

**DOVER PLANNING BOARD  
MINUTES OF MEETING  
FEBRUARY 8, 2005**

**MEMBERS PRESENT:** John Swartzendruber, Bryan Cahoon, Frank Torr, Beth Thompson, Ron Cole, Dennis Ciotti, Tony McManus, Dean Trefethen

**MEMBERS ABSENT:** Mindy Anderson, Donald Andolina, Pete Lavoie, Erik Tooke

**STAFF PRESENT:** Steve Stancel, Planning Director and Jacqueline Freeman,  
Recording Secretary

Chairman Cole brought the meeting to order at 7:01 PM.

Chairman Cole announced that under **ITEM #4: Old Business, b. Business Partners, Inc. for Motiva Enterprises (P04-62); and d. Tolend Road Properties (P03-36)** would not be heard this evening.

**ITEM #1: Citizens' Forum**

There were no speakers.

**ITEM #2: Approval of minutes.**

Beth Thompson made the motion to approve the minutes.

Frank Torr seconded.

**VOTE U/A**

**ITEM #3: Consideration and acceptance of a minor subdivision of land for Dover Vocational Trust, Inc., (Owners Stephen Spiridonides, Georgia Kiriapoulos, Susan Andrews) Assessor's Map 10, Lot 3, zoned R-12, located on Prospect Street/Highland Street.**

Doug LaRosa, Trittech Engineering, represented Dover Vocational. He stated that this was a very straight forward application. The property is located on Prospect Street and is bounded on one side by the Boston & Maine Railroad and abuts Highland Street at the very end. One lot is approximately 20,000 sq. ft. and one lot is 2.5 acres. They met with the Conservation Commission and have received a favorable recommendation. They are proposing a 12 foot wide drive through an area of greater than 20% slope and coming directly off of Prospect St.

Beth Thompson made the motion to accept the application.

Dennis Ciotti seconded.

**VOTE U/A**

The public hearing was opened.

Robert Stallings, 29 Prospect St., was concerned that the property would be developed into multi-family lots. He asked if there would be a continuance of the project on Highland St. He said that, presently, there are lots of trees and vegetation and he was concerned that the hill would be flattened. He said that he didn't want the proposal to be approved. He was concerned with what they were going to build as far as retaining the value of his home.

Doug LaRosa reassured him that R-12 was not a multi-family zone and there are no plans for the larger lot. He added that, potentially, you could come off of Highland Street but the slope is over 20%. It would be very difficult to get access off of Highland St. and he's not sure that it would even be possible.

Steve Stancel stated that without engineering, there are no guarantees, but there will be no frontage for any additional lots on this piece unless you were to continue Highland Street with a public road into the property. He said that the cost would be prohibitive so it is highly doubtful there would be anymore lots.

The public hearing was closed.

Dean Trefethen arrived at 7:15.

Steve Stancel gave the Planning staff recommended conditions of approval. He said that the proposed driveway for lot 3-2 will cross a Conservation District of 20% or more slopes and will require a Conditional Use Permit. The applicant did appear before the Conservation Commission last evening and they had no comments.

Beth Thompson made the motion to approve with the following conditions:

1. Add the owners' signatures to the plat.
2. Provide the Planning Department with a digital version of the plat.
3. Add the Surveyor's signature and seal to the subdivision plat.
4. Revise the plat to add the locations of the existing and proposed sewer and water lines.
5. Approval includes the granting of a Conditional Use Permit.

Dennis Ciotti seconded.

**VOTE 6 – 1**

**Opposed – Tony McManus**

#### **ITEM #4: Old Business**

- a. Discussion and possible vote regarding Back Road and petition requesting Scenic Road designation. Public hearing to be held prior to discussion.**

Beth Thompson made the motion to remove this item from the table.

Frank Torr seconded.

**VOTE U/A**

### **The public hearing was reopened.**

David Scott, 220 Back Road, stated that he was present to support making Back Road a Scenic designation. Back Road is historic and it is a neighborhood. He believes it is the first road in NH that went from Hilton Point to the center of town. It's scenic because it is winding, narrow and has small hills and a wonderful arbor of 150 year old Oaks, Maples, Ash and Willows that provide a colorful canopy during the fall. People walk, jog, bicycle, push baby carriages, and socialize. The role of Planning is to balance real estate development with the need to preserve islands of tranquility. In his opinion, the area from Portsmouth to Rochester will become one big open development in the next 10 or 20 years. He said that the Back Rd. residents don't have any obligation to people from Massachusetts who may want to leave MA and move here. He welcomes them, but in the welcoming, let's not hinder and destroy what is part of our New England heritage. He said, "We need to leave this for ourselves, our children and grandchildren." Let's keep a historic, scenic road and a neighborhood.

David Scott read a letter from Karen Palozo, who lives on Spur Rd. She moved to Spur Rd. in 1996. Her house in Portsmouth was on Route 1A, which was not a good place to raise a child. She wanted her child to grow up on a bumpy, narrow road that nobody used, as she did. She spoke about riding her bike on Back Rd. at the age of 7. When her son was 4 years old, Spur road was paved and several days later they sprayed a yellow line. She said that Spur Rd. was turned into a highway and now her 8 year old son cannot ride a bicycle, his pets are in jeopardy and the noise is deafening. They have no police protection from the constant violators. Spur road is gone and she doesn't want Back Road to go the same way.

Scott Mainella, 399 Back Road, stated that Back Rd. is one of the oldest roads in the nation. A road that has been traveled for nearly 400 years is worthy of preservation. They have lived there for 15 years and they walk, jog and drive on Back Road. When he walks with his son, they look at the matriarchal trees and talk about whether or not they would have been there when Dover was settled in 1623, or the night Paul Revere took his midnight ride or when George Washington stopped at Strawberry Banke. He said that Back Road is truly one of the last vestiges of Dover's heritage.

Bob Fredette, 109 Back Road, asked that the Board please take action on this item tonight. He said that there were three scenic roads in Dover. One is Rochester Neck Road – there are two houses on that road. The second is Old Garrison Rd. and that is a dirt road. He asked if anyone knew where David Tuttle Lane was. He went in search for it. He said that it originally was a horse path and is now a walking path. He said that now we have Back Rd. He described where Back Road originates and you go by a hair salon, a pumping station, a radio station and the power lines cross the road 3 or 4 times. Also, down the other end you have a field full of boats (looks like a commercial venture), there is a gentleman who has yard sales for weeks at a time and has a neon sign advertising his yard sale. He said that Back Rd. is not scenic – but it is very old. It's not a little old country road. He said that he would like the same rights as everybody else, no

more, and no less. If you make this a scenic road you are depriving him of his rights. He doesn't want a scenic road but wants the same rights that every one of the Planning Board members has. He is not asking for anything special. He gave an example of someone wanting to sell his house and at the closing someone says it's a scenic road and the buyer doesn't want restrictions. He asked the Board not to do that to the residents of Dover. If people do not want to touch their property, they don't have to but at least allow people who want to do certain things to not tie their hands with restrictions.

The public hearing was closed.

Steve Stancel wanted to be sure everyone knew what it was that they were voting on. He read Chapter 143 – Scenic Roads indicates that the City Council may designate any road in the City with exception of a Class I or II Highway as a Scenic Road upon recommendation of the Planning Board or Conservation Commission. RSA 23:157, states that upon petition of town or property owners, or voters, the City Council may designate any road other than a Class I or II Highway, as a Scenic Road. He added that if designated as a Scenic Road, any repair, maintenance, reconstruction, or paving, including maintaining poles, conduits, cables and wires shall not include any cutting or removal of trees or tearing down or destruction of stone walls, in the right-of-way without prior written consent of the Planning Board after holding a public hearing. He said that under Chapter 170 28.4 Scenic Road Overlay District, is a district that is overlaid over any Scenic Road and includes land within 25 feet of your front property line and requires that the vegetative buffer be maintained and preserved in its natural state. There are exceptions for damaged, diseased or unsafe vegetation, including the vegetation for driveways needed for access way. Clearing for agricultural uses are allowed within that 25 feet. If a road is designated as Scenic, it means that any trees being cut down or any stone walls being affected or any clearing within 25 feet of the front property line has to be approved by the Planning Board.

Steve Stancel said that in terms of the Planning Department's recommendations on the Scenic Road designation, it is a tough one. He said that there are no set definitions developed by the State or locally, to guide us as to what a Scenic Road should be. There are three Scenic Roads in the City, but they are also Class VI roads. Class VI roads means that they are still a public right-of-way, but the City is not obligated to maintain them. They just happen to also be designated as Scenic Roads. It doesn't mean that you can't designate Class III, IV or V roads as Scenic Road. In order to take some of the subjectivity out of it, they have researched what some of the other states and communities do. He passed out a compilation of that research. He said that the definitions varied but there were four elements that were commonly discussed in each scenic roadway definition. The four were:

1. All scenic roadways are multi-use traveled ways.
2. All scenic roadways traverse through an environment composed of multiple elements (natural, man-made, historical, cultural, recreational, views, topography, etc.)

3. The environment surrounding all scenic roadways is ever-changing due to the terrain, elevation, and the proximity of natural and man-made elements from the roadway edge.
4. The environment through which a person traverses affects both their visual and psychological perceptions and impressions.

He read that Tinicum Township, PA adopted an ordinance for scenic roadways. A portion of the ordinance concerning the designation criteria is listed as the length. A scenic roadway shall be at least one-half mile in length. The other criteria are that at least one of the following features, which give character to the landscape shall be met:

1. The roadway is unpaved
2. The roadway is bordered by mature trees forming a canopy over the roadway, or dry stone walls greater than 100' in length
3. The roadway parallels or crosses over a river, canal, stream or pond.
4. The roadway offers scenic views of natural beauty, or of historical or cultural significance.

Steve Stancel stated that they took some of the information that they learned and they went out and surveyed Back Road. They drove it several times and they walked it several times trying to determine if just a portion of the road would be scenic, as opposed to the entire length. He said that as a result, which is shown on an attached map, they are proposing the 3,807 foot long scenic roadway segment of Back Rd., which begins at the intersection with Cullen Bay Drive, heading north for said distance along the roadway to the intersection with Mallard Lane. The elements present on this segment of Back Road include the following:

1. Stone walls
2. Over-arching mature tree canopy
3. Historic properties
4. Rustic, natural, unspoiled character and visual impact of the roadway area
5. Scenic view sheds of agriculture, cultural and historic significance to the community

Tony McManus asked why they didn't start to cover all of the Sheridan property and the large brick house.

Steve Stancel answered that if you begin to include the entire Sheridan parcel you would probably just continue on to Middle Road. It is difficult to find a perfect start and finish if you are only going to do a portion of the road. If you run it from property lines, they tend to change through time. There are 23 lots along this segment, 13 of the 23 are the owners or people who live in the house that have signed the petition. Mr. Merrill, who lives in this area, has spoken against the scenic road designation at the previous public hearing.

Dean Trefethen said that it is very clear what you cannot do in the 25 foot setback from the front property line. You can't cut trees or remove stone walls, but it is not clear what you can do without getting prior approval. He guesses that you need to define agricultural. Is flower beds agricultural or is it landscaping. He asked if you could plant trees, etc. To him it is a little ambiguous.

Steve Stancel stated that the intent of the overlay district was to try to preserve in the natural state the scenic road. He said that the problem that they are having with the existing scenic roads is that the people would purchase the lot and then they would tend to clear cut the lot down to the right-of-way. Unfortunately, on some of these scenic roads there aren't a lot of trees in the right-of-way themselves. The trees on the property actually make the roads in many respects. The intent is to the greatest extent possible, that natural growth in the first 25 feet of the property is to remain natural. He said that he recognizes that trees would have to be cut down to access the property, and that there are some farms along scenic roads that are in cultivation or would need to cultivate land closer than 25 feet to the property. He said that you could plant trees in the 25 feet and if you have existing flower beds at the time of approval, those could obviously remain.

Tony McManus made the motion to recommend the scenic road designation, pursuant to the Planning Department's recommendation. To him it is a reasonable compromise with what the Board was faced with. This does not prohibit people from doing things with their property; it just requires that it be a planning decision. He said that it is not permanent and if we learn over the next few years that it is not working out, the designation can be removed. He thought that this section of Back Road is unique for a number of reasons and making an attempt to protect it is worthwhile.

Dennis Ciotti seconded.

Dean Trefethen said that a lot of what we have heard tonight is very contradictory from public hearing to public hearing. At the first and second public hearing we heard about how the trees were planted in the late 1800's and the early 1900's in honor of children and soldiers returning from wars. Then we hear tonight that the trees were probably there when Paul Revere made his ride. We were told that this petition had nothing to do with the improvements that were proposed to the road, and tonight we were given a long letter about how bad improving pavement is and that roads should be a playground. He said that we have been down that road before and also how things should stay the way they are. The example was Spur Road and if we wanted to leave Spur Road the way it was, it should be a railroad bed, because that's what it was. He said that we have heard a lot of contradictory things. If you could go back in time I don't think you would recognize Back Road from the way it looks today. First of all it's paved and as bad as it is now, it's probably 100 times better than it was 100 – 200 years ago. It's changed over the years and none of us have been here long enough to recognize those changes but it has changed over the years and it will continue to change. He said that he is very concerned with the 25 foot restricted area. Although many of the residents in the stretch of road that is being proposed to be scenic are the original signers of the petition and are in favor of it, there are some that are not. When it comes time to sell, it may not be as good a thing that they

think it is and it won't be for those who are against it. He would not be voting in favor of it.

Beth Thompson said that she would not be voting in favor either. She said that she has struggled with this for many months. Her gut feeling is that it is not a scenic road. She's been down that road many times. It is historic but this is New England and she can name dozens of roads that are historic and they are beautiful, but they do not meet the scenic road designation.

Frank Torr stated that he would be voting against the Scenic Road designation also. If you have been over the road in the past, just envision the pavement removed and the wagons stuck in the mud. He said that there are frost heaves at the present and we aren't even in the springtime yet. He said that it would be an encroachment on property rights. He has a very strong feeling on that. Without compensation, we shouldn't be invading other people's property rights. For people who bought there, you are changing the game plan. He said that if it was vacant land and you had a single property owner that was in favor of this, he would probably go along with it but you have multiple property owners and roughly half that don't want it.

Tony McManus stated that he has grown up in Dover and he owned property on Back Road thirty years ago. He knows what the road was like 60 years ago and houses have been built on it since then, but the character of the road has stayed the same. There is more traffic on it and if the City doesn't address it in some way, the traffic situation is going to get worse with no benefit to the people who are there. As Steve Stancel pointed out, a substantial number of the property owners have signed on to this petition and hardly anybody has come out in direct opposition to it. It would enhance the character of their homes and in the long run, enhance the value of the properties due to the character of the road. In response to Beth Thompson, he would think that Back Road is a great place to take clients to show them what Dover has retained. It is a place where people can walk and bike and if you don't do this within the next 15 to 20 years, the character of the road will be lost to the detriment of the people who live there and to the detriment of the City. From a Planning standpoint the Board should make a recommendation in favor of the Planning Department's suggestion.

Ron Cole stated that he has listened to both sides and he agrees with both. He sees the point of the Planning Department but he also strongly agrees with Frank Torr that an individual's property right should be almost sacrosanct when it comes to that type of a situation.

Dean Trefethen said that the traffic constraints keep creeping in this issue and he doesn't see anything in any ordinance for scenic roads that does anything about traffic. He said that the decision has been made to repair and rebuild that road. If people want to speed on that road, trees or no trees, canopy or no canopy, stone walls or no stone walls, they are going to do that and this ordinance has absolutely nothing to do with traffic. If that is the reason someone is going to vote for it, it's a fallacy. It's about the 25 feet on either

side of the road that we want to preserve. He felt that individual property rights were probably more important.

Frank Torr stated that if you start from Henry Law where it intersects Back Road and traverse that first portion of it, you have multiple tree coverage. It feels like you are driving down an alley. That can exist without a scenic road.

**VOTE 3 – 4 Opposed: Dean Trefethen, Beth Thompson, Frank Torr, Bryan Cahoon**

**ITEM #5: New Business**

**a. Preliminary discussion on a conceptual plan for site review and housing for TFMoran Inc., (Owners CARE Real Estate, LLC) Assessor’s Map H, Lot 4, Route 108.**

Frank Torr stated that the Torrs, who own the property, are very distant cousins so there is no conflict of interest. In addition to that, one of the letters indicated that manufactured housing structures are going in there vs. stick housing.

Steve Stancel stated that this is unusual for the Dover Planning Board process but they were approached by the developer with a commercial use on the front portion of the property that is zoned B-3 which is allowed, however, they are proposing housing in the rear portion of the property that has been rezoned I-4 and it is not allowed. There have been discussions with the developer in terms of the pros and cons of having housing here vs. industrial use. He felt that it was important to bring this to the Planning Board to get more input because he has mixed feelings and would like to receive additional input from the Planning Board. He said that the developer is looking for some sort of direction as well.

Dean Trefethen said that he has two concerns one is that we are beginning to run out of industrial land and we are proposing to give it up to residential. Another concern is that the residential would be located mostly on Mast Rd. and directly opposite some of the noisiest, dirtiest property that we have in the City. He could picture future residents of these homes coming to the Board and complaining about the gravel pits. He said that if we do go residential, something should be put into each deed making them aware that the gravel pits are there. He thinks that we are opening ourselves up to a can of worms.

Tony McManus said the city pit would not be there forever. The City already has plans in the works to convert the pit to ball fields, recreational areas and other uses.

Robert Cruess, one of the developers, said that it’s the chance to do a mixture development – to put housing near retail. This is something that you don’t get to do very often because we have wound up separating work places, retail places and housing and moving people all over the place. If you go back to some of the newer designs, they are bringing it back to a place where you can live, work, go to a restaurant, and go to a

supermarket without having to drive all the time. He said that he has done an ecological industrial park in Londonderry, the first privately-funded eco park in the country, also some historic development in Bedford and he brought Mr. Stancel to see that. He only does things that have interest and some benefit. They have separated the retail buildings with a green belt between them with parking areas for bicycles, golf carts, Segways and even people walking. They would be proposing plug-ins for Segways. They hope to connect the other side of the street that has some 150 lots, one way or another. All together, you would end up with about 230 units connected to a retail area. It's hard to get data as to what the savings would be, but he thinks that it is probably 1 ½ to 2 trips per day, per unit, that people wouldn't have to drive. That may approach 800 trips a day, some 4,000 trips per week and 200,000 trips per year.

Mr. Cruess said that they are very aware of the sand pits on the other side. This land slopes down as it comes down off of Mast Road. They would like to keep about 60 or 70 feet of the large vegetation on one side and there will be a berm on the other side. They have done some very successful berms in Bedford. When the pits are converted, he would like to see some recreation or offices, where people can live, work, recreate and shop. Right now, he doesn't feel that the land lends itself that well to industrial. It's carved up by two power lines. They did some industrial build-out for the area and compared the tax revenues. What he likes about this plan is the opportunity for mixtures and the opportunity to live and work so that we don't have to drive 20 miles to get a hamburger, or 30 miles to go to work.

Debra Deitz, Project Engineer with TF Moran, said that the site is comprised of two pieces; the front portion being in the B-4 district is approximately 22 acres. They are considering an age-restrictive adult community in the back portion, which is approximately 34 acres. A small piece of the back portion is located in Madbury. They have taken a look at the whole area and it doesn't make sense to look at any access to Frechette Road. The land does generally slope from north to south. This piece is zoned industrial and is in the City's secondary aquifer district. Because it's zoned Industrial, they feel that proposing an active age-restrictive adult community does have some benefit because the use is much less cumbersome than a laboratory. They compared the industrial concept in the acreage in the back. Because the land is bisected by the two easements, they could probably look at 5 users. If they were to look at industrial use, they would be looking at roughly 1,328 trips per day coming through on Mast Rd. If you compare the traffic of the age restricted development, the numbers are far less, 326 trips per day for a development of 88 units. The benefit to this would be when the schools get out.

Alex Valis, one of the principal developers of this project, said they were asked to do an analysis with regard to tax revenue generated to the municipality for an 117,600 sq. ft. industrial park vs. an age restricted adult development of 88 units. He first looked at the industrial park using Venture Drive for comparative buildings, took an average based on the 2004 assessed values, and came up with a value of \$45.27 per sq. ft. and arrived at a number of \$96,785. They took tax revenue for the age restricted community and in this development, land is assessed as a whole and looked at an average value of \$190,000 for

the homes, and came up with revenue of \$343,000 per year. That is about 3 ½ times greater than the industrial park. What was not included in that is the impact fees that are assessed for individual homes. Other sources of revenue are for vehicle registration, for pets, marriages, etc. Keeping in mind that the road maintenance and trash removal, plowing, etc. is all private, the only public services required would be police and fire. The other sources of revenue are the people themselves, shopping and participating in the community.

Christian Jensen, President of Jensens, Inc., manages the community across the street. He handed out a rendering of the homes and floor plans from a community that they have started in Hooksett. The homes will all be set on foundations, roof pitches, architectural shingles, vinyl exteriors, and will be a minimum of 26 feet in width. They will be manufactured homes; not modular homes. All are built to the manufactured housing construction safety and standards act, commonly referred to as the HUD code. The homes will average about \$200,000. There will be a monthly fee of approximately \$400.00 which would include lot maintenance. This would be an age restricted community as allowed by the Fair Housing Amendment Act and the 55 and over exemption.

Ron Cole told the Board that this is a concept and that they are not applying for anything except advice and input. Ron Cole said that the sand from the pits is a big issue to the residents in that area. They can't open their windows in the summer time because of blowing sand. Ron Cole suggested that Mr. Cruess speak to the people who live in the neighborhood. Ron asked if Brookridge was presently under construction so that the Board could take a field trip. He said that what is being described is what people are calling smart planning and the new age planning. This Board has been trying to do this with infill development in downtown. He asked how this fits into PUD concept.

Steve Stancel stated that it is very similar to a PUD except for the percentage of open space that would be connected to the project. We do allow PUDs in residential areas but we don't allow PUDs in non-residential areas. He said that staff also talked about possibly creating an overlay district where if you had a certain size lot and you put in certain type of housing, the community might be inclined to have flexible zoning. A third option is to do contract zoning where you have a particular parcel of land like this. The City zones them as a contract zone and you let the developer come to you with a plan and the Planning Board either says yes or no. There's this piece and there is the Williams piece, off of Dover Point Road, that he sees a similarity that might be a good case for contract zoning. Some of the positives are that they do have full basements and two car garages and 3-season porches. When you walk into these homes, they are ranches. He sees it as meeting a market that is out there right now. The traffic generation during the peak hours would be less than if it was industrial. We know that there is a problem with traffic in that corridor during the AM and PM peak hours. They have been trying to get shopping services in the south end of the City. There are not only two manufactured housing parks, but 400 to 500 condos and hundreds of other houses in the area that could shop there instead of having to go to the Miracle Mile.

Robert Cruess said that they have done a complete wetlands survey out there and this piece is essentially dry. They did find some wetness and spoke to DES about it. The wetlands drain toward Jenkins Brook and they would make sure that all the drainage is treated before it is discharged.

Steve Stancel stated that this lot is in the City's Groundwater Protection Zone, as well as the City of Portsmouth's groundwater protection zone. When this project goes through the process, it will have to be reviewed by the City of Portsmouth, as well as Madbury, in terms of regional impact. One of the cons is that it is taking some industrial land off the rolls. From a fiscal impact, this is probably a bigger bang for the buck than industrial but there is still the other benefit of job creation at some point in the future. In terms of the sand across the street, he thinks that in the next 5 to 10 years, all those pits will be exhausted and you will see those begin to be developed. They are currently zoned Industrial.

Tony McManus asked if the access to this project will be from Mast Road and not Durham Rd. He asked if the property owner was going to hold onto the land on the corner. He asked how this would be connected to the park across the street and if there was any potential to adding any commercial, such as a medical clinic.

Robert Cruess stated that there will be an access off of Mast Road and another off of Route 108. Mr. Cruess said that he doesn't know if the landowner will hold on to the land on the corner. He said that they would like to do a medical office on the site to help complete the area, but just don't have an agreement. He said that he would be more than happy to take the Board members to see the types of things that they have done. He explained that he lives in Amherst and in Amherst Center, you have houses around the green, markets, churches, public buildings and there isn't a place in NH that you could build that under current zoning which he finds that interesting.

Dennis Ciotti said that having lived in Dover all his life, it is nice to see that the face of Dover is changing. Dover's 55 and over community is growing quite rapidly and he would like to see things like this. He doesn't like taking land off of the industrial tax rolls but in this case, he thought that the tax benefits far out weigh what is out there. He asked if there was a community center for this neighborhood.

Christian Jensen said that TF Moran has a small clubhouse located on the parcel. He said that the land in Hooksett is a former gravel pit. They purchased the property from Manchester Sand & Gravel.

Dean Trefethen said that they were concerned with the traffic on Route 108. He asked about improvement to Mast Road, at least to the second entrance off Mast Road.

Robert Cruess stated that they have spoken to Steve Stancel and Bruce Woodruff and they are in the process of a fairly large traffic study. They agreed to incorporate three other developments and all those peak hour traffic numbers through the intersection by

Burger King. They are in the process of a very comprehensive study but he doesn't have the answers yet.

Steve Stancel said that there are a couple of projects on Back Road that have started through the approval process and there is another large project in the concept process. They have gotten them all together to create a corridor study with TF Moran being the lead because it would be the largest of the projects.

Robert Cruess pointed out that they are running traffic numbers for what could be an expansion to 47,000 sq. ft. but what they are constructing is a 37,000 sq. ft. name-brand market with very high end fruits and vegetables, appealing to that type of clientele. What they have done is to ask them to reserve an additional 10,000 sq. ft. just in case it goes over so well. It's a neighborhood store and not a giant store.

**b. Surveys from Strafford Regional Planning.**

Ron Cole asked the Board to fill them out and hand them in to Steve Stancel.

**ITEM #6: Committee Reports**

There were none.

**ITEM #7: Adjournment**

Frank Torr made the motion to adjourn.

Beth Thompson seconded.

**VOTE U/A**