

**Present:** Chairman Sandy Hislop, Chris Cross, Jack Pare, Gail Klanchesser, Town Planner Tom Morgan. John Frink, Denis Hebert and Cosmos Iocovozzi arrived later.

**Meeting called to order at 6:36 pm.**

**Minutes:** Motion by Chris Cross, second by Jack Pare to accept minutes of 3/8/04, all approved. Motion by Chris Cross, second by Jack Pare to accept minutes of 3/15/04. Gail Klanchesser corrected Beverly Cray's last name and suggested full name of Wildcat Transit. Minutes approved with corrections.

**Correspondence:** Article from Sunday's Portsmouth Herald on sewer outfall project distributed to the board.

**Preliminary Discussions:**

- A. Proposal for a 17' by 50' expansion of Little Bay Lobster Company.  
Representatives not in attendance.
- B. Proposal for swimming pool sales at the Roller Skate Newington building.  
Representatives contacted Tom Morgan after agenda published to advise that they were not ready to present to the board. Chris Cross inquired if their proposal would include permanent displays as the site may not be zoned for that.

**Old Business:**

**A. Planning Board position on Schiller conversion.**

Richard Despins of PSNH was present to discuss where the project stands with the City of Portsmouth. Dick provided the board with a sample of the wood chips the plant would be using. Tom Morgan stated that the board would be clarifying the position of the Town of Newington during this meeting.

Chris Cross began by stating that he liked the idea of efficiency in regards to the reduction of air pollution by a wood chip fired boiler and felt the rest of the board agreed with that. However the concern was with the trucks transporting the materials to the plant. He was sure that Portsmouth is concerned as well and inquired what Portsmouth's position on rail transport was.

Dick Despins advised that PSNH had to take rail transport off the table early on. It was not a viable short term solution. PSNH has opened a dialogue with the Town, the City of Portsmouth, the DOT, Guilford Rail, Seacoast MPO and the Rockingham Planning Commission. They may look at the railroad in long term planning when they increase to a second boiler unit. There may be an expanded use of the railroad by existing facilities at that time as well.

On a suggestions from Portsmouth, PSNH hired a railroad consultant mutually agreed upon by PSNH and Gilford Rail who was paid for by PSNH. PSNH is Gilford's largest user, delivering coal to the station in Bow. The third party consultant should have their study done by the end of May.

Tom Morgan asked what Portsmouth specifically wanted. Dick Despina replied a traffic consultant did a revised study looking at three options in regards to the truck traffic. They were:

1. Utilizing Gosling Rd
2. Completion of Shattuck Way
3. Completion of Shattuck Way with a dead end on Gosling Rd prior to Shattuck

Dick Despina advised that their impression was that Portsmouth was interested in option #3 to keep down the traffic impact on Gosling Rd & Woodbury Ave. PSNH's position is to utilize Gosling Rd and convey a right of way to Newington for future completion of Shattuck Way.

Tom Morgan remarked that Portsmouth and Newington are looking at two different options, which is not fair to PSNH. Dick Despina discussed the mitigation that PSNH would provide; synchronization of the Gosling traffic lights, re-striping Gosling Rd and \$300,000 for rehabilitation of Gosling Rd. Gosling Rd was not designed for truck traffic. PSNH has had an evaluation done on the road. Report stated that Gosling would need upgrades in approximately 7 years irregardless if truck traffic increased or not.

Discussion then ensued on what work needed to be done. Upgrades need to be done on the section from Woodbury Ave. to the Spaulding Turnpike. Need to look at a warning sign or light in front of Atlantic Gymnastics to indicate gym and parking on side of the road.

Tom Morgan inquired if Portsmouth indicated if the mitigation plan was adequate. Dick Despina replied that Portsmouth was concerned with lane width and lack of shoulders and breakdown lanes as well as if turning radiuses were appropriate. Jack Pare remarked that the turning radius was designed for 60' box trucks to enter and exit Toys 'R Us.

Dick Despina would like to understand Newington's position. PSNH would like to look at widening Gosling Rd or whatever needs to be done to turn Gosling Rd into a truck road as opposed to what it is currently.

Jack Pare observed that on a regional level there is a longer term issue to continue Shattuck Way into Portsmouth to Rte. 95 behind all the development in Portsmouth. This is a very long term plan and the exit 4 situation would need to be resolved first. Long term would be an industrial corridor along the river parallel with the Spaulding Turnpike. Short term puts it on the exit 4 intersection here, providing that Gosling Rd is closed with Jersey barricades. This is not good. With Gosling Rd there is a partial industrial bypass. Situation of almost totally bypassing the commercial district. Would a combination of option #1 and #3, option 1 now and option 3 later work?

Sandy Hislop stated that exit 4 will be changing in approx 1 ½ years, and will then stay in that configuration for 12-15 years or possibly forever. Chris Cross advised that the DOT is taking the option Newington proposed to them. Sandy Hislop

continued that if Gosling Rd is blocked off, all those trucks will be coming through the new intersection for exit 4 where the motel is now.

Chris Cross remarked that Portsmouth can prefer closing Gosling Rd, but Portsmouth is unwilling to provide access to their own industrial area. In 1998 Newington proposed to Portsmouth that they construct an ICR, they were unwilling. All industrial traffic is going through Shattuck. Portsmouth is not willing to handle their own truck traffic, Newington has to handle it all. Failure of cooperation by Portsmouth throws all the burden on Newington, coming into our residential area on exit 4. The board should be discussing if Portsmouth insists on closing Gosling Rd, we should be less willing to complete Shattuck Way. There is a clear path for Portsmouth to provide a road or rail along the river from Rte 95 to PSNH.

Tom Morgan offered that Portsmouth has a complex situation, there are both residential and commercial interests that are against and ICR in Portsmouth. We need to draw our own conclusions. The most practical compromise is upgrading Gosling Rd and accepting the right of way for future expansion of Shattuck Way.

Further discussion ensued on option of closing Gosling Rd. Sandy Hislop remarked that he liked the option of the Gosling upgrades. Denis Hebert stated that 1. he did not like the idea of a cul-de-sac on Gosling and 2. Newington owns half that road. We can stop Portsmouth from closing it off. His choice is to upgrade Gosling Rd.

Copy of Shattuck Way expansion was then viewed. Suggested that kinks and curves that proposed fishery requested be removed. It was proposed to have Edwards & Kelsey look at the plan. Shattuck Way could solve the problem of truck traffic into the Waste Water Treatment Plant. Portsmouth Chevy has a proposal to expand their lot to the right of way to the WWTP. They might be willing to contribute to the solution.

Board was polled: Sandy Hislop, Jack Pare, John Frink in favor of Gosling Rd upgrades. Denis Hebert, Chris Cross in favor in principal only, would like more information on the upgrades.

Chris Cross asked if it was the consensus of the board that the dead end never be an option? Tom Morgan replied that we will not endorse it at this time. Tom inquired if he was authorized to convey this to Portsmouth? He is. Gosling Rd is a joint road it belongs to both municipalities.

Both communities are currently updating their master plans. The use of Gosling Rd now and in the future should be included as well as long term transportation improvements for this area.

## **B. Southern terminus of Nimble Hill Rd.**

Cosmos Iocovozzi brought up that the Board of Selectmen had requested opening the Nimble Hill Rd. gate. Cos had suggested to the board that it come before the Planning Board for discussion. The Board of Selectmen would like feedback from the Planning Board. The DOT property ends at the gate, that is where the deed ends, the rest of the road belongs to Arboretum Drive and the PDA.

Sandy Hislop inquired if Arboretum Drive had a load limit. It does not. However Newington only owns the gate, we don't own 10 feet in front of the gate. Sandy then asked if we could open it as a trial? Coz replied that to open it we have to negotiate with the PDA, then make it an official intersection which we would have to construct. We could also look at another location along the Arboretum, such as off Fox Point Rd. Chris Cross remarked that there are 3 locations that could be used to connect to Pease.

Denis Hebert observed that there are 2 members of the board who live on two of the roads that this might affect. The town has always seemed to like being isolated, this is a plus and we need to look at all the alternatives. We currently have a class 5 road under consideration.

If Nimble Hill becomes a dead end, then Fox Point becomes the shortest route. Third option is off Macintyre Rd by the bridge.

Cosmos Iocovozzi asked, does the Planning Board want another road in/out of town? Denis Hebert replied yes. John Frink asked why the town wanted Nimble Hill Rd from the state. Cosmos Iocovozzi replied that the Selectmen wanted it solely to control the gate. If we did not own the road we would have no say if the DOT decided to open it. John Frink then remarked that with the potential of PSNH wood chip trucks coming down Shattuck they could continue up Nimble Hill Rd to Pease.

Sandy Hislop suggested that a traffic study be done. Further discussion ensued on the feasibility of limiting the types of traffic and the number of commuters coming in and out of Pease. No one thought there would be high volumes of passenger cars using Shattuck Way, but they are to avoid traffic. This could happen on Nimble Hill Rd.

It was agreed that any option discussed should come from the master plan. Cosmos Iocovozzi will report to the Selectmen that the Planning Board is looking at the issue.

### **Election of Officers**

John Frink moved to re-elect Sandy Hislop as chair and Denis Hebert at the vice-chair.. Cosmos Iocovozzi seconded.

Denis stated that he did not want to do it. He has too much going on with his career. Denis conceded that he would remain vice-chair, but if chair was going to be absent for a while someone else would need to take over.

Motion passed unanimously.

John Frink will remain on the Board of Adjustment.

Discussion then began on nominations of 2 persons to be alternates to the board. One had suggested interest at the town hall, the other had run unsuccessfully in the last election. Neither was present at this meeting. The board can have up to 5 alternates, there are currently 2. Discussion centered around lack of attendance of the nominees. Denis Hebert stated that he didn't want to just appoint someone if they were not present. Jack Pare remarked that there has been an operating tradition that current and previous alternates attended meetings and participated from the audience. It was then agreed to invite both nominees to meetings.

### **Other business**

Denis Hebert announced that the FAA has a program to buy out property owners who live too close to runways. They will buy them out and relocate them. Any difference in cost of property they will credit to the property owner. This information may be useful to some residents in town. Jack Pare advised that we might want to make sure there is money in this program first.

### **Adjournment**

Moved by Gail Klanchesser, seconded by Chris Cross. Meeting adjourned at 8:57pm

Respectfully submitted,

Gail Klanchesser