Chairman Randy Clark opened the meeting at 7:00 PM. Members present included Randy Clark, Paul Carideo, Bill Weber, Neil Emerson, Chad Bennett, Chris Dane, and Priscilla Lindquist, Ex-officio voting member. Also attending were Town Engineer Nicholas J. Cricenti, PE and Secretary Susan Hastings. Others attending included Wayne Morrill, Jeffrey Dirk, Michelle Fiorello, Richard Towne, Maurice Messina, Gary Knox, Suzanne Zakian, Don Zakian, Ugnesh Patel, Kruga Patel, Ricni Patel, Rinkesh Patel and Penny Williams, media**.** The list of persons attending and the attachments are part of these minutes.

**CHAIRMAN’S REMARKS**

Chairman Clark introduced and welcomed new members Chad Bennett and Chris Dane.

Randy Clark announced the next meeting scheduled is 6 May 2013 and the deadline to file a new plan for a public hearing is 15 April 2013.

**1ST PUBLIC HEARING 06-046 Tropic Star Development LLC**

Chairman Clark opened the third continuance of the Public Hearing for the gasoline fueling center being developed by Scott Mitchell. The main topic is traffic. Wayne Morrill, Jones & Beach Engineers presented the plans revised from the last hearing. **Attachment # 1** is their response to the comment letter from SFC Engineering Partnership, **Attachment # 2,** State Grid Coordinate System, ties and benchmarks have been added to the plan. The water main pipe has been changed to asphalt-coated cement lined ductile iron pipe as required. The required number of spaces is 21 and five have been added to meet the requirements. The adjacent access aisle and required signage is included on the revised plan. The height of the building will be added. The details of the D1 accessible curb ramp and accessible parking spaces are provided. Fire Protection details include the fire hydrant, building sprinkler system, alarm system, automatic dry chemical system over the gasoline pumps, remote pump shut off on the building, Knox Box, visible street numbers, dry chemical fire extinguishers, emergency lighting and exit signs, driving clearance for fire apparatus, and upgrading of the Opticom system at Routes 121 & 111. Mr. Morrill said the grease trap has been added to the septic design and a peaked roof over the gasoline pumping canopy has been added.

Jeffrey Dirk, of Vanasse & Associates outlined the traffic study document provided to the Board members. The impact of the site development and the access onto Route 121 were explained. Many of the proposed improvements came as a result of the Department of Transportation meeting held in Concord prior to the application to the Planning Board. The parameters of NH 121 and NH 111 were monitored for two days during peak commuter traffic hours. The manual count time was from 6:00 AM to 9:00 AM (a 1 hour expansion from the norm) and from 3:00 PM to 6:00 PM. The turn direction and

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vehicle speeds were carefully noted and evaluated. The Log site was checked; Route 121 had 10,000 vehicles per day and Route 111 has 15,000 per day. The speed limit on Route 121 is 35 mph and 40 mph on Route 111 with average measured speeds being slightly over 30 mph on Route 121 and 45 mph on Route 111. The crash rate is 28 over a three-year period. The general growth rate for the intersections projected to be 1% per year over the next 10 years. The number of additional vehicle trips generated per day for the site is expected to be between 70 and 80. The access to the site is from Route 121 since Route 111 is a federally limited access highway. J. Dirk explained the locations of new expansion lanes to accommodate turning off Route 111 and access or egress to the proposed development. The existing option was evaluated and found it was not fully installed and needed upgrading. The existing signalization was found to be inefficient and it will be upgraded. Mr. Dirk expects the changes to the signalization and addition will improve safety and response time for the Fire, Rescue, Ambulance and Police. The information presented tonight has been provided to the NHDOT for review.

N. Emerson asked how many vehicles could be stacked on the 125 foot taper on Route 121. The estimate is 5 to 6 according to J. Dirk. R. Clark asked if there was a possibility of the state giving some land or a taking. N. Cricenti did not think there was much probability of that. Jeff Dirk said the budget constraints the state has are enough to stop any land taking.

P. Lindquist questioned the Department of Transportation being agreeable to the option. Mr. Dirk said they have not had any problem before, as long as the state does not have to put up any money. Don Zakian, 257 Stage Road, expressed concerns with the traffic passing by his home. He said they cut each other off coming on from Brickett’s’ Mill and he expected it would be worse with the increased traffic from the proposed gasoline station and convenience store.

Timothy McCarthy, 11 Ricker Road, questioned the impact 80 additional vehicles would have on the traffic backup at Ricker Road. The “real” trip number may be less since the figure includes each segment of the four roads coming into the Routes 121/111 intersection. They are adding traffic but also are proposing mitigation with the turn down lanes and signalization at the intersection. The state probably needs to re-design the intersection but they do not have the money to do that.

Suzanne Zakian, 257 Stage Road, wants to see the southbound lane of Route. 121 widened further than the proposed turn down lane of 110 feet. She said they should work it out so the change will all be within the public domain. S. Zakian said the traffic light installers had deliberately timed the lights to hold the traffic back. She wanted to know how long it would take the DOT to decide on the permit. The state has a heavy workload and if approved the design would still be reviewed by the Town Engineer. In addition, the intersection falls within two traffic districts so any safety, or other, analysis is to be reviewed by each agency. The DOT must approve each level before making comments and then proceeding to the final design.

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Gary Knox, 97 Brickett’s’ Mill Road, asked what the projected number of cars going into and out of the new site at the peak hour was for the morning and night. He was told they expected slightly less cars during the evening peak traffic time. Gary Knox was concerned the “bus plan”, i.e. fire apparatus, for the site was too tight to keep the vehicle operational. The thought was for use by tractor trailers. He was told it was done to precise design criteria WB 50, (vehicles which do not articulate. G. Knox insisted that 80 more vehicles would result in more accidents on the left turn out of the site toward Route 111.

He was told the “intersection” with Brickett’s Mill Road is slightly off set but the turn down lane is a mitigating factor.

Paul Carideo suggested that the Route 121 south bound lane be moved slightly onto the southwest corner of the property, which will allow enough room to provide right turn lane access to Route 111 be

started at the Brickett’s Mill Road intersection. This would allow for through both lanes and two right turn lanes utilizing the exiting Route 111 intersection and alignment. He was told the truck traffic needs a wider change lane.

Neil Emerson said the traffic cannot block the intersection and asked if painted hash marks could be added to make this clear.

Gary Knox questioned whether the fire department tanker could make the turn. He said the information from the Technical Review meeting discussed the 40-foot truck owned by the Fire Department. It is a 40-foot “bus” with a 7-foot overhang and is not articulated. He questioned whether the design lane was designed to accommodate this large a vehicle overhang on the front and rear of a vehicle. Nick Cricenti said there is a 7-foot clearance for the vehicle. Wayne Morrill addressed the traffic turn lane for fire apparatus or other large vehicles inside the site. He said there was a separate document, an 11” by 17” template used for the turn radius. He emphasized it is a computerized template developed for large vehicles like busses which are not designed to articulate. He pointed out the land features on the site to show the overhang is provided for.

Paul Carideo said there are two points on the state plain, which do not appear to have a tie in point. The bound is on the second corner. The distance will be checked. Nick Cricenti said it (the final plan) is done on a cad for the town.

P. Carideo pointed out the C-2 and C-3 zones have underground utilities, which appear to run through the detention pond. He was told they are intended to be outside the detention pond.

Paul Carideo asked for information on the security light over the doorways. The lights have motion detectors. P. Carideo asked to have the information appear on the plan.

**1ST PUBLIC HEARING 06-046 Tropic Star Development LLC**  CONTINUED FROM PAGE 3

P. Carideo noted the sign is not listed on the plan. He asked what the size and height are. Wayne Morrill said the information could be on the detail sheet, but not on the site plan itself.

Paul Carideo asked for information on the trees and shrubs in the detention basin. There will be low shrubs for the most part. P. Carideo suggested they be checked for root penetration into the basin. The height of the shrubs at the end of the parking spaces was questioned. These will be a year-round screen to prevent light penetration to the highway. Multi-level trees will be planted to provide a canopy. The existing tree screen will be enhanced. It was also noted the banking is above the level of Route 111.

Priscilla Lindquist asked the spelling of the owner’s name “Weymouth” be corrected.

Mr. Patel, 285 Stage Road, told the Board patrons have difficulty entering his mall because of the existing traffic. He was concerned any increase in traffic backup would affect his business.

Randy Clark said he wanted to wait and see what the Department of Transportation has to say. The septic permit and wetlands permit are also pending.

Suzanne Zakian asked about the restaurant. Mr. Morrill said they have added a grease trap to the septic design. They expect to have two employees and added an allowance of 70 gpd to the design. The calculations included the customers. The customer numbers are provided from a state listing.

Randy Clark asked Wayne Morrill if he expected to have his approvals in one month. He said the applications and updates were already at the state and he did anticipate the approvals to be granted.

**MOTION**

**Neil Emerson made a motion to continue the Public Hearing for Tropic Star to the next meeting. Paul Carideo seconded the motion. VOTE YES-Neil Emerson, Paul Carideo, Bill Weber, Chris Dane, Chad Bennett, and Priscilla Lindquist; ABSTAIN-Randy Clark. There was no further discussion. The hearing is continued to 6 May 2013.**

Nick Cricenti asked how the Board would handle things if the applicant did not have the permits for the next meeting. Neil Emerson asked what the usual procedure was when a meeting is continued. Randy Clark said the abutters could be notified. Jeffery Dirk said he would attempt to get a time frame from the DOT. Randy Clark closed the hearing.

Gary Knox asked for more information on the “bus turning” and the “hangover”. It was briefly reviewed again. Mr. Knox requested to look at the plans after work. The Chairman said there are no evening hours for the Board.

**OTHER New Members**

R. Clark asked the new members if they had any questions. He said the plan on the table tonight was dated today. Chris Dane asked the amount of weight given to abutters concerns. Randy Clark said they certainly are noted and addressed. The plan must conform to zoning regulations. There have been attempts to change the zones themselves but they are usually defeated.

* **Member Comments Paul Carideo** asked if the elections would be tonight. Randy Clark said it would be later.
* **Member Comments-Chairman Clark** pointed out the Board of Adjustment minutes were provided to the members to give them an understanding of the action taken by them in granting the variance to Tropic Star. The discussion showed the vote was to grant them a variance of 5 feet from the Route 111 setback. Paul Carideo asked Neil Emerson if that meant they would be 95 feet from Route 111 instead of the required 100 feet; or did it mean 35 feet from the setback. N. Emerson clarified the Chairman Clark: point saying they were allowed to be 95 feet from the edge of the pavement. The 35-foot setback refers to the property line.
* **Chairman Clark** announced the Planning Board would now hold the election of officers for the ensuing year.

**MOTION**

**Paul Carideo nominated Randy Clark for Chairman. Neil Emerson seconded the motion. VOTE YES-Paul Carideo, Neil Emerson, Chris Dane, Priscilla Lindquist, Bill Weber, and Chad Bennett; ABSTAIN-Randy Clark. The result of the vote is Randy Clark, Chairman.**

**MOTION**

**Neil Emerson nominated Paul Carideo for Vice Chairman. Priscilla Lindquist seconded the motion. VOTE YES-Neil Emerson, Chris Dane, Bill Weber, Chad Bennett and Priscilla Lindquist. ABSTAIN-Paul Carideo, Randy Clark. The new Vice Chairman is Paul Carideo.**

Randy Clark said the Board usually votes for a Secretary.

**MOTION**

**Neil Emerson nominated Susan Hastings to be Secretary. Paul Carideo seconded the motion. VOTE YES-Chris Dane, Paul Carideo, Neil Emerson, Bill Weber, Priscilla Lindquist and Chad Bennett; ABSTAIN-Randy Clark. Susan Hastings was elected Secretary.**

**BOARD BUSINESS** CONTINUED FROM PAGE 5

**Site Regulations**-Paul Carideo asked why the Site Regulations were provided. Susan Hastings said the new Fire Department regulations were incorporated into the regulations.

**Planning and Zoning**-Randy Clark pointed out to members the Office of Energy and Planning is offering a Spring Seminar on Planning and Zoning. The details of the sessions will be sent out to members. Randy encouraged all members to attend.

**Depot Development**-Neil Emerson asked what the status of the Depot Development court case was. Randy Clark informed members the Rockingham County Court is having a hearing on April 10, 2013 from 8:30 AM to 10:30 AM. He added this may not be the last session.

* **Minutes-**The minutes were edited as follows: Page 1, Paragraph 6, delete the “s” on Clark; Page 2, Paragraph 1, Line 3, change “engineers” to “applicants”, and Paragraph 2, Line 1, add “meeting” after “February”.

**MOTION**

**Chairman Clark called for a motion to approve the minutes. Chris Dane sponsored the motion and Chad Bennett seconded it. VOTE YES-Chris Dane, Chad Bennett, Neil Emerson, Bill Weber, Priscilla Lindquist Ex-officio and Paul Carideo; ABSTAIN-Randy Clark. The minutes of 1 April 2013 are approved as edited.**

* **Adjourn**  The Chairman asked for a motion to adjourn the meeting.

**MOTION**

**Neil Emerson made a motion to adjourn the meeting. Paul Carideo seconded the motion. VOTE YES-Paul Carideo, Neil Emerson, Chris Dane, Bill Weber, Chad Bennett and Priscilla Lindquist, ABSTAIN-Randy Clark. The meeting adjourned at 8:30 PM without objection.**

Respectfully submitted, Susan Hastings, Secretary