

DOVER PLANNING BOARD  
MINUTES OF MEETING

Held: December 20, 1983  
Council Chambers  
Municipal Bldg.  
Dover, NH

Members Present: George Maglaras, Chairman of the Board; Stephanie Faria, Vice-Chairman; Robert Steele; Harold Preston; Pierre Bouchard; Craig Williams; and James McAdams.

ITEM 1: Public Hearing on the site review of land owned by D. T. Marini (Sawyer Mills Redevelopment Project), Assessor's Map 16, Lot 37 and 13, zoned UMUD, on Charles Street.

- Mr. Maglaras opened the public hearing
- Paul Sevigny - 19 Charles Street asked to know exactly what will be done. Mr. Dugan responded.
- Public Hearing Closed
- Moved by Steele, seconded by Faria to hold site review on January 3, 1983, @ 3:30 PM @ front office U.A.

ITEM 2: Public Hearing on the site review of land owned by the Strafford County, New Hampshire, Assessor's Map C, Lot 4, zoned R-40, on County Farm Road.

- Chairman Maglaras turned the meeting over to Vice-Chairman Faria. Commissioner Maglaras explained.
- Public Hearing Opened
- No one spoke in favor or against
- Public Hearing Closed
- Moved by Preston, seconded by Steele to approve site plan; waiver of gravel parking area and curbing. U.A.

ITEM 3: Public Hearing reconvened on the site review of land of Samuel Tamposi and Gerald Nash (Applicant Northland Properties), Assessor's Map D, Lot 2 and 2C, zoned B-3, on Central Avenue.

- Public Hearing reconvened on the site review of land of Samuel Tamposi and Gerald Nash
- George Garrett explained the meeting which took place on Dec. 20, 1983 in Concord with N.H. Public Works & Highways. The State basically approved the DeMoulas entrance plan. They would like to install a barrier @ Old Rochester Rd. to prohibit left turning movements. The State will consider leaving an entrance @ Old Rochester Road, however, they have the right to close it off @ any time.
- P. Bouchard stated the Water Board is investigating the water supply in this

area with its consultants and will need 3-5 weeks for further study.

- J. D'Angelo (Vanasse-Hangen) expressed concern about the scope of the study to be undertaken.
- M. Kettenbach - Expressed concern that the study is coming up at this late date.
- R. Steele - Explained the process of getting the Weeks Traffic Circle project under way. The State has agreed to give Weeks Circle high priority. - Minimum of 18 mos. before specs & bids are ready; additional 18 mos. for construction.
- Attorney Mike Ruedig from Concord - representing Northland Properties objected to further delay.
- Public Hearing Opened
- Jesse Andrew Galt, Central Ave. - Gave report of his meeting of Ward I residents. He will furnish written copies to all board members. (Copy enclosed)
- Paul Thorpe - 898 Central Ave. - agreed with Councilman Galt's comments.
- Atty. Donald Bryant - representing Weeks Restaurant, Johnson Hardware, Dan's Sunoco, & Care Pharmacy, stated that his clients ask that the board take no action until "all the facts are in".
- Wally Johnson (Johnson Hardware) - Expressed concern about traffic on the hill going onto circle in front of his store.
- Jack Thornton (Shaws Realty) letter attached.
- Jesse Andrew Galt who was representing Councilman Robert Whiting submitted copies of Parking & Traffic Committee report and spoke on effect of "Double Bottom" trucks getting off the Spaulding Turnpike for access to Somersworth terminals.
- Atty. Donald Bryant - spoke once again for full clover-leaf to be developed at the Spaulding Turnpike Exit 9.
- Chairman Maglaras recessed the Public Hearing.
- Discussion ensued as to whether or not to recess the Public Hearing. The Planning Board must act within 30 days of the close of the Public Hearing. Maglaras suggested the Public Hearing reconvene on January 31, 1984.

ITEM 4: Old Business

1. Dover Housing Authority -- site review proposal
2. Jean Roberts -- subdivision of lands (applicant Bonnye McGeary)
3. Review of sign ordinance
4. Approval of minutes of meeting held November 29, 1983

- 1. Dover Housing Authority - DHA represented by Frank Torr. Mr. Torr stated that the Housing Authority is willing to plow snow on Niles Street, however, the City must have easement for storm drain pipe across their land. Approval contingent upon:
  - 1) DHA providing an easement to the City Council.
  - 2) DHA taking care of winter maintenance of Niles Street, from Henry Law Avenue in to their project.
  - 3) Replacement of storm drain pipe.
- Moved by Bouchard, seconded by Preston to remove from table. UA
- Moved by Faria, seconded by Bouchard to approve project subject to above conditions. UA
- 2. Jean Roberts -- subdivision of lands (applicant Bonnye McGeary)  
At the request of the developer this project remains tabled. (Letter Enclosed)
- Ed Hoginski asked question regarding status of road.
- 3. Sign Ordinance: tabled until next meeting.
- 4. Minutes 11/29/83: note on minutes that Harold Preston was present @ Meeting on November 29th.
- Moved by Steele, seconded by McAdams to approved minutes as amended. UA
- ITEM 5: New Business - there was none -
- Moved by Steele, seconded by Preston to adjourn - UA

Raymond F. Hennessey — Mayor  
Charles A. Crocco — Mayor Pro-Tem



Council

Thomas P. Duffy, Jr.  
Arthur D. Maglaras  
James H. McAdams  
Arnold W. Peters  
Geraldine Sylvester  
Robert W. Whiting  
Richard A. York

## City of Dover New Hampshire

December 20, 1983

TO: Dover Planning Board

FROM: Jesse Galt  
Ward 1 Councilman

SUBJECT: DeMoulas/Northland Properties Development

On Thursday, December 15, 1983, residents of Ward 1 held a public meeting at the Dover District Court to discuss the following items:

1. Northland Properties Development Plans
2. Proposed road alterations
3. Existing traffic and road conditions
4. Development trends for Ward 1
5. The status of discussions with the State and the Seacoast Metropolitan Planning Organization

Forty five people representing a wide geographic cross-section of Ward 1 attended, and expressed their concerns, comments, and posed questions concerning these items.

A great many people expressed concern with specific aspects of the proposed road changes, among them being the heavy existing traffic buildup and stacking on the northbound exit ramp at exit 9, with cars backed down nearly to the turnpike on the one-lane ramp. Of great concern also was the lack of adequate merging and stacking lane depths along the Somersworth Road between the turnpike and circle, as shown on the suggested road plans. Many individuals raised their voices to urge reconsideration of the elimination of the left-turn onto the Old Rochester Road. The extra traffic to be generated on Willand Avenue was of great concern to those in attendance, as was that road's being neglected in the initial traffic studies of the area. An increase in the traffic burden on the New Rochester Road was raised as

another possible area of concern, as this entire area has no sidewalks, and suffers now from a lack of pedestrian safety.

The figures developed in the traffic count were presented and discussed. With an annual increase of 4% in the base-line traffic load in the area, with over 1600 cars using the Weeks circle now during peak travel times, with 900 cars per peak hour passing the proposed development site on the Somersworth Road, and with over 200 cars turning left on the Old Rochester Road during the same periods, it was strongly felt that an additional 650 + cars per hour (an estimate of 70% of the 900 new trips per peak hour has been suggested as reasonable to expect to be traffic new to the area), and an additional 3000 to 4000 new cars per day (16,000 cars use the Somersworth Road each day now) would not be in anyone's best interest at this time, considering the existing road conditions. The concerns mentioned above are but some of those raised at the public meeting.

It was the considered opinion of those in attendance therefore, that until such time as the Weeks Traffic Circle is redesigned and reconstructed, such major commercial development is inappropriate to consider for this area. We therefore urge you the members of the Dover Planning Board to deny the application of Northland Properties. At this time, such a development is at the least not in the best interests of Ward 1, and most definitely not in the best interests of the residents of the northern and central sections of Ward 1.

  
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Jesse Andrew Galt