne, Domaingue, Garrity

Absent: Alderman Lopez

Messrs: P. Corcoran, K. Sheppard

TABLED ITEM

2. Update on recycling and solid waste contracts.

On motion of Alderman Osborne, duly seconded by Alderman Domaingue, it was voted to remove this item from the table. There being none opposed, the motion carried.

Mr. Patrick Corcoran, President of Corcoran Environmental Services, stated thank you for allowing me to come back and discuss this project with you. It has been an interesting endeavor. First of all, I would like to explain a little bit about the recycling program currently going on in the City so you have a firm understanding of where you are currently. If you'll turn to the second Manchester recycling program volumes, you will see that Manchester has continued to increase its volume, given the last year and a half. In February of 2006, you did about 173 tons of paper. In February of 2007, we did 179, and this past February, just three weeks ago, we did 209 tons of fiber. So, volumes are steadily increasing. Bottles and cans show that same sort of increase. We're very proud of the fact that residents of the City of Manchester are participating in a very easy program that allows recyclables to be picked up every week at their house at the same time when their trash gets picked up. During recent discussions, it was also asked that I show what trucks look like. Subsequently, you see a lot of trucks in front of you. This is typically what we're looking for, or looking at, when we see trucks coming to recycling facilities. When the City goes to single stream, all residents will be getting a totter. Many residents are familiar with the size of those totters, but

they'll be receiving a toter at their house for blending all recyclable material: bottles and cans, all newspapers, all junk mail, cardboard. All will be blended with no separation and no thinking about it. So, it's going to be recycling in this barrel that we've provided and trash and either the toter that the City provides or curbside pickup as it's done right now. It will drive your percentage of participation up over 42%. The standard feedback that we see and all of the reports that we've been reading is that you'll see about a 42% jump almost immediately in participation. It is that easy. That equates very easily to savings in disposal which is a dramatic impact on the solid waste budget that the Public Works Department has as the second largest line item. So, once you start single stream recycling, all residents will get toters, obviously a lot larger than this, and they'll be picked up with trucks which are called front load trucks, these trucks right here. They also have another truck which I believe my sales gentleman has on the road with him right now, which has a side arm that comes out and then picks it up and dumps it into the truck. So this will be predominantly what we will see in the City of Manchester, picking up your recyclables. We also will have what is called rear load packers. A lot of material will come in from your commercial customers that have cardboard. We will potentially do a single stream downtown district and these trucks will carry that, as well as the City trucks. Most of the City trucks are all rear load packers. The third kind of trucks are roll-off trucks which many of us have seen at construction sites. This happens to be what's called an open top container. We have a few of these scattered throughout New Hampshire that have loose paper, bottles and cans in them. Most of our equipment now is closed, so this is a closed box. It ends up being compacted in this box. We can hold six to eight tons very efficiently. It's the most efficient way of managing loose material – taking it from a transfer station or a customer to a facility that will process the material. So those are predominantly going to be what we'll see. On a rare occasion, we will get material from sources in northern New Hampshire, as well as in western New Hampshire. That will be in what is called a 100-yard walking floor. There is a canvas top that goes over the top of it and the material essentially walks off the end of it as the truck pulls forward. This will go inside the building. Lastly, once the material has been processed, you go out via truck or rail in tractor trailers that you see every day. They are called dry vans; they are not refrigerator trucks. So there's no produce or things like that. All of the material will be going out either in this or in rail cars, and we're all familiar with what rail cars look like. So, the big thing for us is looking at where we are. This is a depiction of the different types of trucks that we'll be using. We were asked by the City to participate in this project because of our knowledge of recycling and commodities. Back in 1995, the City had the ability to build their own facility but they were unfamiliar with how to market commodities. So there was an existing permit on Dunbarton Road that the City owns. That has since lapsed during the last two and a half to three years. This is where we're at. A couple other things I'd like to clarify are the traffic calculations. There was a lot

of misinformation that was given this past 18 months about traffic, and I wrote down a little bit of information that you folks really need to understand as far as when the traffic patterns are. I have the traffic study with me. If none of you have a copy of that, I'd certainly be happy to leave a copy so you could take a look at that. We spent a tremendous amount of money doing due diligence to make sure we knew exactly what we were looking at as far as impact. We spent a tremendous amount of money getting to where we are right now. Okay, first things first. For operating hours, we have submitted a permit application for operating hours between 7:30 and 3:00. It's a single shift. If you all understand that 7:00 is a little earlier than the commute hour, that is exactly why we tried to put it there. We are going to be getting trucks that are loaded that are wanting to ship out early in the morning, and we need our staff there early. Let me explain why. In the trash business and the recycling business, you do not want trucks trying to find a dumpster or trying to find a residence when all the cars are parked on the streets or when all the cars are parked in a parking lot. You want those trucks out there early, grabbing that stuff, so they can get it in and out very efficiently. That's a major reason why you have such early hours for garbage trucks and recycling trucks. They want to be off that street. The traffic study that we paid for essentially laid out when truck traffic would be there, when employees would be there, when their trips would be, and it's on the inside and outside of your peak hours on Dunbarton Road. We had to worry about worst case scenario; how many trucks per trip, how many days were we going to impact the area? And we're looking at maximum truck capacity estimated as 81 total trucks per day to the site. That's this size, this size, and that's also this size. The maximum would be 81. Understand also that the permit application was for 350 tons per day. We are not close to that volume. As the City stands, and as far as my volume that I would bring into the plant, we are not close; we are two-thirds away from that volume. We also have employees and some contractors' traffic. The gentlemen that drive these trucks are not in green trucks, they're in red trucks. They are Pinard Waste Systems. We've teamed up with a local great company to do a nice job, so they are red trucks. Quite honestly, they're doing a great job every day of the week out there right now. I outlined a little bit for everybody: the trucks, the volume, the capacity, the number of employees, and what that looked like. I was also asked to take a look at what these plants look like. What do material recycling facilities look like? This is something that I visit on a very regular basis. My staff visits. We're in these places every day, moving baled material, loose material, trash, you name it. My company serves a little over 200 municipalities in New England, as well as down in Texas, and about 150 to 200 commercial customers, the folks that made this bottle of water! So then I added what you could look at, some pictures of what material recovery facilities would look like. We won't go through the details on all that. There is a handful of different pictures. Essentially, we're looking at storage and processing inside a large warehouse. I didn't do the research whether some of these were LEED certified,

but some of these have windows that are high up allowing natural sunlight to come in. Some of the newer facilities do a tremendous amount of landscaping, are very environmentally conscious, and also do a lot of natural lighting and curb lighting as you get further and further down into this list. Any facility that we put together will end up needing a scale, so here's a picture of what a scale looks like. What's inside? You should know what this is going to look like on the inside of a building. The concept is quite simple. You bring in mixed materials in one of these types of trucks or maybe in one of those large trucks. Equipment separates it with personnel. And you have personnel that what is called polishes the last of it to make sure it's clean and right for a mill to consume it. So, you might see a little bit of waste to a little bit of paper in these plants, but these are active plants. These are plants that are working. What happens at the end of a shift is that the plant, due to the machinery, has to be cleaned with air. So there's a high pressure blow system. You go around at the end of the day; it's called preventative maintenance. These machines are not cheap, so you want to make them last as well as you can. They're not numbered, and I apologize for that. Many of these pictures are of just what's going to be inside the building. It's machinery; it separates different material into different categories. I'd also like to introduce Ed Roy as my traffic manager. How many loads of cardboard do we ship in a given day? Between 25 and 30 tractor trailers, loose and bailed, per day. So these plants are going to be able to handle that kind of volume. It's a high volume, not a lot of folks inside, facility. I guess I'll get to the last part which is probably the most important which is what's on today's agenda. I'll put this as politely as I possibly can. During the negotiation process, we understood that the Dunbarton Road site was an available site for us to put a materials recovery facility. We were directed to that site; we tried to put a process plant on that facility. Essentially, here's where we are. We have an existing permit, here's where recycling currently happens now, please build here. Last July, last September, last fall, for a varied bunch of reasons, it was no longer suggested that we go there. I'll explain each and every one of them. First, the City of Manchester had on its list of capital improvement plans the intersection of Front Street and Dunbarton Road. That did not make the cut, apparently, and was pulled, hoping that it would potentially be funded through this project. Item number two is that we had a tremendous amount of residential resistance. My company and my great staff literally have our eyes wide open trying to bring this project to the City. It works financially because it saves solid waste management costs. It works because it's the environmentally green thing to do, meaning that today, more and more communities are looking at trying to save costs while increasing recycling. It was the right thing. Whether my company got pulled into a political battle or not, is not my realm. My realm is picking up your recyclables, selling them, and doing it again tomorrow. The political arena at the time was very strong for that area and it caught a couple of Aldermen's ability to make this and run with this. No harm, no foul, but I'm here seven months later and nothing's changed. The third part is that now I'm in a

situation where, in order to meet my contractual obligation, I need to move into a plant. Build-out for a site on Dunbarton Road is 18 months, at best. And the cost of steel and the cost of material that we priced three years ago, versus today's price, has almost doubled. So, the cost now is a factor for not succeeding in this project on Dunbarton Road. Those three large pieces, and there are some others, but those three large pieces are why, back in November, I was asked to look at additional facilities. What else is out there? Continue down one path with Dunbarton Road; continue down another path looking at alternative sites. Two weeks ago, I was asked to pull those sites together for a review. Subsequently, this is where we are right now. I have ranked these two different ways: inside Manchester, outside Manchester, and sites that work for the equipment and the process. Sites that are industrial, that have the correct height, that have ins and outs that are easy, that could be obtained relatively economically correctly. So, that's where I'm at. When we get to the list, we can talk about every single one, if you'd like. Some of them I haven't looked at. Some of them are just parcels of land. But essentially, my company is ready to move forward. I need a direction from you folks and also the Aldermen, where to go, and we'll put together a project and get going. It's going to take me nine months to purchase the equipment that needs to go inside. Between purchase and delivery of equipment, it takes nine months for manufacturing of the equipment. Once we have a date, the City will have to buy toters and there's a large lead time on that. We need to coordinate that piece. How are we going to do the roll-out? All the educational outreach? There's a lot still there, a lot that still needs to be done. My staff and I are ready, have been for almost three years now. I guess that's my complete discussion, as far as what I have. I'd welcome any comments.

Chairman M. Roy stated thank you, Patrick. Director Sheppard is here. Do you have anything that you'd like to add to that or shall we proceed to questions? Patrick did lay out the pages outside of Manchester and inside of Manchester. I will remind the Committee, as I have in the past, and the full Board, that through our Enterprise Water Works, we own hundreds of thousands of acres outside the City, and looking at the value of this project, if it can't go on within our borders, I think we should be open-minded enough to look outside our borders and partner with another town.

Alderman Osborne stated I just have a couple of questions here. On the Gay Street situation, you have \$4.35 million. Is this the way you're going to approach this or did you talk to them about leasing it also?

Mr. Corcoran responded quite honestly, leasing is only good if I'm only interested in doing something short term. This is a large project, a large term contract. I wouldn't approach a project like this with a lease. It's spending money that's in somebody else's pocket. We've been approved for financing and during the last

year I've had too many meetings with banks saying, yes, we're still going, and two weeks ago, I started to have that same meeting with a bunch of folks with lots of suits and lots of ties saying, are you still going?

Alderman Osborne asked so your first preference is Gay Street?

Mr. Corcoran stated yes, as outlined right here, my first preference is this existing building that meets our criteria.

Alderman Osborne asked this also being there is going to save a lot of time?

Mr. Corcoran stated correct.

Alderman Osborne stated so this is the big thing, right now, I think more than anything. It's worth a few dollars just to have it there rather than not there, true?

Mr. Corcoran stated correct. The previous facility, the operation that took place there was a lumber yard. I believe Georgia-Pacific had a transfer indoor lumber facility which took rail cars of lumber in and transferred them onto tractor trailers for distribution throughout New England.

Alderman Osborne stated I have no problem with it at all. I'll just move it along here.

Chairman M. Roy asked Patrick, do we have any data either through Highway or anyone else, Building, what Georgia-Pacific was approved for, for traffic?

Mr. Corcoran stated I could certainly try to obtain that information. It's zoned industrial which is different than the Dunbarton Road which, if memory serves me right, was light industrial.

Alderman Domaingue stated I was just referring to a comment that you made the previous time that we met and wondering if we should refer to these sites by number, rather than name.

Chairman M. Roy stated I think it definitely does warrant that. This is public information so if someone does want to do their interim work...

Alderman Domaingue stated I completely understand. I just wouldn't want to harm you as far as negotiation processes were concerned.

Mr. Corcoran stated unfortunately, my pants are down and my shorts are down as well. There's not much left.

Chairman M. Roy stated I guess I'm going to ask you to run through the six properties, one through six in Manchester.

Alderman O'Neil asked before he goes, could I ask him one question? If you were building a new building, what would be the ideal square footage for an operation?

Mr. Corcoran stated based on the 350 tons a day permit allocation that's pending, that's still sitting at New Hampshire DES, I need between 80,000 and 100,000 square feet. I would have to revise our calculations based on a lesser size building and less volume going through, which certainly could be done, but you need the volume to make sure you cover everything.

Mr. Corcoran stated the first one is number one as far as the Manchester list. I hope your pages are correct. I did this a little earlier, but it's the second page where it says the different Manchester properties; there are six listed. Our preference would be property Number One. We have a great opportunity with rail at that site. If you remember the conversion, we can get about four to five tractor trailer loads. These size tractor trailer loads can go into a rail car. So we've really been able to reduce the amount of truck traffic using an industry that's older than all of us. We have end consuming mills that are very interested in receiving the material via rail that are in New England and also in northeastern Quebec. That site, just to give you a rough idea, is height specific okay. It needs some build-out; it needs probably around \$600,000 worth of build-out due to the scale, due to lights, due to parking lights. We need to put some loading docks into the site. There are some things that it's not perfect for. We can't just move in and start operations. I would probably move in and put my staff there and get out of paying lease for Merrimack Street, but we would probably be six to nine months before we'd actually start receiving material through there. It works. It's inside the City of Manchester. We've identified that site for a while as a good site that would work. We have just recently signed a contract with a major manufacturer here in Manchester and Londonderry that would prefer us to be as close to them as possible. Stonyfield Farm has publicly written a letter that you all have in front of you, supporting CES and putting a site in Manchester. We recycle. That's what we do. My staff does an absolutely fabulous job doing it. We find homes for the weird and the crazy and the hard to move stuff. Everybody can move a load of cardboard. But, when you go into manufacturing folks that make yogurt or make bottled water, it's a different animal and it takes a creative group of folks and my staff are those folks. We know how to manage that. Stonyfield Farm signed a five-year contract with my firm to manage their waste. They publicly also came out with a letter, like I said. That facility at Number One fits what they're looking for. The one negative is that I've had a couple conversations with the folks that represent that Ward and they seem very hesitant about allowing a recycling

facility, as you see with plants and trees and the whole nine yards, going close to their Ward or in their Ward. My only comment is that fourteen Aldermen and the Mayor signed this project unanimously. You have to find some place for me. The second facility, unfortunately, it's in a great location, but it has a very difficult in and out. As you can imagine, the swing radius for these tractor trailers is large. If anybody doesn't know where that is, I want to say it's behind the Post Office. It's small. It can be leased and it could work. There's not a large amount of residential area right there. There's a considerable amount of commercial and light industrial in that area. So that would work. I guess many of these are self-explanatory. Height is an issue; location is an issue. There's a large facility available at Gold Street which is extremely large, much larger than what we would need and very expensive. We've met with those folks a couple times and they're looking for a much larger commercial entity like a Walmart or a Home Depot or a Lowes to go in there. This isn't that. This is recycling. We're at the other end of the spectrum. The reason I put them in order is that existing buildings allow us to meet our targeted date for completion and get on track to where Public Works is able to save money that they're anticipating saving. It allows me to meet that target. That is the primary reason why we went buildings first. Existing structure first, land second. In land, you have development; you have a lot more things you have to look at. An existing structure works. There's also land down by the Best Western and Yard Restaurant, quite far from the highway, very difficult to get to. There's the pro that it's high visibility. The project would work well for show stopping, something like that. Okay, there's those folks. I certainly could go through the 12 locations that are outside Manchester but they're quite self-explanatory.

Alderman Domaingue stated the first location that we talked about, and you already mentioned it so I guess I don't feel that bad about identifying it, the Gay Street location. You could actually reduce traffic over time by using the rail system; am I understanding that correctly?

Mr. Corcoran stated absolutely.

Alderman Garrity asked do you have any numbers on the amount of traffic that is currently on Brown Avenue?

Mr. Corcoran stated yes, sir.

Alderman Garrity stated because it's quite high and that's my concern and also Alderman DeVries' concern that we deal with a large amount of traffic down there already. To get from one place to another is nearly impossible. And you're going to be operating from 7:00-3:30, is that right? Is that what I heard earlier?

Mr. Corcoran responded correct.

Alderman Garrity stated I mean, the morning commute down there...have you been down to Brown Avenue at 3:30 in the afternoon?

Mr. Corcoran responded I've been at Brown Avenue probably in the last 18 months.

Alderman Garrity asked so you will agree that the traffic is pretty much obnoxious down there, wouldn't you, at certain times?

Mr. Corcoran stated Elm Street, South Willow Street, anywhere in this City seems to be.

Alderman Garrity stated I'm asking you about the traffic on Brown Avenue, sir.

Mr. Corcoran stated Brown Avenue seems to have a lot of traffic just like many other streets.

Alderman Garrity stated right. Did you meet with the Airport Director about flight schedules and when there's a high amount of traffic down there and when the peak hours and the off-peak hours are?

Mr. Corcoran stated no.

Alderman Garrity asked how many neighbors have you met with?

Mr. Corcoran stated none.

Alderman Garrity stated you can understand our frustration.

Mr. Corcoran stated well, Alderman Garrity, we were asked to look at Dunbarton Road. We spent a tremendous amount of money on Dunbarton Road. And I got nowhere. I was asked in November to look at alternative sites and look is all we did.

Alderman Garrity asked can I ask the Public Works Director a question, if that's alright, Mr. Chairman? Mr. Sheppard, does the City have any numbers on the traffic counts on Brown Avenue traffic?

Mr. Kevin Sheppard, Public Works Director, responded off hand, I'm not too sure. I know Southern New Hampshire Planning has a lot of traffic counts here in the City. If we don't, I'm sure we can get some.

Alderman Domaingue asked with regard to the Gay Street property, is it not true that, out of all the other properties in Manchester that it has the most direct highway access of the ones you've looked at?

Mr. Corcoran stated if you were to look at the Gold Street facility that is pretty much the same distance from the highway. I'm not terribly familiar with the stores, but it's off the highway and a couple alley streets and you're at that facility. I would say that the Gold Street and the Gay Street are probably the closest to the highway.

Alderman Domaingue asked the closest and most direct access?

Mr. Corcoran responded absolutely.

Alderman Domaingue asked how many houses directly abut that area?

Mr. Corcoran asked the Gold Street or the Gay Street?

Alderman Domaingue responded the Gay Street.

Mr. Corcoran stated none.

Alderman Domaingue asked none?

Mr. Corcoran stated none.

Alderman Garrity stated we're not talking about specific houses that abut. We're talking about neighborhoods. There's a large neighborhood behind the Pine Island Plaza; there's a large neighborhood that uses Brown Avenue to get to the grocery store...to get anywhere on Bow Street and things in that area. The south end, Wards 8 and 9, have been dealing with traffic problems for years. It's out of control. We're talking about neighborhoods now. We're not talking about people that are abutting the facility directly.

Chairman M. Roy stated I'm going to hold off recognizing Alderman Domaingue and go to Alderman O'Neil for a minute, but I do want to make one editorial comment. We all protect our Wards as best we can. We have two Aldermen-at-Large that are in charge of somewhat overseeing the fairness within our 12 Wards. One of the things I've mentioned to Patrick is the amount of misinformation that was out there when it was slated to go to Dunbarton Road through last year and asked him to come with the facts. What I'd like to do is just keep trying to focus on...we're in a contract with Corcoran Environmental. This is a very positive

thing for the City as far as the recycling and potential savings. The hard part is now the nitty gritty of finding a location. Unfortunately, as a City, we have very little industrial land left. Those Wards that do have it, most of those players are represented here today and have been talked to in the past. So I don't want this to get into a neighborhood versus neighborhood, mine's better than yours, your highway access is different than ours. I really just want to get all the facts on the table and then we can hash it out, whether it's in a full Board meeting or this Committee meeting. All Aldermen that do come to these Committees will be recognized, so I appreciate Alderman Garrity being here, but I would like it to be focused on the project and where it's ultimately going to end up. Neighborhood meetings and some of the things that may not have happened to the fullest extent on Dunbarton Road will happen going forward, whether this is located in whatever Ward. That being said, if we could keep comments about the project and then we'll start talking about the impacts to neighborhoods and access.

Alderman O'Neil asked Patrick, in the contracts you have, either with other municipalities or with private clients, do you pick up the material at the site or do they deliver to the site, to a potential recycling site?

Mr. Corcoran responded both.

Alderman O'Neil stated I'm guessing that if it's your firm picking up, you can control what routes those trucks would use, correct?

Mr. Corcoran responded absolutely.

Alderman O'Neil asked what about if you are not contracted to pick it up, do you have any right as part of that agreement to say Company XYZ down near the airport, you will use South Willow Street as opposed to coming in 293, exit whatever that is? That's come up where we end up with this excess truck traffic through neighborhoods.

Mr. Corcoran stated well, we service commercial customers which have a need for trash to go to an incinerator in eastern Massachusetts. That incinerator creates a document that all subcontractors have to sign which says we acknowledge the routes that the incinerator and the town of X has put on us. If we're in violation, there's a fee structure. So absolutely the City has a right to say the trucks can be painted purple, they can go backwards, they can go any way they want. It's your City. And, quite honestly, it's a standard that many of our subcontractors abide by because there are neighborhoods past paper mills, there are neighborhoods past landfills, there are neighborhoods past incinerators that are by neighborhoods. We are very densely populated here in New England. So, you can direct a truck to go where you want it.

Alderman O'Neil asked whether it's one of your own trucks, or are you saying you may hire a subcontractor to haul, but ultimately, whether public client or private clients, you are responsible for picking up at the site whether one of your own trucks does it or you subcontract that pick-up. Do I understand that correctly?

Mr. Corcoran responded correct. And you can direct those subcontractors to which way they go.

Alderman O'Neil stated so there is a mechanism to protect, absolutely as best we can, truck traffic through neighborhoods?

Mr. Corcoran stated we see them very often right now. When you go into a neighborhood that says no Jake Brake I guess is the term, you see that now. You see those zones, you see that stuff already in our day-to-day life, where you can direct trucks that are loud, that are big, in which direction you want to go.

Alderman O'Neil stated and I noticed in your rankings, both in Manchester and out of Manchester in both your Number One, that one of the pros was rail access.

Mr. Corcoran stated absolutely.

Alderman O'Neil stated and you mentioned before one single rail car would cut down four to five truckloads. How many truckloads are expected in a day?

Mr. Corcoran stated 17 outbound truckloads.

Alderman O'Neil asked can all items be sent back out on rail?

Mr. Corcoran responded, no. Plastic...

Alderman O'Neil stated try to give me a...is it one rail car a day?

Mr. Corcoran responded two-thirds. The average is two-thirds. Two-thirds can go out by rail. Because there are fiber paper mills that will accept newspaper, corrugated, those types of materials, via rail car versus many of the plastic or tin or aluminum facilities do not accept rail cars.

Alderman O'Neil stated alright so, two-thirds of all product can be taken out by rail car.

Mr. Corcoran stated correct.

Alderman O'Neil stated and I'm guessing, for efficiencies, you don't want the railroad coming in to grab one car?

Mr. Corcoran stated right.

Alderman O'Neil stated and you don't want to load up...I don't know how many can stack at that site, but...

Mr. Corcoran stated I believe at that particular site there are five accesses. I'm sorry, there are three accesses to rail cars. So you could load three rail cars at a time.

Alderman Osborne stated as it stands now, you have no trucks coming in from the highway. It would only be coming in from the main highway. The only time you would be going to those neighborhoods is when you're picking up at the neighborhood itself, right?

Mr. Corcoran responded correct.

Alderman Osborne stated so really, the neighborhoods are not going to see any of this traffic outside of when their own refuse is being picked up.

Mr. Corcoran stated correct. They're seeing the City's waste trucks, the Pinard trucks.

Alderman Osborne stated I understand that. But the other 80, or whatever it is, is going to be coming off the highway and there's a short run between that highway and where you are.

Mr. Corcoran stated absolutely.

Alderman Garrity stated I will speak for myself and not Alderman DeVries. I don't think it's the fact that our constituents are concerned that trucks are going to be going by their homes. It's our constituents who are concerned that we're going to have more delays trying to get to work, trying to get to the grocery store because of the increased traffic on Brown Avenue itself next to the park. That's the issue.

Alderman O'Neil stated I would ask my colleague from South Manchester a question. Alderman, would you agree that that site, today, not if Mr. Corcoran, but if a lumber company went back there, there'd be trucks going in and out of there? And there's not a thing we can do about it?

Alderman Garrity responded I think that's a wide open question. I mean, it all depends what goes in there. It's a lot of increased truck traffic.

Alderman O'Neil stated it was a facility that was a wholesale lumber yard, I believe. I don't think it was retail. And a lot of trucks in and out all day long, that I remember. I'll be honest, I'm not down there every day, but what I remember. So, I'm not sure if there are improvements that can be done to the signalization to move. That might be something we can explore. And if there's an issue, my opinion, whether this facility goes there or not, if there's an issue on Brown Avenue, we should be doing something to try to correct it.

Alderman Garrity stated we've been trying. Just one more point, Mr. Chairman. I would caution this Committee to not put the cart before the horse like we did on Dunbarton Road. Let's have this gentleman meet with the neighbors first. Let's get the current traffic counts on Brown Avenue and go that route and then we can meet again, but I would encourage that we do not give a recommendation to the full Board to pick another site until we do the research on neighborhood meetings and things of that nature.

Alderman O'Neil stated Patrick, it looks like, in the out of town situation, you list Number One has rail access and seems to be somewhat comparable to the in-town one. The difference, at the end of the day, isn't as much what your build-out costs are and all that, but the deal with us will have to change if it is trucked out of town, correct?

Mr. Corcoran responded absolutely.

Alderman O'Neil asked is that the major difference between the two pages?

Mr. Corcoran stated well that, plus I need to go to go to our City subcontractor, Pinard, and find out what the cost increase is going to be, whether I can afford to go out of town. With their trucks going to a neighboring town, those trucks were destined to stay in Manchester.

Alderman O'Neil stated I just want to make sure I'm clear on this. If, in the final outcome, one of outside locations is chosen, it is going to affect our contract with you, either revenue sharing or additional costs to us.

Mr. Corcoran stated absolutely. Concerning the facility on Gay Street, it's zoned industrial. The owner of that property has an industrial building. He'll want to put something in there that either is for sale or lease that is an industrial application. You'll have that same issue about trucks there, regardless. It's a one

hundred thousand square foot facility. You're sort of at the wrong end of the bat on that particular site. And that's my observation, my editorial. I do want to come back to a quick point which is, I'm under an extremely tight, tight timeframe. When I was asked in November by the Mayor's office to go down two separate roads, I had been paying for consultants, traffic engineers, and construction managers out of my pocket while we have been doing meetings, getting information. I have not done any information concerning Gay Street that wasn't in our realm. Our realm was to go down two separate roads. That is what we did. So, to say that we want to have another meeting and get some more paperwork – absolutely fabulous. You folks are running out of time when this plant will be economically feasible to be up and running. You have competition that is nipping at the heels of this project awaiting the demise, quite honestly, of this project. I met the folks who are competitors today and they said, just let us know when you fail. So, we have a major problem on our hands if this does not go through. I will be out of time.

Chairman M. Roy stated unfortunately, our Committee schedule is such that this Committee is out of time. The Clerk has told us that our next possible meeting date could be in April, not next week. I would look for meeting as early as six or seven days from now. Not to steal any thunder from the Mayor's budget presentation, but this is an issue that we do need to resolve as soon as possible. I haven't had a chance to work it out with the Clerk's office. Are there requests in the meantime? It doesn't look in the next four minutes that this Committee is going to come to a consensus, or come out with a recommendation to the full Board this evening.

Alderman Domaingue stated I'd like to request that we allow Mr. Corcoran to proceed with investigating and moving forward on site Number One, the Gay Street site.

Chairman M. Roy stated I'm just wondering if we have enough information and...

Alderman Domaingue stated I'll amend my motion to move that we allow him to start the process of inquiry and moving forward to get the necessary information without necessarily making any sort of a deal, per se. That would have to come before the full Board, anyway. I guess I'm moving to send him on a fact-finding mission.

Chairman M. Roy stated one of the suggestions I was going to make is that he possibly pare down the top three on both lists and give us a larger spreadsheet, the in-town and out-of-town top three. As Alderman O'Neil indicated, the top two, short of one being in Nashua and one being in Manchester, are quite similar. I don't want this to fail because we're requiring it to remain within our borders. So,

my question is, do we want him to fact-find on one or fact-find in more detail on all three?

Alderman Domaingue stated I think fact-finding on maybe on the top three overall, including out of town sites, would make much more sense than three of each, because that seems to be awfully time intensive and you did indicate that you are on a deadline.

Alderman Osborne asked why are we still holding on with the Dunbarton Road contract? Why are we still holding to that? Why don't we amend that thing or...

Chairman M. Roy stated unfortunately, the Dunbarton Road contract is our solid waste recycling contract that took four years to negotiate.

Alderman Osborne stated but this portion of it can't be broken?

Chairman M. Roy stated I think we've made it clear to Mr. Corcoran that we're pursuing other sites with him and the language of Dunbarton Road will most likely go away.

Alderman Osborne stated it has to be amended.

Chairman M. Roy stated it will be amended. But, to amend just the language of Dunbarton Road doesn't make sense because, if he does go to another facility, we may have to amend the revenue sharing or the tipping fees or traffic modifications. It's quite an in-depth contract.

Alderman Domaingue stated there's nothing that says that we can only amend the contract once. I don't see why we can't amend the contract on an immediate basis to remove the Dunbarton Road reference.

Chairman M. Roy stated again, I just would rather open a can of worms once than many times. But, I will accept Alderman Domaingue's motion, for Mr. Corcoran to get back to us hopefully as early as a week with the top three locations.

Alderman Domaingue stated actually, your motion was the top three; mine was to go with Number One.

Chairman M. Roy asked will you amend it to the top three in case we don't get to the Number One, that we explore the three best alternatives?

Alderman Domaingue stated provided that we can reconvene within the next one to two weeks, yes.

Chairman M. Roy stated at worst, two weeks. Best case scenario, with pressure on the Clerk, for next week.

Alderman Osborne stated if Gay Street wasn't there, Mr. Corcoran, would you choose any of the other five that we're talking about? Would you even look into any of the other five? Do you think it's worthwhile to you?

Mr. Corcoran stated I'd have to physically start making appointments to go see these properties myself and take my construction engineer with me. So, a little bit of logistics needs to be coordinated in order for me to do that, which can happen. I'm paying him, so he certainly will come when I need him.

Chairman M. Roy stated well, I'll ask the question a little more directly. If you were originally looking for 80,000 to 100,000 square feet, can you fit your equipment in a 25,000 square foot building?

Mr. Corcoran responded no.

Chairman M. Roy stated so the potential at the East Industrial Park Drive, which is one of our great industrial parks of the City, goes out the door just by space. So, unless someone on East Industrial Park Drive has an 80,000 to 100,000 square feet available, you're not going there. You can't recreate the wheel.

Mr. Corcoran stated correct.

Alderman Osborne stated we probably could break this down right here, if we had the time. Rather than him going out to six locations and trying to spend any more money than he has, that's what I'm saying.

Chairman M. Roy stated I think, honestly, with pressure from our next meeting, that we do have to reconvene. I would look to do it within the week, and I would just ask that we, instead of focusing on one, because last time we did make the mistake of focusing on one and it took months for it not to work and to go forward, that we, at least, open the alternatives of a top three, top two, top five, however many Patrick wants to put the time, effort and labor into it, and get back to us. I don't know if I need to get that in the form of a motion to give him marching orders, but we eventually need to either move forward or terminate this contract.

Alderman O'Neil stated Patrick, would it be fair to ask you for next week some type of potential modification to the contract, from a dollar and cents point, if the facility is not in Manchester? I know it's kind of a broad question, but it's got to be part of our deliberation at some point.

Mr. Corcoran stated I have already put those numbers together for Public Works.

Alderman O'Neil stated I know there's probably going to be a range with it until you get into final deals wherever this place ends up, but I think that needs to be somewhat discussed.

Mr. Corcoran stated I think the largest piece, Alderman O'Neil, which needs to be explained is that, if it's in Manchester, the City would receive host fees for outside communities and also commercial tons. If it's outside Manchester, you'll just receive revenues on the City's tons.

Alderman O'Neil asked there would be no additional cost to truck it out of the City?

Mr. Corcoran stated that I still need to negotiate with Pinard.

Alderman Garrity stated the location down by the Best Western and Yard Restaurant...you said the purpose was because it was too far to get to the highway?

Mr. Corcoran responded I've only been at that site from the south and it seemed quite distant from downtown Manchester.

Alderman Garrity stated I bet if you timed yourself from leaving your proposed facility on Gay Street and getting on the highway on Brown Avenue onto 293 there, and if you went the same time of day from the proposed facility that you're looking at on South Willow Street and with that Exit 5, I bet you it would be quicker.

Mr. Corcoran stated with all respect, there are lights at Brown Street, traffic lights. Those trucks will be taking a right off of, I believe Brown Street.

Alderman Garrity asked are you talking South Willow?

Mr. Corcoran stated I'm talking Brown Street or Gay Street, excuse me. You'll be taking a right off of a red light and you'll also be hitting a light. Large trucks will not end up down in...forgive me for not knowing the building, but the commercial end where the residents...yes, you said a commercial site and then after all that

was all the residential area...trucks will be heading right back out to the highway versus at that light. So you'll have traffic ability right there to control that.

Alderman Garrity stated I think your trucks are going to spend more time on Brown Avenue than they are on Route 28 south getting to Exit 5.

Mr. Corcoran stated well, unfortunately, my trucks are not doing anything right now.

Alderman Osborne stated let's boil it all down to one thing. What is the best thing for the taxpayers of Manchester, dollar-wise? Where are we going here?

Mr. Corcoran stated let me try to negotiate for a facility on Gay Street. You get post revenue for outside communities' material and you get host revenue for commercial tons.

Alderman Osborne stated let me stop you there. All these things I know but I'm just saying, is there any other site that would give the City of Manchester, the taxpayers of Manchester, anything better?

Mr. Corcoran stated we had four separate real estate companies look for us, and this is their list that they came up with.

Alderman Osborne asked they came up with Gay Street?

Mr. Corcoran responded this list. This list that you're looking at.

Alderman Osborne asked what is the best one of the whole list? That's what I'm saying? Which is best for the City of Manchester? Let's put it that way.

Mr. Corcoran stated you have all the folks that are in opposition to it, so I don't know the answer to it.

Alderman Osborne stated I'm not asking that question. I'm just asking what is the best for the taxpayers of Manchester?

Chairman M. Roy stated I do have to cut in now. The Clerk has given us one minute to wrap up. Alderman Shea has a full Committee. We have one minute so they'll look for something to move forward or a motion to reconvene next week.

Alderman O'Neil stated I think in the meantime, the intent is, if Patrick can, to keep doing a little bit...

Chairman M. Roy interjected pare it down, narrow it down...the most information you can give us, the better.

Mr. Corcoran stated on three facilities.

Chairman M. Roy stated facilities that actually work for you. If the 25,000 square foot building is the best on East Industrial Park but doesn't work for you, it still remains the best on East Industrial Park Drive for some other buyer.

Mr. Corcoran stated absolutely.

Alderman O'Neil stated I mean, I look at it, Mr. Chairman that there are four or five facilities at work here. That's it. That's where I think the concentration needs to be.

On motion of Alderman Domaingue, duly seconded by Alderman O'Neil, it was voted to table this item.

Alderman O'Neil asked Kevin, in the meantime, can you get for us whatever information there is on traffic studies? I don't know if anything was done when Brown Avenue was widened...Is that Exit 2 or Exit 1? At Exit 2, when the State redid the overpass, I don't know if they did any additional...any information that may be out there on traffic would be helpful.

There being no further business, on motion of Alderman Domaingue, duly seconded by Alderman Osborne, it was voted to adjourn.

A True Record. Attest.

Clerk of Committee