

**DOVER PLANNING BOARD
MINUTES OF MEETING
MARCH 27, 2001**

MEMBERS PRESENT: Frank Torr, Beth Thompson, Margaret Stevenson, Brenda Whitmore, Chuck Maglaras, Pete Lavoie, Ronald Cole, Jerry Reese

MEMBERS ABSENT: David Landry, Tony McManus

STAFF PRESENT: Steven Stancel, Planning Director; Bruce Woodruff, City Planner, and Jacqueline Freeman, Recording Secretary

Chairman Cole brought the meeting to order at 7:08

ITEM #1: Approval of the minutes

Frank Torr made the motion to approve the minutes.
Beth Thompson seconded.

VOTE U/A

(A) Resignation of Reuben Hull

Ron Cole stated that it is with regret that he is accepting the resignation of Vice Chair Reuben Hull. He said that he would open the floor for nominations for Vice Chair. He said that although no one is irreplaceable, Reuben came darned close. He said that this Board would miss his intelligence, wisdom, insight and his training as an engineer. In his work he had the experience of being on the other side of the fence and it made him an even better member of the Board. Ron said that we wish him well. Ron said that he would ask the Appointments Committee to open up a search for candidates, as the Board will be short by two.

Chairman Cole opened the floor for nominations for Vice Chair.

Jerry Reese nominated Chuck Maglaras.
Beth seconded.
Frank Torr made the motion to close the nominations.
Beth seconded.

VOTE U/A

Ron announced that at the request of the applicant, Brooks Pharmacy will be moved to the bottom of the agenda.

ITEM #2: Consideration and acceptance of an application for a Conditional Use Application for Citadel Broadcasting Company (WOKQ), Assessor's Map M, Lot 91A, zoned R-40, located at 292 Middle Road.

Mark Erikson stated that they are replacing the existing 17-year-old tower with a new one. The tower will be wider and will have an extra 66 ft. in height. He stated that the old anchors are below ground level. He said that they met with Mr. Price with the State as well as their own wetlands expert Mark West, and it is the general opinion that to remove the old anchors would do more damage environmentally than to just leave them there.

Jerry Reese made the motion to accept the application.

Peg Stevenson seconded.

VOTE U/A

The public hearing was opened.

There were no comments.

The public hearing was closed.

Jerry Reese made the motion to approve with the following conditions:

1. Provide the Planning Department with a copy of the NH Dredge and Fill permit.
2. Provide the Conservation Commission with a report documenting the completion of wetland restoration.
3. Placements of the engineer's stamp on the plan.

Beth Thompson seconded.

VOTE U/A

ITEM #4: Application for a major subdivision of land for William Penn Tuttle III, Assessor's Map M, Lot 52, zoned R-20, located on Dover Point Road. (12 lots)

Frank Torr recused himself from this item.

Bob Stowell, Trittech Engineering, stated that this is a portion of Lot 52 and is to the north of Tuttle's Red Barn. He said that there is a short 650' cul-de-sac that will service 12 lots. They had initially proposed 28 feet wide of pavement and it was discussed at TRC that they alter that to 24 feet of pavement with a 5-foot sidewalk. He said that they are investigating and will discuss this further with the Board and staff. They proposed City water and City sewer access from Dover Point Road into the cul-de-sac. He said that this piece provided some interesting design challenges on working with the different overlay districts. They are in the Riverfront Overlay District and they have the Conservation District and Wetlands District but they have managed a layout that avoids any wetlands impacts or any impacts on the Conservation Overlay District. It meets all the zoning requirements and they continue to work with Planning staff on some of the technical issues.

Chuck Maglaras asked with regard to the cul-de-sac if there is an easement anywhere so that the water line can be looped at a later date.

Bob Stowell stated that that is one of the issues that was raised at TRC. There are no plans at present to do any further development on this property. They have looked at the potential of connecting a road from this to the other remaining land. There is a large ravine to the south of Ivan's Lane that prohibits connection of a road through the ravine. He said that he isn't sure what the benefit would be to the connection of the water line for development of the future land. There are a lot of different opportunities to connect on the remaining land if it was ever developed but it would be a significant environmental impact through the wetlands and Conservation District. He said that they could consider an easement for future water line connection. It shouldn't be a problem.

Pete Lavoie said that he feels that both sewer and water should be considered in an easement out beyond the project.

Beth Thompson made the motion to accept the application.
Chuck Maglaras seconded.

VOTE U/A

The public hearing was opened.

Jamie Masaduski, 103 Dover Point Road, a direct abutter, said that there are wetlands to the right of them and there are lots of animals out there. They have concerns about the effect of this subdivision on the environment and the animals and wetlands. They have concerns about property values. She said that she spoke to someone on the Conservation Commission and he informed her that the Conservation Commission recently bought the property next to Toftree Lane. She is hoping that something might be looked into for the property that holds the cat-o-nine tails. They have a Northern Utilities gas main in their back yard with an easement and she is wondering how that is going to affect them with regard to increasing traffic through their yard. She said that they just bought the house on November 15th.

Pete Lavoie explained that the gas main is the high-pressure gas main that goes out through Middle Road, etc.

Steve Stancel stated that the subdivision was very carefully designed as to not impact any of the wetlands. They do have the proper setbacks from Little John's Creek. This is one of the first subdivisions that has come before them that has had to face the new overlay zone for shore land protection that required that 3 of these lots to be three times the minimum lot size. That was put in there to protect the shore land. It's unfortunate that we have yet another development coming into the City, but in terms of protection of the environment, it is about as good as you are going to get.

Chairman Cole recessed the public hearing.

Steve Stancel stated they have asked the applicant to provide additional information regarding future extensions of the road and utilities. The Engineering Dept. has asked that the developer take a look at possibly relocating sewer lines to a lower point on the

property that might be able to service additional land in the future. He said that there are some drawbacks to that, because it would require impacts to the wetlands. There has to be a cost benefit analysis. The applicant had come in with a 28-foot wide road with no sidewalks and they have asked the developer to look at reducing the width of the road to 24 feet, but putting sidewalk on the property. This is not in the urban core but there were several subdivisions even farther out of Dover Point Road where we have required sidewalks. Steve said that they anticipate that the bus will stop on Dover Point and the sidewalk will get the children safely to Dover Point Road. We have asked the developer to look at the possibility of extending the sidewalk along Dover Point, across the southern property boundary, in anticipation of a future subdivision coming in off of Tuttle Lane. The City does own a parcel right across the street and there may be a future parks & recreation facility there. None of these are set in stone but we do recommend a site walk. He said that they have talked about a recreation fee that would be paid on a per lot basis. That money would go into a pot for recreational development in this particular area. Steve said that, generally, they have been charging developers \$200 to \$250 per lot. Steve explained that this money is kept in a separate pot and if a project occurs in the immediate area, the money is drawn upon.

Jerry Reese asked about a contribution for Community Services for trucks because of the additional cul-de-sac to plow.

Steve Stancel said that they have been collecting those fees from developers and they will be discussing this with the developer.

Beth Thompson made the motion to table the application.

Chuck Maglaras seconded.

VOTE U/A

Ron Cole set the site walk for the project a 9:00 AM Saturday, March 31, 2001 meeting at Tuttle's Red Barn parking lot. He said that the abutters are all welcome to come.

ITEM #5: Consideration and acceptance of an application for a site plan of land for Woodman Park School, Assessor's Map 13, Lots 4 & 4A, zoned R-12, located at 11 Towle Avenue.

John Scott, Engineer with Rist Frost Shumway in Laconia. He said that one of the purposes of the project is to increase parking at the school to at least 1 space for every staff person and to provide adequate room for parent drop off and pick up of students which is currently lacking. Also to maintain a reasonable separation of busses, parent cars and to otherwise improve the appearance and utility of the site. Currently staff parking is limited to approximately 55 vehicles and there are 87 staff persons. This forces several dozen of the staff to seek parking on adjacent streets, much to the chagrin of the neighbors. He said the entrance to that parking lot from Silver St. has very poor site distance for northbound traffic coming off the curve from the turnpike. Drop off and pick up occurs in the very long area in front of the school. At any one time there are only between 3 and 5 busses necessary to pick up students. There is very poor room for parent

pick up and drop off. There is only room for two cars at a time to queue up right at the intersection of Towle and Clifford. Their proposed project will alleviate these problems by adding 91 new parking spaces in the rear of the school, including 4 handicap spaces. They are proposing a new access from Silver St. to eliminate the site distance problem and also to provide a different place for busses to arrive into the school and to queue up and pick up students. Basically, they are swapping the area for parent drop off and pick up and bus drop up and pick up. The new access drive permits the required number of bus spaces to queue up and provides a queuing area for up to 13 parent vehicles with room for additional parent vehicles to wait their turn. They are proposing to eliminate approximately 40% of the large paved area in front of the school and convert that into a turf playground area, as well as, providing a place for supplemental parking for special events. The other purpose of that is to counteract the amount of paving that they are adding. They are proposing to re-stripe Silver St. between the Towle Avenue intersection and the entrance to the Spaulding Turnpike. They are also moving the curb line on the opposite side of the street in order to create adequate lane widths and they are moving the curb on their side of the street to create a 10 foot wide right turn lane for busses. He said that he wants to emphasize that the amount of traffic associated with the school doesn't change at all. The project is not intended to increase the capacity of school, it is intended to solve an existing access and safety problem. Woodman Park School used to be K – 5 but the 5th graders moved to the middle school 2 years ago. So there was an associated drop in traffic.

Jerry Reese stated that these are the worst set of diagrams he has ever seen in his entire career on the Planning Board. He said that sense could not be made of them and felt that the public would not be able to understand them. He said that there is no logical flow to them and he felt it was a terrible presentation.

John Scott stated that it is a big site and in order to show enough detail to a contractor they felt that 1" equals 20' scale was appropriate which means that the plans are in pieces. We don't show the whole site at once because it's too big. So they are divided up into 24 X 36 sheets. John went to the diagrams and pointed out the areas that would be changed. He explained that the entrance would be moved 100' north and would line up with the Texaco parking lot across the street. He went to each page of the plan and explained the various changes that would be made.

John Scott explained the one way traffic circulation in the rear and when the gates would be closed and the "No Parking" on one side of Clifford and Towle. He said that they are going to prohibit public use of the access road. We will have "Do Not Enter" signs so that you cannot turn into the access drive in a west bound direction and there will be a gate that will be locked at night and on weekends. There will be a Knox lock on it so that the Fire Department can open it in case of emergency. There will also be a new gate across the one-way loop for parent pick up which currently has a gate. John explained that with through lanes each way, traffic will clear faster than it takes presently. He added that the Police Department did sign off on this design.

Brenda Whitmore said that with the amount of detail on the plan it is difficult to read. She asked about the sidewalk.

John Scott explained the gap in the sidewalk. He said that they did not want to encourage school children to walk out to Silver St. or across the street to the convenience store.

Peg Stevenson was concerned with the 10-foot right turn lane and the width of the busses. She then asked how wide the tractor-trailers were. She said that it would be an interesting scenario to get them all lined up next to each other.

Chuck Maglaras asked where the people were going to park when there were activities at the school and the gate is locked at night.

Armand LaSelva stated that the lot with the 90 plus spaces could still be accessed on the weekend or at night. They will be able to go into that parking lot and park then come back down the road, but only right turns on Silver Street will be allowed.

Chuck Maglaras asked how they would enforce the right turn only after a big activity when everybody has to turn right coming out of there. He said some will want to go the other way.

Armand LaSelva stated that they normally have custodial staff on board for a school sponsored night activity and the gates will be opened. If there is an activity on the weekend that is not sponsored by the school, they would not have access with that gate unless arrangements had been made. Mr. LaSelva stated that they would like to have specifications ready to go out to bid within another week or so. They would like to start this project and complete it during the summer break.

Chuck Maglaras was concerned that the City would be on the hook to do the widening of Silver St. if Motiva doesn't go in.

Armand LaSelva stated that this is part of the bus route that the School Department has been planning on doing, mainly because of the safety issue that they have been dealing with. It is something that has been talked about for several years. It's not something that has just developed. This plan goes back at least 4 years. The widening and the putting in this right-hand turn lane is part of the school bus loop project as they see it and it would be included in the specifications of the scope of work that would have to be done. Mr. LaSelva said that they are planning to proceed regardless of what happens with Motiva. Motiva hasn't been a factor in the presentation of their plan other than making sure that the new access lines up with the access across the street.

Chuck Maglaras made the motion to accept the application.
Beth Thompson seconded.

VOTE 6 – 1

Opposed – Jerry Reese

The public hearing was opened.

Marion Nossiff, 3 Towle Avenue, asked where the land would come from to build the center lanes. She was concerned where the access road would stop on her side of the street. She was also concerned that there would be no parking signs on Towle Avenue so she would not be able to park in front of her home.

Kevin Quigley explained that the extra lane would come from Texaco towards the McIntosh entrance on that side of the street. He pointed out that the width by her house and the Duffy's property would stay the same. Mr. Quigley stated that there would be parking on the other side of the street. The reason for requesting the no parking is that during the current snowstorm you couldn't get vehicles down the road. So they are asking that during school time there be parking on one side of the street only.

Dawn Duffy, 163 Silver Street stated that it is impossible to come out of their driveway and turn left. How do they take a left across all these lanes? She said the teachers can't go left because it is felt that it is not safe so there is an alternative route for them to go across the lanes of traffic. She asked how they are expected to do it when they can't take a left out of their driveways now with two lanes. She was concerned with the gates being closed at night that cars going up that hill and then reaching a gate, and then coming back down the hill trying to get out.

Kevin Quigley said that the only reason that they said that they don't want staff coming out of the parking lot and going left is because of the proximity of the corner.

John Scott explained that it seems that you will be crossing another lane, but the other lane is meant to take those left turns and get them out of the main street. so that through traffic will flow more smoothly. The left turn lanes for the school will only be there occupied in the morning when teachers and busses arrive and in the afternoon when busses come back. There are only 5 busses twice a day. He said that he respects her concerns, but he thinks they will have an easier time getting out.

Dennis Duffy, 163 Silver St. Thinks the plan is ludicrous. Putting the Arch St. intersection at one end and having the intersection to the present school entrance and, then putting another exit off this. He said it's dangerous to have busses coming up over that hill. It's dangerous that you are having queuing in the middle lane to take a left onto Arch St. and also in the same lane busses will be queuing to take a left into the so-called proposal. It's much safer to go up to the light and to go straight through. Mr. Duffy said that he's all for the safety of kids because he is a teacher with kids of his owns. He felt that a lot of the problems arising from kids crossing the street is stop and go traffic and this is just another means for cars to stop. He is concerned with the wetlands because there is water collected as it is. It's a very costly plan to accommodate 5 busses. Mr. Duffy stated that when the school was first built, it had grades 1 – 8. He said they never had a problem even though there were more busses and cars. The plan is ridiculous. He doesn't know whose idea it was to put the loop in that particular spot, but he thinks it's ridiculous and hopes that it is not approved.

Bernard Duffy, 163 Silver St., stated that they were invited over to Woodman Park School as good neighbors. They never realized that anything of this magnitude would happen. The trouble with this is at Towle Avenue and Clifford Street. He stated that they could take out the bicycle rack and push the snow out of the way so that these people could come in and drop off their children. There are 3 busses that go up to Arch St. and go straight across and now they are going to have to go to the right. He said that they couldn't get out of their driveway now. He had a meeting with Mr. McNeill and Mr. McNeill stated that they are in complete agreement with the school. Mr. Quigley is the one that invited us and this is nothing like what he explained to us. There are only 5 busses and those bus drivers are very careful. We see these people double-parked and holding onto their children for dear life. All they have to do is move that bicycle rack out of there and give them some room to park. This is not good for the City. You should see a fire truck coming around that corner. How is it going to get through that.

Jim Schulte, 2 Towle Avenue, said that he understands that from Arch St. toward the turnpike there will be 140 feet of eastbound left turn lane. How long is the left-turn lane going to be for the new intersection.

John Scott said that it would be another 140 feet and would stack 3 busses and a car.

Mr. LaSelva stated that Mr. Schulte is assuming that all busses are coming from the downtown area heading west. He said that they have 2 busses that are coming from the Durham side heading towards downtown. All 5 busses will not be queuing up there.

Jim Schulte asked how this plan reconciles with the City's expert who was retained on the Motiva project and who recommended at least two things that seem to contradict what you are doing. Mr. Schulte said that you are allowing 10' lanes for vehicles that are 9' wide and you are contemplating that at times you may even have tractor trailer trucks passing so you will have 6" of clearance on each lane. He recommended that the left-turn lane extend all the way from McIntosh through to Towle Avenue and that there not be this little island in the middle to turn into the school.

John Scott said that the thru lanes are 14 feet wide, the turning lanes in the middle are current standards. A center left turn lane in both directions is something that you have in strip development where there are a lot of people turning left into several different businesses and cars coming in the other direction turning. He said that is when you have a common center double left. He said that in this case most of the lefts that are going inbound are going left into Arch St. or into the Texaco. The lefts going out of town are only going into the school.

Bruce Woodruff, City Planner, stated that Preston Samuel, of C&C Consulting Engineers, was hired by the City to take a look at Motiva, not look at what would happen with regard to Woodman Park. It is very important to realize that he discussed the need for a center turning lane kind of in a vacuum. He talked about Motiva and said if you were going to continue that lane you would continue it up to Arch and Towle. He didn't consider what we were planning with regard to Woodman Park. When Preston Samuel

talked about wider lanes, he talked about the need to have wider lanes around the curve radii outbound towards the turnpike because of the very nature of the curve and what happens with centrifugal force. He was concerned with large tractor-trailer rigs and similar bodied truck crossing over the lane and he advocated wider lanes at that point. Greater than 14' and probably up to 16' wide and that is not in the area that we are talking about now. We are talking about this plan as opposed to the Motiva plan and whether or not Preston Samuel's recommendation was for or against busses turning into this site. You have to take a look at the greater problem and greater problems that you are solving. You have to take a look at what happens today at the intersection of Clifford and Towle and see the safety concerns that you would be taking away with this plan. Weighing the pros and cons of what is happening, and this plan is the better way to go. He said that he stakes his professional reputation on that.

Alex Nossiff, 23 Cote Drive, said that he wanted to follow up on the points that Bruce was making and the points that were raised by Atty. Schulte. The focus tonight is what can be done on Silver St. to accommodate the proposed use to be made by the Woodman Park School. He said that he agrees with what Atty. Schulte brought up. He said that he has spoken here on the Motiva issue and he thinks that the Motiva plans are very much in conflict with what is being proposed tonight and not compatible. He said that he understands that Woodman Park has not done a traffic study. What we are proposing tonight certainly would be true based on the existing circumstances on Silver Street, but if Motiva is added into the mix. What you have designed and what Mr. Woodruff has indicated is that you have focussed exclusively on what is best for the City in regard to the Woodman Park School and probably not a problem, but if you add Motiva into it, it would then have a serious problem.

John Scott said that the only thing that he can think of is that the left turn for Motiva (cars coming into the City) might have to be longer. If that is required, then Motiva will have to do that. There is no reason why the School District would have to go to that expense to accommodate a possibility of something happening across the street. How can you design for both.

Alex Nossiff said that you can't, but his point being is if what you are presenting tonight is true based on the existing circumstances, but the moment that we add the Motiva uses into the equation, don't you think now that we have a potentially dangerous situation? Did you consider the proposed uses of Motiva at all when you came up with your plans?

Alex Nossiff asked if the tractor-trailers dropping off donuts in the morning was put into the calculations. He said there will also be tractor trailers that drop off oil, the cars going to Dunkin Donuts in the morning, and the school teachers coming into that parking lot on Silver Street. Mr. Nossiff said that he is assuming that that was not factored in because it shouldn't have been, because we are not here to accommodate Motiva. If you put Motiva into this mix you will need to make dramatic further changes to Silver St.

Bruce Woodruff said that Preston Samuel did support the widening for the school working from the location where Motiva went in to this location. He stated that in his

report, simply put, Preston Samuel supported moving the driveway as per this plan if Motiva went in because it would make Motiva safer and Silver Street safer.

Alex Nossiff said that he was assured at a previous meeting that you did not do that exclusively to accommodate Motiva and he takes that representation as gospel. He is surprised to hear tonight that what was done was to accommodate future use by Motiva.

Bruce Woodruff stated according to the peer review, the conversation between the City's consultant and the consultant for the development, in order to make the thing work, the traffic consultant made a suggestion to move that driveway where it is now. It does make this plan work better along that stretch of Silver Street.

Mr. Nossiff said that he is hearing that for the first time and he understands why we did that and it makes sense, but he was told about a week ago that the placement of this new access had nothing to do with Motiva. Does it make sense, yes it does. Don't you agree that when you put Motiva's usage into this that there will have to be further enhancements to Silver Street?

Bruce Woodruff said not in this general area, but down the street and around the corner toward the turnpike.

Alex Nossif stated that if Motiva comes in, this opens the door and then if they are approved we will have even additional expense for Silver Street. That's his point.

Steve Stancel stated that he wanted to add that we do have the \$40,000 letter of credit from McIntosh College to do exactly that in the future. This plan is compatible with Motiva. If Motiva comes in there would have to be additional expansions to the off ramp, and it would be at Motiva's expense and we would pull the \$40,000 letter of credit from McIntosh College to accomplish that. We would not have to tear up this section of the road again, because this section of the road would have been completed by the School Department, unless Motiva comes in before the project starts.

Cheryl Dwyer, 7 Towle Ave., stated that she would like to express her concerns. She said that she would like a barrier of some kind of shrubbery or trees to help minimize the sight and sound that this project is going to impose on them. She feels that it will have a huge impact on her property as far as what they will be seeing, the noise and devaluation of her property. She would like some kind of barrier to help maintain the value of her property.

Ron Cole asked the School Dept. to get together with the Dwyers in this regard.

Walter Hutchison, 10 Towle Avenue, corner of Clifford and Towle, stated that he hasn't observed Silver St. that much and the traffic that goes through there but it seems to him that if you try to accommodate more traffic, more traffic will come. It will just get worse if you start to widen the lanes. If there are only 3 busses that have to turn left from Silver Street into the school he thinks that they could do that by themselves without any extra

help. He said that the new bus lane could still happen there without all these extra lanes on Silver St. The Parking and Traffic situation on Towle is like a war zone. He has a son in Kindergarten in the afternoon school and a two-year-old. He has to traverse this minefield every day with them and there have been times when he has been scared out of his boots just trying to cross the street. He thinks that putting a separate drop off and parking lane seems like a very good idea. He said that he is not so sure that you need the extra lanes on Silver St. He thinks that the guardrails at the school send the message to go faster. He thought that it would be wise to consider a masonry wall.

Dennis Bentley, Principal of Woodman Park School, stated that he would like to follow up on the comment that was made with regard with putting in a nicer fence. They plan on putting a fence all the way around, it just wasn't mentioned this evening. During the day he was approached by the PTO and different members of their Woodman Park family, which would be 460 families. They wanted to know if they should come to this meeting. He thought that it wouldn't be appropriate at this time, so he spared the Board of that. If you can think of Logan Airport, Rt. 495, Boston traffic, the Callahan Tunnel and the big Dig all directed onto one runway, that is basically what it is like on Clifford and Towle Ave. He used that metaphor just to give the Board an idea of what happens there. The City does a great job of trying to get snow out of there, but in the wintertime it is not uncommon for him to have to call the Police Department and have an officer there for a large span of time just to get the cars through there. He said that he has teachers standing in the road, which they really shouldn't do, and they are directing traffic in the middle of the road trying to keep the cars going. This would be their last school where they are trying to correct this problem. They corrected it at Horne and Garrison when they put in the kindergartens, and this is the last school where they have all the traffic, the walkers, the busses, the parent drop offs all converging at the same spot. He said he would underscore three times, safety, safety and safety. That is why they are here.

Jim Schulte, asked how the traffic flow would be managed because with the busses coming out of the new access way, there will be at least more of an intersection and perhaps cross traffic. He wondered if there would be a stop sign at the end of the access road or on Towle Ave. Right now and for twenty years, there have been teachers risking their lives guiding traffic through and he was wondering how that would be handled.

Kevin Quigley stated that Towle Avenue would have a stop sign.

Jim Schulte stated that they are all concerned about safety. He said that Bruce corrected him on two points. He is right on one of those. The traffic consultant's primary concern was the curve, and his report did not specifically address busses. He said that at Motiva's public hearing, when he was asked the question about busses, he expressed a preference about busses turning off Silver St. He said that he thinks that his inclination was that he would rather have things go through at the traffic light. Although this may be better in some respects, what you decide about this is going to have substantial impact when you come to consider the Motiva plan. We are all strongly in favor of safety and it is one of the reasons we have been objecting to Motiva. Whatever you decide to do here it will impact that next project.

The public hearing was closed.

Steve Stancel stated that he is prepared to recommend approval this evening if that is the route the Board would like to go. Steve said that they have been working on this project for well over a year and a half and they feel very confident that this plan does meet the goals and objectives of attempting to isolate bus, parent and pedestrian conflicts that currently exists.

Bruce Woodruff stated that he spoke with the Division 6 Engineer and his staff 2 or 3 times in the last three days. They have reviewed the plans and they see no problems with them.

Steve Stancel said that the staff recommends approval with the following conditions:

1. Striping of turning and travel lanes need to be done as part of his project and must be done in coordination with NHDOT Division 6.
2. Work with Police Department to get a stop sign added at the southern end of Towle Avenue.
3. Revise plan to add a note that no crosswalks are allowed across Silver Street.
4. Revise plan to show a 7 inch reveal on the vertical granite curb detail for Silver Street
5. Revise plan to show 9-inch gravel base for sidewalk detail for bus and drop off area.
6. Any additional conditions recommended by the City Engineer,
7. Additional landscaping be placed on the plan for screening purposes to abutters per Planning Dept. and abutter agreement.
8. The School Board shall approach the Parking & Traffic committee in regards to discussions of the elimination of parking on the west side of Towle Avenue during the daytime period and the north side of Clifford Ave. (he said that that is a discussion that will take place separately, but they feel that it should be a condition of approval that that approach at least be initiated by School Board.

Steve said that there are recommendations from the Engineering Department. They recommend the following:

1. The existing catchbasin on Silver St. should have the existing rim and invert elevations called out.
2. The drain line crossing Silver St. should be RCP.

3. The Existing catchbasin on Silver St. should have the grate located against the curb line after construction. This may involve a new structure, relocating the existing structure or possibly a double grate.
4. The sidewalk should be extended to Silver St.

Steve said that for #5, they are recommending that the proposed center turn lane on Silver St. east of the proposed school entrance should be striped for both left and right turns. Steve said that the Planning Staff disagrees with that so they are not recommending #5 be approved.

Chuck Maglaras asked about the sidewalk. He said that the School is trying to stop the kids from going towards Silver St. He said that he questions if that is really going to stop them from going towards Silver St. by just stopping the pavement. He said that it would look much better if the sidewalk continued all the way around. He said that he agrees with the Planning staff on that.

Beth Thompson made the motion to approve with the 8 staff recommended conditions and the 4 Engineering recommendations (excluding #5)

Chuck Maglaras seconded.

Steve Stancel explained that during the planning process they talked about getting parking off the west side of Towle Ave. and the north side of Clifford during the day for safety purposes. He said that the Planning Board can't require that because it is something that the Parking & Traffic Committee has to recommend to the City Council and the City Council is the one that has to authorize that. He stated that recommending this is certainly not saying that it is going to happen. It is ensuring that it will be taken up at the Parking & Traffic Committee and the Council level as a condition of approval.

Frank Torr stated that he is going to oppose this project. He said that all he envisions occurring here is a replay of what happened with the Middle School. We were assured that there wasn't going to be any traffic problems as a result of the middle school coming on line. He said that another good point is in the fact that the Planning Dept. doesn't recommend item #5, but the Engineering Department does. He said that he can't see how you can have two queuing lanes going in opposite directions in the same lane. In his mind it generates a major problem. He said that he sees an exacerbation of the traffic problems already on Silver St. He said that he doesn't know where the State is going to come into play, but some of this area is certainly going to impact the State on the 155 section. You have a very sharp turn coming onto Silver St.. A lot of accidents occur there in slippery weather. Where is that 2nd lane going to start eastbound? Is this going to be addressed when they do the McIntosh implementation? We have an unknown. He said that we have to think about what will happen with Motiva. There will be some impact. He said that they could have that additional parking without generating any problem. He thinks they could make access for the busses. They say there are only 5 busses and they come at alternating times, so they could make some different

arrangements for drop off. They could move those bicycle racks as suggested and have the bus drop off there and have the private drop off where the bus drop off is.

Peg Stevenson stated that she agrees with Frank. She said that she is not totally convinced that that amount of traffic passing on Silver St. is a good idea. She said that she doesn't think that it increases safety at all but it does the opposite. She said that she does want to take into consideration that there are some people on that street that are not going to get out. They are going to be living in the middle of the City on a major highway, and four lanes across with tractor trailers isn't what she envisions for a city. She said she is going to vote against this.

**VOTE 2 – 5 Opposed – Frank Torr, Margaret Stevenson, Brenda Whitmore,
Pete Lavoie, Jerry Reese**

Chairman Cole called a 5-minute recess.

Jerry Reese left the meeting.

Chairman Cole brought the meeting back to order at 9:20 PM.

**ITEM #3: Consideration and acceptance of an application for a site plan of land for
Brooks Pharmacy, (Owner Northeast Credit Union), Assessor's Map 27,
Lots 219 & 220A, zoned B-3 & R-12, located at 683 Central Avenue.**

Malcolm McNeill represented the applicant. He introduced Dave Whitten, Project Manger, Peter Hedrick and James Manzer from Deluca Hoffman, the two site engineers and Barry Hosler the landscape architect. This property consists of slightly over 50,000 sq. ft. and is presently housing the abandoned North East Credit Union, a multi story building and Marty's Friendly Market. They are proposing to remove those 3 buildings to be replaced by a 10,800 sq. ft. Brooks Pharmacy structure. He explained the design of the building. He said that they received a variance for the site. He explained that this is a unique B-3 zone and that is the reason that a variance was granted. The variance permits them to be within 12 feet of Central Avenue in recognition of the narrow nature of this lot, the zoning of the lot, the historic uses of this lot for business purposes and the recognition of the fact that that type of relief was necessary to make this site a reality. The traffic will be reduced over what was there before. The characteristics of drug stores is the fact that there is not an intensity of parking uses. The people who are mostly buying drugs are frequently older people who have an opportunity to go to the site at times when it is not as busy. If you look at the Rite Aid store it is very rare when there is any intensity of traffic or of parking. They have done the traffic study and the design of the building is consistent with the recommendations of the Planning Department. He said that they comply with the parking space requirement at 42 spaces. He said that if they were designing this as to their actual usage they would not have 42 spaces, and would have more green on the site they presume that 42 spaces are not necessary, but that is what is required.

Malcolm McNeill explained the traffic pattern for the site. He said that there is a drive-up window at this drugstore where you will only be able to order or pick up. He said that you could not wait there for your order to be filled. There is no significant queuing to a drive up window. Malcolm pointed out the location of the ATM machine. He said that there would be in and out access on Oak Street as there has been in the past. Access from Wentworth Douglass to get to the site will be protected by a stop signal. He pointed out the primary customer parking which is closest to the entryway of the building. The hours will be from 9:00 AM to 9:00 PM. They have provided extended landscaping. He said that there is a fence to the rear that is in relatively good shape. They intend to continue that along the length of the rear of the property. He said if you think it needs to be rehabilitated they will but they think it's in good shape.

Malcolm said that the roadway on Central Avenue will be widened and there will be a right-turn in only entryway. He explained how this would work. He said that the right turn in lane at the entry area is extremely important to Brooks. It is critical for their development of this site. There were discussions about Rite Aid and the problem access into their driveway as one proceeds south on Central Ave. When they were approved it was to be a right-out only and signs are there saying you can't enter but there has been concerns that that has been violated. There is a real difference with regard to Brooks. There is no incentive to avoid the light because you have to go through the light regardless if you are going south to go into this site. You can go down Oak Street and there is a left turn lane with an arrow on it and you can turn left and go down Oak protected by that light and pull into the facility and come very close to the front door. We presume that is what a great deal of our customers will do. The City's concern is that customers may attempt to avail themselves to this entryway, in the same fashion as Rite Aid. He explained the reasons why that is unlikely to happen. They believe that this will be a significant improvement to this area.

Peter Henrick, Deluca Hoffman Associates, stated that they did a formal traffic study for this project according to national accepted standards. He said that they have estimates of traffic for the 3 uses formally at the site and estimates of traffic for the proposed uses on the site. They have determined that the difference in traffic between the existing and the proposed uses is about 400 cars at the evening peak hour. So you previously had 200 cars more entering and 200 cars more exiting than you would have for the proposed use. They are proposing approximately 177 total ins and outs to the site for these uses. They analyzed the signalized intersection for the condition with and without the proposed development on this site and with the added traffic to the intersection they found that you would still have acceptable levels of operations 10 years in the future. The site distance exceeds the 400' minimum requirement prescribed by NHDOT. He went over the placement of the driveways. He said that they have widened Central Avenue by 3 feet. It allows them to have 3 approach lanes northbound and the Central/Oak St. intersection. They will have a left turn lane, a through lane, and a right turn lane.

Peter Hendrick said that they are requesting two waivers. One is internal landscaping. The ordinance requires 5% internal landscaping for parking areas greater than 20 spaces and they have 3 ½% landscaping so they are under the requirement. For the end isles, the

ordinance suggests 24 feet for circulation isles, and they have 22 feet. Peter stated that the area is largely impervious. There is a slight 1% increase in the impervious. They will be collecting the drainage in a catch basin and pipe system that will connect to an existing pipe that leaves the site at the Oak St. driveway and ties into the system on Oak St. .

Barry Hosner, of Barry Hosner Landscape Architect, explained the landscaping plan and the types of shrubs that he would be using.

Brenda Whitmore asked about the loading dock. She felt it was in a congested area.

Peter Hendrick stated that it is not a loading dock, it's a door. There would be only 1 and maybe 2 tractor-trailer trucks to visit the site in the course of a week and they generally come when the store is not opened for business. They would expect that that back driveway would only be used by employees and by folks dropping off and picking up prescriptions which is a very small proportion of the total traffic to visit this site. It would also be utilized by the people using the ATM. It is only one way along the back of the store so it would not have traffic circulating out that back driveway. The pharmacy window site from the evening peak hours would generate around 110 trips, 55 customers in and out and at the ATM the most you would get there is about 25 to 30 customers. Total of around 177-peak hour trip end.

Frank Torr asked about the apartment house that has a joint driveway.

Malcolm McNeill stated that that is owned by Atty. Banford and a portion of his driveway is actually on the Brooks site. Malcolm said that he will still be able to make reasonable use of his parking and exit in that area.

Brenda Whitmore made the motion to accept the application.

Margaret Stevenson seconded.

VOTE U/A

The public hearing was opened.

Ron Cole stated that the Board has a letter from Mrs. Vermette from Park St. stating that she is opposed because the traffic will be dangerous and it will add to the congestion.

Linda Brenan, Oak St., was concerned about the height of the shrubbery on the corner of Oak St. She said in the wintertime, when the weather is bad, the light is a red blinking light and she is concerned with being able to see down Central Ave. She said that she doesn't feel that the traffic will be any better with this use because that intersection is very congested.

Dan Daley, 90 Park Street, stated that he had the credit union put up the fence 2 years ago because he had problems with trash. The traffic problem doesn't seem to be too great other than at peak hours. He asked about whether the lot would be raised up or excavated. He was also concerned with the lighting.

Peter Hendric stated that they are proposing on putting a block wall along 120 feet of the back of this property from 0 to 5'. It will be set back about 2 to 3 feet from the property line.

Malcolm McNeill stated that they would provide a lighting plan to be reviewed by the Planning Department.

Chairman Cole recessed the public hearing.

Ron Cole set a site walk for 4:30 PM on Friday, March 30, 2001.

Frank Torr made the motion to table.

Beth Seconded.

VOTE U/A

ITEM #6: Old Business

ITEM #7: New Business

- A. Steve Stancel spoke about the training for Planning Board members. He said that he definitely recommends it.
- B. National Low Income Housing Coalition – He said that there were some question based on last night's workshop as to what is affordable. He said that they got this off the internet and it is very interesting and will give you an idea what it affordable and how many people in Dover can't afford a rent.

ITEM #8: Adjournment.

Frank Torr made the motion to adjourn.

Beth Thompson seconded.

VOTE U/A