

**DOVER PLANNING BOARD
MINUTES OF MEETING
AUGUST 28, 2001**

MEMBERS PRESENT: Brenda Whitmore, John Sullivan, Pete Lavoie, Charles Maglaras, Anthony McManus, Beth Thompson, David Landry, Frank Torr

MEMBERS ABSENT: Ron Cole, Jerry Reese, Margaret Stevenson, Dennis Ciotti

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

Vice Chair Chuck Maglaras brought the meeting to order at 7:00 PM. He announced that Item #2, for Newell/Esparaza has been withdrawn from the agenda. He said that under Old Business b., the discussion on Stable Homes has also been removed.

ITEM #1: Approval of minutes.

Frank Torr made the motion to approve.

Beth Thompson seconded.

VOTE U/A

ITEM #2: Consideration and acceptance of an application for a minor lot line adjustment of land for Russel Newell & Frank & Crystal Esparaza, Assessor's Map 27, Lot 186 & 187, zoned R-12, located on Pearl Street.

This item was withdrawn.

ITEM #3: Consideration and acceptance of an application for a minor subdivision/lot line adjustment of land for Southwest Equities Corporation, (Owners Gerald Prunier and Samuel Tamposi & Stephen Tamposi Exempt Trust), Assessor's Map D, Lot 2, zoned B-3, located on Webb Drive.*

ITEM #4: Consideration and acceptance of an application for a site plan of land for Southwest Equities Corp. (Owners Gerald Prunier and Samuel Tamposi & Stephen Tamposi Exempt Trust), Assessor's Map D, Lot 2, located on Webb Drive.* (102 units)

The Board decided to hear Item #3 and 4 at the same time. Christian Smith, Engineer with Millette, Sprague and Calwell, introduced Brad Richards, coordinator of the project, Jamie Long with NH Soils, Bob Duval of Kimball Chase, the traffic engineer. The parcel is 21.28 acres of undeveloped land abutted by the Spaulding Turnpike, City Property (Smith & Cummings Well fields), Plaza Drive, and Webb Drive. The proposal is to subdivide this land into 2 lots. An 8 ½ acre parcel and the other is 12 ¾ acres in size. The smaller of the two will contain a two-story 36,000 sq. ft. office

building and 111 parking spaces including 5 handicap accessible spaces. They are proposing 3 thirty-four unit, colonial style apartment buildings on the larger parcel. The ZBA granted a Special Exception to allow this residential use in the B-3 zone last December. There will be an extension of Webb Place with curbing and sidewalks. All of the construction will be outside of the 400 foot setback for the Smith & Cummings Wells and the stormwater treatment will be located outside of the 200 day time of travel line. The Horsley Whitten Report prepared by the City and a current hydrological evaluation that was done by Jaques Whitford Co. for this project has recommended this. All of the stormwater runoff associated with the additional extension of Webb Place and the associated impervious paving, will be collected through a closed drainage system and treated via an infiltration basin in that area. A project narrative was handed out.

Mr. Smith said that they received a favorable review from the Conservation Commission on July 9th. He said that they have produced a comprehensive traffic analysis, prepared by Bob Duval, that does show that there is sufficient capacity at the Webb Place intersection for both existing and proposed trip ends to that intersection. They are proposing an easement that takes the entire easterly portion of the project and which sets them out of the 400-foot well radius. He said that in the event that the Planning and Recreation Departments build a multi-purpose field in the future, they would consider a through road that would connect Plaza Drive to Webb Place Extension. The size of the easement is approximately 11 acres. All of the existing trees and vegetation to the extent possible, will be preserved along Route 16 and abutting the City property and the residential areas. Their submittal incorporates all of the elements that resulted from their ZBA meeting, their Planning Dept. meetings and their TRC meetings.

Bob Duval, Kimbal Chase, stated that they looked at the traffic generated by this project beginning back in Nov. and Dec. of last year. At that time they were considering having the apartment buildings exit onto the Plaza Drive end of the site and the office use exiting on the Webb Place end of the site. 102 apartments can be expected to generate about 73 trips at peak hour and 36,000 sq. ft. of office can be expected to generate about 117 trips peak hour. He said they are looking at approximately 190 trips associated with this development. He said that it was decided that because of the nature of the streets at the Glenwood/Plaza Drive side of the site, that it would be better from a safety perspective to have traffic exit at the Webb Place side because it is a signalize intersection. He said that they used some very aggressive growth projections which included trips from this site, an assumption of trips from the approved hotel site, the development of the Weeks parcel (across the street), trips from the Richmond parcel, the state garage parcel (should it be developed) and connecting the State parcel to the new proposed access road to provide some circulation, they found that the LOS at the intersection is acceptable for the present and the future years. He said that they might at some future date have a connector roadway to link the two. He added that improvements at the offset intersection at Glenwood Ave. would be required before it could be supported or recommended from a traffic safety perspective.

Brenda Whitmore asked what the bedroom unit numbers were when he made the calculations.

Bob Duval stated that the trip generation rate for a multifamily is not that specific. The dependent variable is the unit rather than the number of bedrooms. The unit per se is assumed to generate approximately .5 trips at PMO. In other words every two units will generate 1 PM peak hour trip, based on the Institute of Transportation Engineer's Trip Generation Manual. This is the conventionally accepted text reference for determining trip generation rates. He said that he feels very comfortable with that number. There are cases where you could have more and some where you would have less, but it is a good average.

Brenda Whitmore thought that it sounded relatively conservative for the calculation.

Beth Thompson stated that she doesn't understand the theory of putting all the residential traffic through a commercial area, instead of making upgrades to the other road to accommodate residential and keeping them separate.

Bob Duval stated that the intersection at Glenwood/Whittier and Plaza operates ok under present conditions. He said that it's the kind of intersection where if you add more traffic to it, because of its deficiencies, it's unpredictable. To straighten that out would be a major undertaking requiring some takings of private property and, perhaps, a half million dollars. If there were no other alternative, the project would probably not go ahead. The trips that are being added at Webb Place are by far more than 2 to 1 commercial over the residential. Furthermore, a high percentage maybe more than half, would probably go out that intersection anyhow, going out to the Spaulding or Rochester or Somersworth.

Chuck Maglaras had concerns of traffic backing up at the next intersection going north, thereby, blocking the intersection.

Bob Duval stated that they looked at that and the fact that there are two left turning lanes at the High St. intersection helps because it gives double the queuing room. He said that they found a queue of 168 feet, which is approximately 14 vehicles because of the double lanes. Bob said that these are peak hour averages, that is not to say that it will never be blocked.

Bruce Woodruff stated that the Russell property, in the northwest quadrant, is not mentioned in his memo of July 17, 2001, and asked if he added the potential trip generation from that property.

Bob Duval stated that those numbers were included.

Frank Torr made the motion to accept the application

David Landry asked if there was some issue about going back to the ZBA.

Beth Thompson seconded.

VOTE 6 -1

Opposed - David Landry

Steve Stancel stated that if you look through the approval letter and the minutes of the ZBA meeting, it was made clear that the plans may change somewhat, but as long as the number units and the square footage didn't change, it would not have to go back to the ZBA. The ZBA gave broad latitude to the Planning Board in their approval letter of December 22, 2000. He said that the access location was not an issue.

The public hearing was opened.

Roger Neihart, Central Ave., had concerns with the water drainage. He said that he has a problem with the study that was done. He feels that the location where the contractor will dump the water will take less than 200 days to get to the well. He said that the road going in goes directly by a bog. It's a very ecological and a good bog, that holds water and a lot of animals live out there. It also drains directly into the wells. There will be a lot of trash being thrown into the bog. He said that he doesn't think that there is enough roadway there without them pushing dirt over into the bog. He was concerned that the road will be salted, and the plowing will throw salt into the bog. He said that he was in favor of building soccer fields and having a place for the kids to play, but the woods are over 100 years old and would have to be torn down. There are not many woods like that and he doesn't think that the kids would want that to happen. He added that a school teacher wanted him to ask where the children would be going to school, what kind of a burden this would put on the tax payers, the number of children and if they would all be thrown in the same district. He is guessing that there would be in excess of 100 children coming out of that development and someone would have to pay for them.

Steve Stancel stated that they know with almost certainty how many school children would be generated because the GIS computer system can track exactly where all school children live. He said that they can break out the number of school age children by housing type and by location. Steve said that 102 units should generate approximately 11 students. The GIS has all apartment complexes in the City, the average number of schoolchildren per 2-bedroom unit is .11. Steve said that there might be more children than that, but they are talking .11 public school age children. He said that there may be children going to private schools or that are pre-kindergarten, but that is the GIS number for Dover, for two-bedroom apartment flats.

Lila Thorp said that she has looked at the plans and it is her understanding that there would be another water study done by a peer group but it was not in yet.

Steve Stancel stated that that was correct. He added that there won't be any approvals this evening. This is just the start of the public input section of the plan. He said that what will probably occur is that the Board will take public comment today, then the project will be tabled and a site walk will be scheduled and everyone from the public will be invited as well. He said in the upcoming weeks the issues will be worked through and it will probably take a 30, 60 or even a 90-day approval process. This project is in the groundwater protection zone. What that means is that you are not necessarily told that you can't develop anything on the parcel, but that you have to follow certain guidelines and restrictions. A few years ago the City recognized the fact that this parcel would be

very attractive in the future and that there also was a need to protect the wells. The City, with money received from the State, hired the hydrogeologist firm of Horsley & Whitten, to study the Groundwater Protection Zone in this area. They came back with some suggestions for changes to our Groundwater Protection Zone, which are currently being reviewed by the Planning Department and Planning Board. He said that in the mean time, this project has come in and they have agreed to meet those guidelines of the proposed requirements from the study. They have hired their own hydrogeologist, Jacques Whitford, who has indicated that they believe that there are portions of the site that are outside the 200 day travel time period. This went before the Conservation Commission who recommended that the City hire a private consultant to review that analysis and since that time, the City hired Horsley & Whitten to review that analysis. That analysis will be available for a future meeting.

Betsy Andrews Parker, 22 Maplewood Avenue, Ward 1 City Councilor, stated that the proposal is in her jurisdiction. One of her concerns is the aquifer protection. She said that once we contaminate a water supply it is ruined. She agrees with the speaker with regard to the contamination of the bog and the road salt. She said that in the winter there would be no place to put the snow. She said that she works at 3 Webb Place. She said that she expects these developers will be subject to the same strict restrictions imposed on the hotel developers. She said that that the Board asked for traffic studies from the hotel developers. A hundred cars go through there in about a 20-minute period for the Weight Watcher's weigh-ins. There is no place to park and they are parking on the sidewalk. She said that on Thursday mornings her employees can't park and clients can't get into her building because there is so much traffic. Betsy said that the traffic does back up at the intersection. She said that she is not against the development but it is a hot spot and she feels that this would create a mess. Also, if this is approved, it should go hand in hand with the Glenwood Avenue improvements to widen the road, adding curbing and sidewalks almost to the level of the Sixth Street improvements. Additional development should also be tied to upgrades to Route 108, Exit 10, and Exit 9.

Paula Newsy, Smith Well Road, stated that her concerns are the possibility of traffic exiting on Glenwood Ave and the safety of the wells in that area. She said that the traffic on Glenwood Avenue has quadrupled. There are a lot of school age children on Barry St. and Smith Well Road and they all have to cross Glenwood Avenue twice a day. She said that there are no sidewalks on the Plaza Drive side and no crosswalks. She said that she petitioned the City for a sidewalk but they said it is not in the City Core. She feels that Weeks Crossing has a better capacity to handle the vehicles than Glenwood Avenue. She said she is concerned with vandalism, the pump house and the wells. She said that they have had fires and a paint ball gun incidence where windows were being shot out. She said there once was a fire and no one from the City could get a key for the gate and it took 1-½ hours to access this area. She said that she was concerned with the salt with regard to the pump house. She thought that a fence might help with keeping kids out.

Roger Neihart, asked what would happen tomorrow if the two wells were lost. He is not against development but this development is not a good idea.

Chuck Maglaras recessed the public hearing.

Steve Stancel said that the three areas of concern at TRC were the traffic, groundwater protection and the recreational aspect of the project. The Planning staff recommends that an independent traffic consultant be hired to review the traffic study and to take a look at the various options of flowage of traffic in and out of the site.

Tony McManus made the motion to hire an independent consultant.

Beth Thompson seconded.

VOTE U/A

Bruce Woodruff stated that there are a couple of major areas that need to be worked on. The issue of taking counts during the July 4th week. He said that they should go out and recount or adjust the numbers. At the bottom of the first page of his July 17 memo, he said that we know that the NH DOT is in the process of synchronizing signals in the north and south direction and the east and west direction. His analysis is not really complete. Bruce said that his recommendation is that they go out there and count all of the turning movements for at least a three day period, Tuesday, Wednesday, Thursday of a non-holiday week. The Glenwood Avenue sidewalk is currently in the CIP for 2004 and construction in 2005 for the rebuild of Glenwood Avenue.

Tony McManus asked if Bruce could find out if the state has or is going to synchronize those lights.

Woody said that the Dover side of things would be the Weeks Lane and Indian Brook/High St. light in front of Staples and the main signal at Weeks Crossing. The lights should be synchronized as one unit in the east/west direction and tied in at some point with the High St. signalization going into Somersworth. That is a NHDOT thing and he is not sure what is going on right now, but he will find that out. The north/south coordination is on, but whether it works at its optimum yet, he doesn't know.

Chuck Maglaras arraigned the site walk for Wednesday, September 5, at 6:00, meeting in back of Blockbusters. He asked that the location of the buildings and the centerline of the road be staked. He announced that the public was welcome to attend.

Frank Torr made the motion to table.

Tony McManus seconded.

VOTE 6 – 1

Opposed – John Sullivan

ITEM #5: Consideration and acceptance of an application for a site plan of land and Conditional Use Permit for Great Bridge Properties, (Owner Frank Holmwood), Assessor's Map 16, Lot 30, zoned UMUD, located at 50 Mill Street.* (30 units)

Malcolm McNeill, represented the applicant, Great Bridge Properties and said that the development team is Dana Lynch of CivilWorks and Vanasse & Associates Inc. is the

traffic consultant. The principal of Great Bridge, Chris Davies, has had extensive experience with regards to affordable housing for families and seniors. He said that Bill Castleton, is a CPA and an expert in tax credit financing, which is the nature of this project. This project will be a tax paying entity in terms of municipal taxes. However, this will be processed through the NH Housing Finance Administration as a tax credit program. He said that Mr. Holmwood has owned the building for 20 years and it is an active factory. The building is approximately 150 years old and has been used for various purposes. The proposal is to turn it into affordable housing for families and seniors.

Atty. McNeill passed out a report that gives more information with regard to the nature of this type of program and contains information on similar projects in Dover with regard to impacts. He said that the UMUD zone is the most unrestricted zone in the community. It's the type of zone that promotes flexibility. The property is 2.5 acres of land on the easterly side of the Bellamy River. He said that the area is tranquil and beautiful and any apartments overlooking the water would have a very nice view. He said also unique about this property is that they own a half acre on the other side of the river. Malcolm had some pictures of the property to show the Board. He said that to get there, you would go past Sawyer Mills. There are 220 housing units at Sawyer Mills and as you progress further down Mill St. there is place that is called the Ten Commandments, which is multi-family units and there is another area of multi-family housing further down the street. The general character of this area relates to multi-family type of use.

Mr. McNeill said that they are not requesting any variances or waivers. In the 1980's there were three companies who employed approximately 70 people. He said that parking was difficult. He said that they are providing enhanced parking. Presently there are approximately 3 or 4 tractor trailer trucks per day that go over this roadway to the mill. He said that they periodically have a warehouse sale at this site that brings in about 45 to 50 cars.

The historical use of this site has not been insignificant. He said that what is proposed is "leaving the bricks" so to speak, but doing a comprehensive rehab under both State and Federal control with regard to the processing and improvement of this property. The approximate construction budget for this site is 2 ½ million dollars. The site is ideal because of the proximity of the downtown, to the Spaulding Turnpike, the relative proximity to schools, the reasonable proximity of other social services in the community, shopping and banking. This is not a case of sprawl, this is utilization of an existing facility in the community. He said that when this project was first brought in to the Planning Director, the housing mix proposed 3 bedroom units. The developer, because of his experience and because of the huge demand for multi-bedroom units in the Seacoast, originally proposed that there would be 30 units of which 15 would be 3-bedroom units. He said that this was not well received. As a result of that, the developer has modified the plan to 30 apartments, 6 one-bedroom units and 24 two-bedroom units. There are components of the site, which makes it attractive for young families and for seniors. The building will have an elevator and complete life safety systems, including sprinklers, laundry facilities would be available on the site and there will be significant community

space, as well as, some recreational components in the vicinity of the site. All of the units will be handicap accessible and adaptable. He said that the NH Housing Finance Authority would very closely scrutinize the process of improving the building. Some of the units will also be handicapped equipped in terms of the interior components. They will provide 57 off-street parking spaces, which is consistent with the regulations. It is anticipated that the project will be owned for at least 30 years. There will be private management, Stewart Property Management, that presently supervises Rutland Manor, will do the management. This is a low-income tax credit program similar to Addison Place in terms of financing, but not similar in terms of the makeup of the building. Investors will derive the benefit of tax credits but the project will pay municipal taxes.

There is a complaint on the part of employers that they cannot find employees because of housing problems. They find that employees have to go more north to find housing. Approximately half of the units will be for families with an income of \$25,250 per family of 3 and approximately half will be for families of incomes of \$30,300. Many of those people are teachers, policemen, firemen and other parties that are starting out. The rents will vary on the 1 bedrooms apartments from \$500 - \$597 depending on income and for 2-bedroom will range from approximately \$599 to \$719 for the units. The developer will be involved in local community groups with regard to daycare and advocacy for education training. The Strafford County Community Action Committee will have office hours at this facility to assist with issues as they relate to this site.

Malcolm McNeill said that they went through the Addison Place project that was approved about 2 years ago and Rutland Manor, which has more of a Section 8 component. He said that the amazing thing about these numbers is that the real impact of children becomes apparent when there are more than 2 bedrooms in the unit. He went over the figures that are included in his handout. At Addison Place, with regard to the 2-bedroom units, there is about ½ child per unit between the age of 0 – 5 and the same for ages 6 – 18. He said that when you get to the 3-bedroom units there is a significant bump up. Addison Place has similar rental and income restrictions. He said that the Rutland Manor numbers were amazingly similar. He said for 2-bedroom units it was about .41 for ages 0 – 5 and about .47 for ages 6 – 18. It averages to about ½ child per unit. The 3-bedroom unit numbers jumped up to about 1 ½ children per unit. They are estimating that the number of children between 0 – 5 would be about 10 for the whole project and the number of kids between 6 – 18 would be approximately 11. He said that their estimates do not have a significant impact on the school system.

The Conservation Commission has reviewed the stormwater drainage and found it adequate and passed along a favorable recommendation to NH DES. The project has been studied with regard to offsite traffic impacts. At the off ramp from the Spaulding Turnpike the site is thoroughly signalized. The traffic numbers show no significant impact on the LOS with regard to this project. He said that they believe that people will use that intersection because of the signal. He said that the following needs to be resolved:

1. Work with regard to the street issues.

2. Work out some of the drainage issues as they relate to modification to the roadway.
3. Work some dimensional issues on site and work with the City to be sure that the City has access to its pump house.

Dana Lynch, Civil Works, showed an overview of the developed portion of the site. He said that the improvements for the site involve increasing the drainage capacity and improving its characteristics and increasing the number of parking spaces. He said that they would create a 24' travel way within the site. They will create another retaining wall to abut an existing granite wall which has been there since the mill was constructed and would extend it down into the site which would afford a turning radius for a large vehicle and the safe passage of two passenger vehicles back and forth. He said that they are widening away from the river and no pavement widening will happen on the river side of the existing pavement. He said that access will be maintained to the City's pump station. They are going to move the existing gate further back and, at the City's request, they are surrounding the pump station with a chain link fence for security purposes. The lighting on the site will conform to the site review regulations. He explained where they would be installing catch basins. He said that they are installing a structure that has an approval record with NH DES and its purpose is to remove solids from the runoff before discharge into river.

He said that traffic was discussed at TRC. He said that they have put together some trip generation numbers based on the original scenario of 3 bedroom units, as well as, 2 and 1 bedroom units. That has been scaled down and they had Vanasse & Associates do some number crunching for them. Vanasse & Associates has all the base information as they are the firm that is doing the consulting work on Route 108 associated with the Middle School. They found that the LOS calculations do not change at either the Central Avenue/Mill Street intersection or at the Central/Charles St. intersection. They do have a slight impact when it comes to the amount of delays that the average vehicle will experience during the peak hours. He went over the figures. He said Mill Street has approximately a 16' pavement and the R-O-W is poorly defined but is approximately 25' in width. They are working with those constraints to determine what would be the most practical and feasible way of upgrading the street for this project. He said that the only permit that they are required to get from the State is a Dredge & Fill. They are doing approximately 3,600 sq. ft. of impact within the tidal buffer zone and, therefore, it is considered a major project. The application has been submitted and they have received a favorable recommendation from the Conservation Commission with the stipulation that they prepare an operation and maintenance plan for the proposed drainage system.

Frank Torr asked if they have had any communications with NH DOT with regard to the retaining walls. He said that even if its on your property, there may be some impact.

Dana Lynch said that he would be in touch with DOT with this regard.

Pete Lavoie asked if Mill Street would stay one way at the point where the mattress store is located.

Dana Lynch said that it may have been its intended use to be one-way, but it doesn't work that way and it is used as two-way.

Brenda Whitmore asked about the plan for snow plowing to maintain the parking spaces.

Dana Lynch said that it is agreed that the snow will have to be removed from the site. A note was added that it will be the owner's primary responsibility to make sure that the snow is removed for the safety and access of the residents. However, the public works department still has the right to go in there on an as needed basis to preserve their access to the pump station.

Chuck Maglaras was concerned with the height of the retaining walls and kids walking up on the top of them. He asked if there would be a fence at the top.

Dana Lynch said that he would be talking that over with the project architect on how they could address that through the wall design. Dana explained to Chuck that it would be the property management company's responsibility to keep the drainage system clean and to submit the reports to the City.

Chuck Maglaras said that when Sawyer Mills was a grocery store, Mill St. was two ways coming in and out. When the use changed to apartments, they made that section in front of the outlet store one-way and everyone had to come out of Charles St. because there were Do Not Enter signs there.

Chuck Maglaras called a 5-minute recess.

Chuck Maglaras call the meeting back to order at 8:45 PM

David Landry asked where the closest COAST bus was located.

Chris Davies answered that the nearest is at Care Pharmacy. He said that he spoke to COAST and asked if it would be possible to have one closer if there was a need. They responded that they would talk to him at the time.

Frank Torr asked about consideration of a conservation easement on the piece on the other side of the river.

Chris Davies said that the piece of land on the other side of the river was there because at one time there was a damn going across to generate power. The slope is so steep that you cannot walk down that bank.

Malcolm McNeill said that the fire chief was at the TRC and he indicated that he did not see any difficulty with servicing the building.

Chris Davie said that when this building is rehabilitated it will have sprinklers and it will have everything that you could ever want for fire safety.

Tony McManus made the motion to accept the application.

Brenda Whitmore seconded.

VOTE U/A

The public hearing was opened.

There were no comments.

The public hearing was closed.

Steve Stancel stated that he recommends tabling for a site walk. He said that the main issue is how do we safely get people in and out of the site. He said that when the project was proposed with 15 three-bedroom units they were extremely concerned. Primarily because of life safety issues and they realized that there would be a number of school children generated with the three bedrooms and there wasn't any open space or sidewalks. Since that time, the developer has gone from 3 bedrooms to 2 bedrooms and that helps to alleviate concerns with regard to sidewalks. He said that there needs to be some negotiations on how to get people in and out of the site safely. The other issue is open space and recreation. The project being in a UMUD district doesn't generally require any recreational amenities, however, with the project aimed at affordable and that there will be children, there is a need for adequate amenities on the site.

Bruce Woodruff said that his major concern with the traffic study is that he doesn't believe that they were aware that the section of Mill Street, next to the Off-Price, was one-way. He said that they need to take a look to see if that needs to be widened to the maximum possible. He said that it operates as two way because there are no One-Way signs. This development works because of the signalized intersection. He said that his recommendation would be to take a look at contributing to the eventual Back River Road traffic signal. He said that the LOS analysis summary just takes a look at the intersection as a whole. It does not do an analysis for the individual turning movements and the individual approaches to the intersection. You can have an intersection that has a C or an average LOS, and yet have a couple of turning movements that are pretty close to failure. That is one of the things that AER has to do.

Tony McManus made the motion to table for a site walk.

John Sullivan seconded.

VOTE U/A

Chuck Maglaras set the site walk for Monday, September 10, at 6 PM. The meeting place will be at the mill building.

ITEM #6: Old Business

a. Discussion and possible vote on a site plan for Megan Martineau, located on Littleworth/Industrial Park Drive.

Frank Torr made the motion to take this off the table

Tony McMannus seconded.

VOTE U/A

Bob Stowell represented the applicant.

Steve Stancel stated that there were two issues raised with regard to the previous approval. In reviewing the plan there was no access off of Industrial Park Road, primarily because of a minor wetlands crossing. He said that there was a condition of approval to the original project with regard to providing sewer easements to the abutting parcels. In researching the matter, he found that the sewer easement documents hadn't been recorded. The Tuckers had already tied in and were utilizing the sewer but the easements hadn't been recorded. Since that time, Chris Wyskiel's office has drafted up the deeds, they have been reviewed and accepted, so they feel comfortable with their conditional approval tonight. He added that the staff recommends approval and went over the recommended conditions.

Tony McManus made the motion to approve with the following conditions:

1. Add the owner's signature to the plan.
2. Add the engineer's stamp and signature to all sheets of the plan set.
3. Provide the Planning Department with a set of architectural renderings of the proposed building.
4. Provide a minimum of five feet separation between the underground electric and water or sewer utilities.
5. Provide the Planning Department with a copy of the executed deeds for a sewer easement to the owners of Map G, Lots 3 and 4G.

Beth Thompson seconded.

VOTE U/A

b. Discussion and possible vote for an ADS for Doug Dodd, located on Washington Street.

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

David Landry seconded.

VOTE U/A

Kevin McEneaney represented the applicant and went over the history of this plan. There will be a homeowners association to maintain all of the grounds within the property, as well as, the roadway and any other infrastructure involved. The units will all be two-bedroom units and will be a mixture of six of the units one story flats, and the other eighteen will be two story townhouse styles. They will have garages attached and with regard to the calculations for the ADS, they are leaving approximately 85% of the site in open space. He said that they have removed the beaver dam that was holding back the water and the soils under that were determined to be very poorly drained, therefore, they had to setback the buildings 75' from the very poorly drained. They have relocated some

units and brought them away from the wetlands soil. The number of units has not changed.

Kevin said that the open space will be put under a conservation easement that will be preserved forever. The documents have been presented to the Planning Staff for their review. They have submitted an application to the NH Wetlands Bureau, which should be under review shortly. They are going before the Conservation Commission on the 10th of September and they anticipate getting final approval. At one point they had talked about putting in a bridge over the beaver pond and they have now revised that to a box culvert. The cost involved in a bridge is just astronomical. The wetlands impact increased from 7,000 sq. ft. to approximately 10,000 sq. ft. This is a slight increase but some of that will be temporary because of the crossing of the utilities.

Paul Connolly, spoke about the engineering concerns. He said that they would be submitting their drainage report to the Engineering Department for their review. The size and length of the road will not require a Site Specific Permit from the NH DES but will require a NH Dredge & Fill Permit for the permanent and temporary impacts. Paul pointed out the locations of the treatment swales. He said that from an engineering standpoint, the plan remains essentially the same.

Kevin McEneaney said that the current sewer easement is 20 feet wide and the engineering department requested that it be increased to 30 feet wide and that is shown on the plan. He said with regard to the alignment of the entrance road on Washington Street, that the site review and the subdivision regulations say that the roadway should not intersect any less than 60 degrees. He said that somewhere between 60 degrees and 90 degrees is optimal. He said that they show an intersection approximately 80 degrees and that is very consistent with Prospect Street. He said that Engineering would like them to redesign the pavement section of their proposed road so that in the last 75 feet or so, it would come out at 90 degrees to Washington Street. He said, in his opinion, that would make no difference to people traveling that very short cul-de-sac and it's a major difference in revising the plans. He said that they fit within the 60-degree guidelines and they want to be up front with what they are doing because a comment will come from Engineering with regard to that.

Tony McManus said that he was at a meeting where a University professor was present that teaches a class in designing and building wooden bridges. He said that is something they might want to look into. He said that the bridge was an attractive addition to the project. He said that he would try to get the professor's name.

Paul Connolly said that he took a class from a Professor Cook. He said when all is said and done, you don't get a document that is endorsed by a professional engineer. He said that they find that the professors are hesitant to come forth with the stamp to put on the plan. It does lend itself with ownership and liability issues specific to a very important structure.

Steve Stancel stated that the Conservation easement would cover the entire balance of the open space, and as it is written up right now, it would not allow public access.

Brenda Whitmore said that she though that public access was one of the intentions of this conservation easement.

David Landry said that he doesn't think that it was talked about. He said that there are all kinds of conservation easements and he said that he doesn't think that the Board ever contemplated public access, just protection from future development.

Kevin McEneaney said that the people would own their individual lots and they would have a 1/24th interest in the common land.

Discussion ensued with regard to buffers and the topography of the land.

Mr. Dubois, an abutter, said that this is not a bad use. He just asked Kevin to confirm that there would be basements under these buildings. He said that as far as a buffer is concerned, he is planting trees and is satisfied.

Tony McManus made the motion to table.

Frank Torr seconded.

VOTE U/A

ITEM #7: New Business

Steve Stancel pointed out the Annual Law Lecture Series. He said that the Planning Department pays for this if anyone is interested.

ITEM #8: Adjournment

Frank Torr made the motion to adjourn.

Beth Thompson seconded.

VOTE U/A