

**DOVER PLANNING BOARD  
MINUTES OF MEETING  
JANUARY 22, 2002**

**MEMBERS PRESENT:** Margaret Stevenson, Parks Christenbury, Tony McManus, Frank Torr, Ron Cole, Dennis Ciotti, Chuck Maglaras, David Landry, Pete Lavoie, John Sullivan, Beth Thompson

**STAFF PRESENT:** Steve Stancel, Planning Director; Steve Bird, City Planner and Jacqueline Freeman, Recording Secretary.

**MEMBERS ABSENT:** David Landry

Alternate Dennis Ciotti sat on the Board.

**ITEM #1: Citizen's Forum**

Chairman Cole asked if anyone wanted to address the Board. No one responded.

**ITEM #2: Approval of the minutes of previous meeting.**

Parks Christenbury made the motion to approve the minutes. Frank Torr seconded.

Tony McManus stated that we are still spelling deminimus wrong. On Page 16, middle of the paragraph, the sentence should read as follows: He said that whoever is the Economic Director and is sitting as a member of the Board is put in a very difficult situation that is ripe for conflicts...

**VOTE U/A**

**ITEM #3: Consideration and acceptance of an application for a site plan of land for Cochecho Country Club, Assessor's Map N, Lot 15, zoned RM-12, located at 145 Gulf Road. (P01-70)**

Paul Connolly of Civil Works, represented the Cochecho Country Club. He introduced Steven White the President of the club and board member Jim Woods. The parcel area is 1.3 acres and sits at the entrance of the club. There are 2 existing cart barns that are in various states of disrepair that have been there since the early 70's. They are getting rid of 140 individually owned gas and oil operated carts and 22 club owned gas/oil carts and putting the club into a program where they will have 70 club-leased electric carts on site. They are taking their fleet of 162 carts and shrinking it to 70 electric carts. They are proposing a 54 x 108 foot cart barn facility that will meet all setback requirements for the zone. They are a nonconforming use on the front 9 but the back 9 holes are located in the R-40 district, which is the only zoning district in which a golf club is allowed. Last week

they received a variance to allow the new cart barn to slightly exceed the footprint of the existing storage building. Their comments are incorporated into the plan. He went over the paving and the landscaping. They are proposing to construct some subtle 3' high berms along Gulf Road and plant them with Junipers. They are proposing a ¼ inch seasonal water service to spray down carts. There are no sewerage facilities there.

John Sullivan asked if there would be a new crosswalk.

Paul Connolly said that the crossing is not marked by any lines on the street but it is marked by signage on Gulf Road. Paul said that at TRC it was suggested that a flashing light be installed. They have begun the investigation of doing that at the DOT District 6 level. Paul said that the problem with the flashing light from a human use standpoint, is that you wouldn't have the flashing going on all the time only at peak usage times. If you do it in the on mode and off mode – motorists become confused and if you do it all the time, they become insensitive that it's there.

Parks Christenbury said that he agrees that signs are appropriate but the flashing yellow lights would be overkill.

Frank Torr asked what source of energy would be used to recharge the carts.

Paul Connolly stated that there is overhead electric service to the existing cart barns. They need to reattach it to the proposed building for the 400-amp service that will be needed. He said that the charging units run virtually silent. They have confirmed this with the manufacturers and checked with Breakfast Hill Country Club. Breakfast Hill charges 66 carts and the din from a florescent light is louder than the noise from the charging unit. Paul said that the landscaping plan is in note form as Note #22 and Note 17 on the plan. The trees will be spaced like the trees that line each side of the club entrance.

Dennis Ciotti said that the Police Department had a concern that the parking won't be adequate for the use. You have 70 carts and 23 parking spaces.

Paul Connolly said that that parking lot is only a portion of the there are 90 additional spaces at the clubhouse and there are overflow grass areas. First thing in the morning 5 carts at a time will be brought from the cart barn to the pro shop for the usage of the members. Parking becomes an issue during peak times, weekends and holidays. The carts are available for the members down at the pro shop and as the parking lot becomes full, members will have to go back out and park in this overflow parking area. A staff person from the shop will be there to hand out golf cart keys. It's similar to what has been done for years. He said that cars will continue to park where they have on the grass.

Dennis Ciotti made the motion to accept the application.

Parks Christenbury seconded.

**VOTE U/A**

The public hearing was opened.

Bob Demers stated that he is a member of the club and also an abutter. He said that the number of carts eliminated seems to make sense but there will be an increase in the use of golf carts. Each member will be assessed \$200 a year which will include the use of a cart for free, therefore, many of the walkers will opt to take a cart. There will be more carts crossing Gulf Road. There could be liability now that the club owns these carts.

Bob Demers said that there is a pending ZBA appeal. The ZBA ordered that the Variance be granted with the condition that sound levels will not exceed the current nighttime levels at the adjacent property line. He asked that a professional study be completed before any portion of the building is allowed to be built. His concern is the battery chargers and 70 batteries being charged in concert in a non-insulated pole building. Mr. Demers said that that would certainly create some sort of noise causing a diminishment to the abutting property. The ZBA concluded that the variance if granted, it would not result in the diminishment of the value of surrounding properties because it was found to be an improvement over the existing structures. His concern is that Cochecho's past history is that they have let their storage barns fall in disrepair. He said that measures should be taken to ensure that poor past performance is not repeated. Based on the past neglect of maintaining their facilities, he takes issue with the fact that this is a cheap metal pole building that could become much more of an eyesore than the current wooden buildings. He would like consideration of a more aesthetically pleasing building on this location that would fit better with the location, landscape and the high-end homes that have been built in the surrounding area, to better compliment the entrance of the club and to improve the abutting building lot that he owns. The membership has been told that to put this building close to the clubhouse would increase the cost because they do not want to put a metal building in that location. They would want to construct a building out of wood and side it to match the existing building. They find it ok to put up an ugly, cheap metal building beside someone else's residence or house lot. As an abutter, he would like the same consideration.

Mr. Demers said that this plan shows a driveway off of Gulf Road. The plot plan for this lot does not show any state approvals for any driveway locations to enter this lot from Gulf Road. The state of NH does have and did request a golf cart-crossing path in a specific location. He asked if the State has already approved the new driveway and the relocation of the golf cart-crossing path. He said that the crossing path, as it stands now, would pass right through the middle of the proposed new building. He passed copies of that plan to the Board.

Dennis Ciotti asked how far his house was from this parcel. Mr. Demers answered that his house is probably 400 yards away. The parcel that abuts it is another building lot that he owns that has a septic system already installed. The noise level at the line where a new house could be built is his concern on that piece.

Steven White, President of Cochecho Country Club, said that 18 months ago they started to think about how they could improve the country club and deal with a very serious dust

problem. They were noticing more frequent noise pollution from carts that were 20 years old with slipping clutches. The majority of the carts were noisy and at 6:00AM it was a race track out there. They are resolving the problem by replacing the fleet with a club-owned or leased fleet of golf carts which would unify the carts and would be pleasant looking. They chose electric carts for quiet, safety and pollution reasons. It was a dangerous area with a wide area of golf carts crossing. They have been able, by having shrubbery, to limits where you are going to be able to cross Gulf Road. This new building is consistent with the structure across Gulf Road. They have been scheduling functions around the busy times of the day to prevent parking problems.

Mr. White said that this proposal makes this a much nicer area as you are driving in or out of Dover. It will also limit the area that you will be able to access that particular lot by having the berm and the trees. He said if the plan that Mr. Demers has brought is a plan of Roger J. Gardner, dated November 1967, that right-of-way was extinguished when Cochecho Country Club purchased that land. That was a right of way given by Mr. Gardner to Cochecho Country Club to use to cross his land. The club now owns that right of way and they don't need to give themselves permission to cross. DOT will tell them where they have to cross and it certainly isn't going to be right through their proposed building.

Bob Demers, Sr. stated that he and his son own the abutting land. He said that contrary to what the club president has said, he remembers that this Roger Gardner plan. He went over the history of lot and said that in 1968 his wife and he purchased Lot B. The Country Club had a difficult time to convince the State to let them cross the highway because it is on a dangerous curve. He said that the State told Mr. Gardner that the crosswalk would have to go by his front porch. In '68 Mr. Gardner sold him lot B and gave them second refusal if the Country Club did not purchase lot A. The Country Club in order to be able to cross did purchase lot A. He said that they did remove 140 individually owned golf carts, however, every member, over 500 people, would be entitled to use those golf carts so this will exceed the 140 carts because they will use them as it is already paid for. The abutting lot is assessed at almost \$70,000 and is 2.65 acres in size. Mr. Demers Sr. stated that a pole building situated on an abutting lot will greatly devalue the worth of that property. He had a list of new properties that have just been constructed on the Gulf Road in that immediate area. He said that the prices of the assessment of these houses are: \$270,000 - \$230,000 - \$270,000 - \$403,000 - \$617,000 - etc. Mr. Demers added that these people don't want to look at a pole building as they drive down Gulf Road.

The public hearing was closed.

Steve Stancel stated that this went to the ZBA last week and they did receive a Variance and the issues that came up during that process are incorporated into the staff recommendations.

Ron Cole asked how many of the privately owned and club-owned carts were electric.

Paul Connolly said that maybe 10. He said that the manufacturer for the carts is called Club Cars of America and there will be zero noise. However, as an effort to recognize the importance of the abutting property and to be sensitive to noise levels in the area, they have agreed to the condition that the ZBA placed in their decision that there be extra implementation of the cart barn and the golf cars be charged overnight between the hours of 12:00 AM and 7:00 AM. Also that there be no increase in noise levels over and above noise levels as they exist today without any charging facility in place. He said the way to determine what the noise level is today or to determine what it will be in April is to just simply take a measurement at the property line without any of the chargers plugged in and then turn on the chargers and take another measurement. The reason to charge the carts overnight is to take advantage of the off peak rates offered by Public Service of NH.

Chuck Maglaras asked if there needs to be two entrances to this parking lot. Steve Stancel answered that there was not.

Chuck Maglaras was concerned if there was enough distance between the berm to the roadway on Gulf Road.

Paul Connolly stated that from the edge of pavement to the berm is 20 feet. To the tip of the berm there is an additional 9'. The distance that NH DOT evaluates its site distance is at a driver's eye level 3.75' above the ground and driver's eye position roughly 10 – 20' off the pavement. In either case the berm offers no impediment.

Chuck Maglaras was concerned about the golf carts going across the road along with vehicles coming in and out. He asked why it could not be for carts only because he was worried that cars would use the drive to cut the corner.

Paul Connolly said that that is exactly the way it is at present, but in an uncontrolled manner because there is no defined crossing area. Paul said that they have been in touch with NHDOT District 6 and have filed an application for a driveway permit. The reason that they need a permit is because they are adding pavement up to and touching the State highway.

Chuck Maglaras said that he doesn't understand why there would be a need for a second entrance and exit if this is only an overflow parking lot. He is afraid of a cart coming out onto the road and a vehicle coming out of the driveway and not looking across the street to see the golf cart. He said that all the traffic will now be squeezed into a 24' area where it was open before.

Paul Connolly explained that it is not squeezing, it's controlling. He said that 24' is an adequate area for all the vehicular traffic. The tractors are supposed to be in and out of there before the golf activity takes place. He said that to sign that entrance to prevent cars to come in is not an advisable thing from a traffic control standpoint. To have someone slowing down and then seeing a sign would be confusing.

Chuck Maglaras said that, at Breakfast Hill, they are charging up their golf carts in a wooden building. He asked if the noise would be amplified by the metal building.

Paul Connolly stated that there is no noise so it can't be amplified.

Chuck Maglaras asked about the landscaping. The staff recommendations say adequate landscaping or fencing. He asked if it would be trees, a fence or both.

Paul Connolly stated that he is open to suggestion as he explained at TRC. He said that they are open to providing fencing in accordance with the Zoning Ordinance which would be a 7' high solid screen, or the planting of a row of abbreviate sufficient to block the visual of the building. He said that they do not have an objection in either case.

Steve Stancel stated that they oftentimes work with the applicant and the abutter to find out which the abutter prefers in terms of a fence or the vegetation. He gave the staff recommendations as follows:

1. Add the owner's signature to the site plan
2. Revise the plan to add a note containing the details of the variance granted by the Zoning Board of Adjustment.
3. Provide the Planning Department with a copy of the NHDOT Driveway Permit and add the permit number to the plan.
4. Revise the plan to add adequate landscaping or jencing to provide a visual buffer between the building and the southerly property line.
5. Provide the Building Inspector with the manufacturers specifications for the battery charging system and a plan for mitigating impacts from any emissions.
6. The applicant agrees that the new operation will not increase the noise level, as measured at the southerly property line during the evening hours when the battery charging units are operating, above the existing noise level during the same time period.
7. A professional company certified by the Planning Department shall be used to monitor the noise levels.

Ron Cole asked what could be done if the existing noise level exceeded what would be acceptable. He said that the abutters expressed concerned with the type of building. He said that he is assuming that it is better than what is there now. Since they are members of the club, maybe they can get together and talk about some additional landscaping that might make it a little more palatable.

Steve Stancel said that they would have to use mitigation measures if the noise level was in excess.

Pete Lavoie asked if they brought any visuals. He said that he has a Morton catalogue and some of the buildings are beautiful. He said that it would be better if the neighbors could see what they are actually getting..

Dennis Ciotti said that it would be nice to see a print. He asked about the double doors being opened at night or at 6:00 AM getting the carts ready.

Paul Connolly said that they did submit a roll of plans to the Planning Department. He did have photos of a similar building on Route 1 that presently houses a stove shop. He said that the roof will be a dark green. The sidewalls will be white. The bottom 3 feet is wainscoting that will be dark green and the doors on either side of the building are dark green. He said that there is a 20-year guarantee on the paint and the building is guaranteed for 50 years. He showed the elevations. Paul said it is the same manufacturer that they used for the maintenance building across the street. The country club use is close to agricultural with regard to its equipment. Paul said that the doors on the back side of the building are placed there for a secondary access. Their primary egress and access to the building is from the front. The doors will be locked at night and will be alarmed and they will be closed most of the time.

Paul Connolly said that the proposed noise level addition is no additional noise because the chargers do not produce any noise. He said that he doesn't care where you are, you are going to pick up a noise level, background noise pressure. You will pick that up today without the charging units on, and then you turn the charging units on and see if there is any difference. If there is a difference, we need to provide mitigating measures. We maintain that there won't be any difference. In the worst of all cases, if there was a difference and they decided that mitigating measures weren't what we want to do, we would charge during the day. They have numerous alternatives.

Frank Torr said that they need a meeting of minds at this point. He said that he doesn't think that there is any one member of that club who would want a metal building stuck in their front yard. He said that he knows that it will be an improvement over what they have, but maybe they need a greater improvement. Maybe it needs to be set back near their own building, out of the site of all the other abutters. He said that we haven't seen the actual building, that may help to change our minds. He said that he is concerned.

Frank Torr made the motion to table.

Chuck Maglaras seconded.

**VOTE 4 – 4 For - Frank Torr, Chuck Maglaras, Peter Lavoie, Peg Stevenson,**  
**Opposed – Parks Christenbury – Tony McManus, Dennis Ciotti, Beth Thompson**

**Chairman Cole voted to table it to make the vote 5 – 4**

Steven White explained how they have to operate. He said that they are now stuck until November of next year if they are going to build some other kind of building. The membership has approved this building overwhelmingly. He said that they will be forced to use the old building. He said that it is a beautiful building and not as presented by the abutter. It is exactly what is across the street and it is in conformity to a golf course. He said that the abutter's property is enhanced in value by the fact that he is next to a golf

course. He said that they will take the steps necessary to mitigate with trees or whatever. He said that a wooden building would be cost prohibitive and would cost 3 times the cost.

Ron Cole explained that by tabling it does not mean that it was voted down.

Tony McManus asked if the proposed building will be the same size as the new one shown on the photo.

Paul Connolly said that their proposed building is 10' high at the eaves and the building that you see in the photo is 16' high and it is slightly shorter in length and a little broader in its width.

Frank Torr stated that it could be left on the table for two weeks but there is an opportunity to bring forth the actual building that they plan to construct and an opportunity to meet with the neighbors and to satisfy their concerns. That hasn't been done yet.

**ITEM #4: Old Business**

**a. Discussion of Southwest Equities Corp, located at Webb Drive and Plaza Drive. (102 units) (PO1-34)**

Steve Stancel stated that this project came to us in August and was tabled. He said that the primary concerns were that the project was located in an Acquirer Protection Area and the traffic and which way it should be funneled, whether it should go out Plaza Drive and to Glenwood, or should it go out Webb Drive. He said that during this time the groundwater protection issues have been reviewed by an independent hydrogeologist, as well as, our own Conservation Commission. The traffic has also been review by an independent traffic engineer.

Frank Torr made the motion to take this off the table.

Beth Thompson seconded.

**VOTE U/A**

Brad Richards stated that he represents Southwest Equities. He introduced Bob Duval the traffic consultant for this project, Dennis Moulton from Millette Sprague and Colwell, who has designed the site plan and has been working with the drainage issues. He said that they haven't been here since August 28 and it was their intent to come back long before this. He said that they have had several meeting with Mr. Stancel and his staff during that period of time. They handed out a project chronology containing a response to the Conservation Commission's letter and an item review response to what they did with the recommendations from the TRC. He said that they had an outside review of the traffic report done and that has been presented to the Board. He said they worked closely with Scott Thornton, of Vanasse & Assocs. and the Planning staff members. In addition to that, they sent out plans for review to Horsley and Whitten, one of the original hydrological consultants that the Conservation Commission and the Planning staff recommended.

Mr. Richards explained the site was subdivided into two parcels. One parcel would be a commercial/professional parcel which will house a 36,000 2-story office building and on the other a three building complex of 34 units per building, totaling 102 units. He said that this proposed site development will be entering from Webb Place. He said that there is a 400' setback from the City well and a 650' line to stay out of the 200-day travel time. He said that they have tried to stay within the City regulations for no more than 20% coverage of any surface and to meet all of the other setbacks that pertain to the wells. He said that would like to continue and get on the agenda for the next meeting.

Bob Duval, traffic consultant, stated that they have looked at all the advantages and disadvantage of sending some or all traffic through Plaza Drive on the south end, or Webb Place on the north end. They have done a year of research and work on this and their position is that some of the trips for the apartments were shown contributing traffic to the south end of Plaza Drive and some of the trips for the office building it is shown contributing traffic at the Webb Place Intersection. The defect of Plaza Drive is that it is a short residential street that is connected with a well-developed residential neighborhood. He said that adding trips to this neighborhood would be problematic because there is already a degree of congestion there. The exit at the end of Plaza Drive is an offset intersection and adding trips to this intersection, which already has geometric deficiencies built into it is not necessarily the best solution but that isn't to say that it can't be done. In their original report they said that they felt that it could be done. He said that connecting Webb Place with Plaza Drive introduces a new set of problems. You are creating a through road that could serve potentially as a cut through for people trying to avoid Central Avenue traffic. Both would be detrimental to the project itself, having cut through traffic passing through a residential development, as well as, to the existing uses on Plaza Drive. The option that they recommend and which Scott Fullerton from Vanasse Assoc., concurred to, is that the preferable solution is to put all of the traffic through the signalized intersection at Weeks Crossing at Weeks Lane and Webb Place. They went through a series of analysis that included the Richmond Development and the hotel that was once approved and lapsed and almost every presentation has shown that the traffic levels at this intersection are not appreciably affected by approximately 200 trips that will be generated at peak hours by this development. Two thirds of the trips will be generated by the office building. Even if there were a second exit, most of those trips would still be at that intersection. The intersections at Weeks Crossing and Webb Place can accommodate the trips to be derived from this development and the net effect on congestion is not significantly affected by this traffic. The preferable place to put all the trips is out through Webb Place.

Steve Stancel asked if they do send all the traffic out of Webb Place, did they reserve enough capacity in the corridor for the projected future economic development that is going to occur on the Russell parcel.

Bob Duval said that the performance of the intersection is not substantially affected by this development. At 200 trips the delay is increasing but they are not seeing a LOS decrease. He said that they are seeing essentially the same delay patterns and LOS with or without this development in both present and future years.

Dennis Moulton, of Millette Sprague and Colwell, civil engineers on the project said that they have provided the design of the drainage, the infiltration, and the site work on the project. He said that he would focus mostly on the Conservation Commission meeting. He said that they were concerned with oil separation and they have added oil and debris separators for the catch basins. He said that there was concern about hazardous materials on site. Mr. Moulton said that there would be no proposed hazardous materials stored on site. This is an apartment building and an office building, not a laboratory or a research facility. He said that they would add notations to the site plan that pesticides or fertilizers within the 400 foot well head protection area are prohibited, as well as, provide signage along the perimeter of the 400' radius. He said that there was a request for a 3<sup>rd</sup> party review and they have already sent the drainage analysis to Horsely & Whitten for their review. He said that there were several recommendations brought over from the previous study by BCI that this site be cleared of trash and debris. He said that that would be a normal procedure in development. There was a request for a fence, and he pointed to the plan as to where he assumed that it was wanted. He said that the developer would be willing to do that, but he doesn't see how it would offer much protection because there are still 3 open sides. He said that there was a comment made that the development should remain outside the 400' radius. They have never proposed any impervious surface within that radius. He said they would not be adding chemical fertilizers in the 400' protection area. Since at the last planning Board meeting, there was a peer review of the hydrogeological study by Horsely & Whitten. The issue was the 200-day time of travel from the infiltration basin to wells. There was a question whether the Jacques report was accurately depicting that information. The study came back with a figure of 850' for the radius of the 200 day time of travel. Since then with the additional information that they would receive from the City and the reanalysis of the information contained in the Jacques Whitford Report, they concluded that it's closer to 600' but they recommended a 650' radius for a conservative figure. He said that they have redesigned their infiltration detention basin outside that area. He said that all the runoff from the impervious surfaces is in an enclosed collection system and it will all end up at the detention basin which has been designed to accommodate a 10 year storm with no outflow from the basin. He went over the recreation areas to meet the requirement.

John Sullivan said that he felt that the idea of a fence was sticking the last guy to arrive with the chore.

Steve Stancel stated that it is an attempt to keep the children from this project from getting to the wells. This project is going to augment the amount of the population within the proximity of the well.

Ron Cole asked what would cause the wells to attract the children.

John Sullivan asked if the City should be protecting the well with its own fence. He also asked why the City hadn't cleaned the trash out from around the well.

Parks Christenbury felt that the fence would be the attractive nuisance. He said that he doesn't see where the fence would solve anything.

Dennis Moulton said that the well buildings are not visible from this site.

Pete Lavoie said that there is continued vandalism at the wells. He said that they have just received a \$3,000 grant to fence in the well buildings themselves. He said that area has always been a maintenance nightmare. There has always been a dumping issue. They were always patrolling it. He is not concerned with a fence because people still come in the other way.

Tom Fargo, Chairman of the Conservation Commission, gave a history of the site. He said that in 1985 there was condo development application and there was a hydrogeologic impact analysis by CEH. It was then reviewed by BCI, Inc., which was hired by the City to do the review. Some of his comments were a restatement of the recommendation of BCI that were done in 1987. In the late 1990's the City, the Department and the State DES funded a project to assess the threats of development in this location. In 1999 the consulting firm of Horsely and Whitten prepared a report. It was a scientific evaluation of threats to groundwater quality and quantity in general. It has specific recommendations to make amendments to the Groundwater Protection Ordinance for Dover to adopt. The Conservation Commission did propose some additional amendments to the existing Ground Water Protection Ordinance that have not yet been adopted, but the proponents for this project were informed that they should try to meet the standards that were established by Horsely and Whitten and incorporated into the draft ordinance.

Tom Fargo said that Mr. Richards came to the Conservation Commission seeking their input to discuss concerns that were identified in the Horsely and Whitten Report. The primary concern was that the initial report done in 1999 said that there was a concern about stormwater discharges within a 200-day travel time distance of the well. The reason this came up is because these report a preliminary radius of 1,117 feet from the water supply wells. This encompassed the entire site and if the Conservation Commission and the Planning Board were going to try to impose it. It meant that they couldn't do any development on this site because there is no way to get rid of the stormwater discharge. They agreed to allow the process to go forward and Southwest Equities retained the Jacques Whitford Co. to collect some onsite data and put together a report. Tom said that they have reviewed it in July 2001, and they have provisionally accepted the result of that report given that they wanted Horsely and Whitten to look at the data. They did look at that report in September and noted that the data that was obtained were done at the time when the wells were not pumping. Tom said that it was a concern because they were not sure of the efficacy of the evaluation. He said that in early November when the well was on line he went out and collected the data and sent it down to Horsely and Whiten and by the end of November it was decided that the most appropriate radius for protection of the 200 day travel time was a 650' radius. This was to know where to direct the stormwater discharges on the site so that we are not threatening the water quality in the Smith & Cummings Wells. Admittedly, he said that a lot of the comments attached to his letter

don't have any bearing on this project, they may have already been addressed. He said that they are looking for a more formal continuing environmental management program that says that the catch basins will be cleaned on a routine basis and that people who are taking care of the site will be trained to recognize threats to groundwater quality that might develop.

Steve Stancel asked if anyone had any questions with regard to traffic. He said he would like some direction to see if they are on tract or off tract with sending all the traffic out Webb Place.

Tony McManus asked if we have had anyone look at Bob Duval's data to determine the accuracy of it?

Steve Stancel stated that Scott Thronton, from Vanasse & Associates, is our independent traffic engineer that the City hired to review this project.

Scott Thronton, Vanasse & Associates, stated that they were charged with reviewing the various traffic impact memoranda by Kimball Chase. He said that the Board got a memo from his office on Friday. He summarized it in three points. 1) they reviewed the methodology 2) reviewed the traffic conditions, both existing and future in the area 3) they reviewed the access for the project. He said that the methodology have been largely done in accordance with industry guidelines and in some cases the consultant was more conservative and planned for the worst site assumptions that could be used. The results were consistent with what's been documented in other traffic studies, such as the VHB report of The Indian Brook Plaza. He said that they also conducted their own review and their own analysis and found largely similar results for Weeks Crossing and the Webb Place intersection. As far as future conditions go, there are a number of improvement projects that are scheduled for Route 108. There is a CMAQ project which stands for construction mitigation and congestion and air quality which is supposed to look at the re-timing and optimization of the traffic signals on 108. He said that there is also a DOT improvement project for Exit 9, which is the reconstruction of one of the off ramps and widening of 108 going towards Rochester. That doesn't do anything to the Weeks Crossing Intersection, but those are in the planning stages. He said with regard to access for the project, they looked at 3 of the options that have been mentioned previously. One was sending the residential proponent of the project out Plaza Drive. The other was having the road from Plaza Drive all the way up to Webb Place or just have the access to the project as shown on the plan as an extension from Webb Place to a cul-de-sac to terminate at the residential part of the project. What they found was that since the intersection of Webb Place with 108 can accommodate all the traffic from the proposed project, it's better to direct the traffic to that intersection. He said that most of the traffic would be destined to go out Webb Place and head to the turnpike.

Parks Christenbury said that he agrees with the planners because if you continue the road through Plaza Drive some people will take that as a shortcut. He said that as we continue to load the Central Avenue corridor, he can see people beginning to cut through that intersection both ways to avoid Central Avenue.

Scott Thornton said that they suggested that the proponent installer construct an exclusive left turn lane coming off of Webb Place. It does have a minor effect on the operation of the intersection. He said that there is the CMAQ project where the City has to provide 20% of the funds for that project. He said that he believes that it has already been appropriated but there is nothing that says the proponent could not be required to refund those funds back to the City. In addition, the proponent could be required to conduct traffic counts at occupancy ,or 6 months after occupancy, or do a more detailed traffic-monitoring program to determine that traffic levels are where they were projected to be. If in case the project is found to be generating more traffic than what is projected, then there could be other mitigation that is required for them to submit.

Steve Bird said the other issue in Scott's memo is whether it made sense to consider emergency access off of Plaza Drive. That would possibly require impervious surface so there are plusses and minuses to that type of recommendation.

Tony McManus asked Mr. Richards if anyone from the City has contacted him to explore the possibility of swapping this land for some land on the City's waterfront and working with him to develop that.

Mr. Richards replied that no one had contacted him in that regard.

Brad Richards stated that one of the things about the traffic that's obviously important is that when Bruce Woodruff was here, he was very involved with them coming up with the present plan. He did have some questions with regard to the counts, but other than that, they tried to work very closely with him and Bob Duval in working with the City. He said that as far as the hydrological issues are concerned they took the task that the Board gave to them and went out and got Horsley and Whitten and they have concurred and agreed with the plan that you see here. He said that he was not aware of the Conservation Commission meeting because if he had been he would have spoken to these issues with Tom. His point is that, as far as the best management procedures are concerned, they have no problem in working with the Conservation Commission and the Planning Board to develop a plan that will meet with both boards approval.

Chuck Maglaras made the motion to table  
Tony seconded.

**VOTE U/A**

### **Old Business**

Ron Cole asked if anyone had any further comments on rezoning.

Parks Christenbury asked for the concurrence of the Board to bring forward a zoning amendment to change the Paul Street parcel that is currently I-1 to CWD so the waterfront would be contiguous. He said that the City Manager supports that concept.

Steve Stancel said that the Planning staff would draft up the legal wording for discussion and then it would be up to the Board whether they wanted to go out with a neighborhood meeting.

Ron Cole asked if it would encompass the ridge out there with all the trees.

Parks Christenbury said that right now we have bits and pieces and he was thinking that the best use of that piece was not industrial and that is why we rezoned it once. As we move this waterfront project forward, it's obvious to the City Manager that the obvious zone is the Cochecho Waterfront District. It would make development a lot easier.

Ron Cole asked that anyone with any suggestions to get in touch with him within the next couple of weeks. He said that he would sit down with Steve to go over everything from the workshop.. He said that he would probably appoint a committee or two at the next meeting and be sure that we go out into the neighborhoods.

**Item #5: New Business**

Steve Stancel announced that there will be public hearing for the wetlands permit application for the dredging of the Cochecho River at 7:00 PM at the DES office at Pease Tradeport.

**ITEM #6: Adjournment**

Frank Torr made the motion to table  
Beth Thompson seconded.

**VOTE U/A**