

Present: Chairman Matthew Morton, Russell Cooke, Richard Ford, Edna Mosher, John Newick, Planner Tom Morgan.

Correspondence: None

Minutes: Minutes of meeting held 2-4-02, were corrected to show that the next meeting date should have read March 4, 2002, and accepted as corrected on a motion by Russell Cooke, seconded by John Newick.

Rehearing of request by GSM Realty Trust for salt storage -

Chairman Morton described the application for a variance to allow shipment of salt by truck from Portsmouth Market Street to Granite State Minerals, Gosling Road. The Board of Adjustment had denied the variance as the ordinance allows that delivery of product to waterfront industrial sites should be by ocean or be an ocean resource. Also the Board was extremely concerned about the number of truck trips and public safety. Chairman asked that GSM present new evidence for Board's reconsideration.

Attorney Bernard Pelech, representing GSM, stated that there is great hardship to the owners of the Gosling Road site as there is no direct access to the waterfront, that some years ago a variance, since expired, was granted to GSM to store salt at the Gosling Rd site and nothing on the site has changed since that variance was granted.

Attorney Pelech proceeded to address the criteria for granting a variance stating that all requirements could be met including that the hardship to the owner by not granting a variance outweighs any benefit to the general public by granting a variance.

Attorney Pelech stated that, as promised at the last meeting, investigations into traffic and use of rail has been done and he introduced Mr Steve Pernaw, Traffic Engineer, who had made an analysis of a traffic study. Mr Pernaw presented a lengthy memo of facts and charts to the Board.

Mr Pernaw proceeded to review his analysis showing the estimated number of 40 truck trips on an average day - that would move 2,400 tons. On a peak day 3,600 tons. Mr Pernaw advised that his study concluded that there would be minimal impact on the Gosling Road/Woodbury Avenue intersection and the intersection will not require any changes. Also noted that there would be no weekend shipments. Mr Pernaw stated that the information in his report was developed from a study made for Green Pages in 1998 and other prior studies..

Tom Morgan asked if Mr Pernaw was aware of a traffic study made for the Town by Edwards & Kelsey in January 1999. This study was made to review the impact from construction of the Industrial Service Road. Tom advised that studies of the Gosling Road/Woodbury Avenue area show a negative impact. Also, the State Highway has plans to change exit 4 off the Spaulding Turnpike and did Mr Pernaw's report include any pending projects.

Mr Pernaw advised that his report was based on a worst case analysis and the Green Pages study had included pending projects.

Russell Cooke asked about the rail transport. William Creighton of GSM, stated that rail transport is possible but at high capital costs - would require leasing or buying rail cars; building a 70' spur line, and construction of a conveyor system to offload the salt.

Mr Creighton also noted that building a pier to allow delivery by water would generate far more truck trips.

Richard Ford noted that the costs of having product delivered by rail could have long term benefits and lessen the impact on the roads.

All of the members voiced there concerns about the volume of trucks and noted that the key is safety.

In conclusion Russell Cooke moved to grant the variance with the stipulation that the salt be brought to the site (Granite State Minerals) exclusively by rail. Motion was seconded by John Newick and carried unanimously.

The meeting was adjourned at 7:45 p.m on a motion by Ford, seconded by Cooke.

Pat Main
Secretary