

These minutes were approved at the October 14, 2015 meeting.

DURHAM PLANNING BOARD
Wednesday, September 9, 2015
DURHAM TOWN HALL COUNCIL CHAMBERS
7:00 pm
MINUTES

MEMBERS PRESENT: Andrew Corrow, Chair
Lorne Parnell
Richard Kelley
Peter Wolfe
Steve Roberts
Julian Smith, Council representative to the Planning Board
Wayne Lewis, alternate
Barbara Dill, alternate

MEMBERS ABSENT Bill McGowan, Vice Chair
Councilor Kitty Marple, alternate Council representative to the Planning Board
Linda Tatarczuch, alternate

I. Call to Order

Chair Corrow called the meeting to order at 7:00 pm.

II. Roll Call

The roll call was taken. Councilor Smith noted that he would be resigning from the Planning Board, so this was his last meeting. He said he had enjoyed serving on the Board, and said he might speak to this later.

III. Seating of Alternates

Chair Corrow appointed Ms. Dill to serve as a regular member in place of Mr. Kelley until his arrival, and appointed Mr. Lewis to serve as a regular member in place of Mr. McGowan until his arrival.

Mr. Kelley arrived at the meeting at 7:04 pm.

IV. Approval of Agenda

Chair Corrow asked that public comments be allowed for the Young Drive conceptual consultation. Mr. Parnell said he didn't have any problem with this, but asked how the Board expected the public to make comments when they all hadn't seen a presentation on the project yet. It was noted that some information on the project was available online.

Steve Roberts MOVED to approve the Agenda as submitted. Richard Kelley SECONDED the motion and it PASSED unanimously 7-0.

V. Town Planner's Report

Mr. Behrendt said he had nothing new to report.

VI. Reports from Board Members who serve on Other Committees

There were no reports from Planning Board members.

VII. Public Comments

Chair Corrow presented Councilor Smith with a plaque in appreciation of his work on the Durham Planning Board over the past seven years.

Residents Robin Mower and Beth Olshansky presented a mock site plan application for a local hardware store in Durham, representing Councilor Smith who was the applicant. They requested that given the tight time frame because Councilor Smith was leaving Durham that the Planning Board would expedite the process and review and approve the application this evening. She noted among other things that the design and engineering details for the application were written on the back of a napkin.

Mr. Kelley noted that he'd served with Councilor Smith for some time, and said while he'd given him some trouble in the past about taking the Board on a long walk when a short walk would do, he would miss those long walks.

Dick Lord, Bennett Road, said Councilor Smith had been a great neighbor and friend, and said they'd worked on a number of projects together, including the John Hatch Park project and work done as part of the Durham Historical Association. He thanked Councilor Smith for all he had done for the Town, and said he hoped he would come back to Durham to visit.

Steve Frolking, Packers Falls Road, said he was Councilor Smith's next door neighbor, and said if the Planning Board didn't approve Councilor Smith's application for a hardware store, he hoped Councilor Smith would give them hell on St. Simon's Island.

Ms. Olshansky provided Councilor Smith with some gifts, including a video of the tour he'd recently provided of his property, and a photograph of him at the property.

Councilor Smith said he'd enjoyed being on the Planning Board off and on. He said he had his eye on the Planning Board somewhere else, and provided details on this. He said he'd loved the Durham community, and hoped to come back from time to time.

Mr. Behrendt read a thoughtful letter from Code Administrator Tom Johnson concerning Councilor Smith's imminent departure from Durham. Mr. Johnson said given this, he was now rethinking his own upcoming retirement.

VIII. Review of Minutes (old): none

IX. Young Drive Redevelopment. Conceptual application for the redevelopment of Young Drive into a senior housing project (55 years of age +). Young Drive, LLC/Ken Wilson, owner; Francis Chase, applicant. Map 4, Lots 42-2 through 42-14, Lots 42-16 & 17, Lot 47-0. Coe's Corner Zone. Recommended action: Allow for public comment (subject to Planning Board's okay) and continue or close the conceptual review, as appropriate.

Mr. Chase said since the property was purchased 3 years ago, Young Drive LLC had cooperated with Town departments to change the environment of the property. But he said what was now proposed was to house a different population. He said meeting with Town representatives on the conceptual plan had been productive, and said it had been modified several times. He said this process would continue.

He said the elimination of student housing would benefit the neighborhood and the Town, and would bring elderly housing to a perfect location. He noted the trend of bringing this kind of housing to university towns, and said a development like this on the site would have easy access to the downtown and UNH, as well as to highways, recreational opportunities, train travel, etc.

Mr. Chase said with this project, the Young Drive roadway would go away, and the entrance to Bayview Road would be reopened for the Fire Department. He said there would be a one way driveway coming into the site and a one way driveway out of the site. He said the existing plan showed 6 buildings and one club house. He provided further details on features of the development, including the proposed mix of single and two bedroom units and the fact that it would be a gated community. He said landscaping of the site would be designed to provide easy and safe accessibility of the property for residents, and he provided details on this.

Mr. Chase asked the Planning Board to give him some direction concerning the conceptual plans that had been developed.

Mr. Kelley noted the one way road to the units. He also said a traffic analysis would be needed to indicate how many more vehicles to expect on Bayview Road as result of the traffic flow that was proposed. Mr. Chase said some people would elect to use the Bay View Road entrance, but said most people would use the Route 108 entrance.

Councilor Smith noted that the Town would be asked to abandon Bayview Road as a public road as part of this project, and asked if there could therefore be limited access of that road, so that it would only be used for emergency purposes. Mr. Chase said he would consider that idea. He stated again that he thought the majority of cars would go out directly to Route 108, and also said a lot of people would walk to and from the site. He said the access on Bayview Road was needed for that. Councilor Smith agreed, and said perhaps pedestrian and bike traffic in and out on Bayview Road might be acceptable. But he said he thought residents living on Bayview Road would prefer not to have a lot of vehicular traffic coming through.

Mr. Wolfe said what had been presented was a great concept, and said he supported it. He said while the Board didn't have details yet, he thought they could be worked out. He said he hoped the applicant could follow through and bring something more detailed back to the Board.

Mr. Parnell asked if what was proposed was a 5 story building, with parking on the bottom floor and 4 stories above that. Mr. Chase said yes, and said this would be similar to a development in Exeter. Mr. Parnell said he thought some of the issues for the Board to consider would be the size and architectural look of the buildings, the density of occupants, and what to do with the existing buffer of trees on the property.

Mr. Chase said the existing tree buffer along Bayview Road would stay and would be improved upon, and said the landscaping plan would explain all of that. He noted that he and Mr. Johnson had met several times on the site. He explained that some pine trees along Beard's Creek were a danger of possibly falling on buildings, and would have to be addressed.

Mr. Kelley asked if the clubhouse would be a conditional use, as an accessory building that would be located within the shoreland protection district. Mr. Behrendt said he would clarify the specifics of this. Mr. Kelley noted that there could be some possible options for residents to enjoy recreational activities down by the water, and Mr. Chase said ideas concerning this would be included in the landscaping plan.

Mr. Chase said the wetlands on the site had been identified. He noted that a small portion of the proposed road was located in the wetland, and said the road would either be redesigned or they would get a wetland permit to allow fill in that area. Mr. Kelley confirmed with Mr. Chase that a wetland survey of the site had been done. He also asked if there had been discussion about where stormwater treatment of runoff would occur. Mr. Chase said those things would be designed after the location of the road was finalized.

Mr. Kelley said his understanding was that the parking garage would be built on the existing ground surface. Mr. Chase said that was correct, and explained that underground parking would be created because there would be an embankment, which would have landscaping around it.

Councilor Smith said he agreed with what Mr. Wolfe had said concerning the project. He said he'd sat in on four meetings with Mr. Chase, Administrator Selig, Mr. Behrendt and others, and said he appreciated the extent to which the plan had evolved since the first meeting. He said Mr. Chase had been responsive to suggestions and questions, and said he was looking forward to hearing that the review process had gone smoothly.

Chair Corrow noted that this was a conceptual plan at this point, and said the Board would accept general comments now from members of the public.

Kevin O'Connell, Bayview Road, said he generally endorsed the concept Mr. Chase had presented, and said it would be preferable to what was on the property now. He said

elderly housing was a good solution for the neighborhood and the community as a whole. But he said he objected to the idea of the road on the property opening to Bayview Road for cars, and said this would be dangerous because more cars would go through his neighborhood. He said allowing bikes and walkways to come through would be ok.

Karen Sayers, Bayview Road, said this project was a step in the right direction. She said she was happy with the concept and discussion on it with the Town. She said she agreed with Mr. O'Connell's comments concerning cars from the development using Bayview Road, and noted that when traffic backed up on Route 108, it might be tempting to take Bayview Road to cut around the traffic.

Mr. Kelley suggested to Mr. Chase that it would be a benefit to have two way traffic at least to unit 5. Mr. Chase agreed, and said there would be one or more tie-ins to the one way loop that headed out of the site, to make access to the units easier.

Mr. Roberts asked Mr. Chase if he anticipated that there would be conflicts as a result of residents of the development using Route 108 with their cars and as pedestrians, because Route 108 was such a highly used corridor. Mr. Chase said he thought there would be a lot of pedestrian traffic, and noted that there possibly would be a path on the site to link up with Route 108. Mr. Kelley asked if there would be an interior sidewalk network, and Mr. Chase said yes, explaining that there would be walking and bike paths, sitting areas, etc.

Mr. Roberts said it would be good if the applicants could provide a street view to show what residents and members of the Planning Board would see when they looked at the development, in its environment. Mr. Chase said when interviewing potential architects for the project, he would be asking them if they could deliver something like this.

Robin Mower, Faculty Road, thanked Mr. Chase for presenting a big change in terms of the plans for the site. She also said the devil was in the details. She said elderly housing was a different ballgame today compared to 20 years ago, and said a question was whether this semi-institutional appearance would be attractive to people 65-75 years old who were down-sizing. She also said it was unlikely that this development would be reaching people who were 55 years of age.

Ms. Mower also noted concerning the issue of the trees along the river that there were abutters across the river from the site. She asked that if possible the applicant would consider keeping more of the trees, because they provided views as well as opportunities for people living in Town to see wildlife. She said people in the Durham community appreciated having these opportunities. Mr. Chase said hopefully the company that did the landscaping design could deliver something like this.

Beth Olshansky, Packers Falls Road, said she supported this development concept. She asked if it was known yet how many units would be allowed. Mr. Behrendt went through the numbers in terms of the acreage of the property, the square footage requirements, and the density bonus for providing senior housing units. But he said the actual density that

would be approved depended on various other constraints, so the number wasn't known yet. He also noted that the height limit was 30 ft, but at the discretion of the Planning Board, the height could be up to 35 ft. He said this would allow 3 stories, so 4-5 story buildings would probably require a variance.

Ms. Olshansky encouraged the applicant to retain substantial buffers, and provide thoughtful placement of landscaping, in order to buffer the buildings from people living across the river.

Ms. Sayers spoke about the importance of retaining as much greenspace as possible as part of the development. She also asked if the development could possibly be converted to student housing in the future. Mr. Behrendt said if the project was approved, it would be approved as senior/elderly housing, and would be permanently restricted to that age group. He explained that the Town could allow this restriction according to federal requirements if at least 80% of the housing was elderly housing. He noted that it would need to be clarified whether there would be 100% or 80% elderly housing.

Councilor Smith said these units would probably be condos and would be sold to the residents. He said given deed restrictions and the existence of a condo association, he thought it would be extremely difficult to turn that into student housing, and noted that the Town would have a say in that. Mr. Behrendt said the use couldn't change without the Town approving this.

Mr. Kelley said he anticipated that there would be a scoping session with the Town and District 6 of NHDOT, and that a traffic study would be required. He said it would be interesting to include in that study the existing and proposed traffic counts on Bayview Road.

Jennifer Pribble, Bayview Road, noted that she'd provided written comments, and said in general she was in favor of the proposed senior housing development. She said if there couldn't be affordable housing for all ages there, senior housing was the best use. But she said she would not support the idea of opening Young Drive to Bayview Road as part of this project.

Mr. O'Connell said although the sign on Bayview Road said there was no outlet, cars sometimes raced down the road thinking they could get to the downtown, but then had to speed back up to Route 108. He noted that kids living in the Bayview Road neighborhood played on that street.

Mr. Roberts asked whether with new residents on Young Drive, their turning motions off of Route 108 would make things difficult. Mr. O'Connell said it was challenging getting out to Route 108 from Bayview Road as well as back during rush hour, and said the residents of the neighborhood dealt with it. He noted that the traffic light provided opportunities to get in and out because cars that were stopped let them come through. He said his concern was about more people coming down Bayview Road, and said he didn't

see that the connection between Bayview Road and Young Drive was necessary. But he said he was in favor of bike and pedestrian traffic coming through.

There was discussion by the Board about whether to keep the conceptual phase of the review process open. Mr. Behrendt said if it was closed tonight, the applicant would be encouraged to come back with a design review application, which would provide more detail and could be looked at by the TRG and the Planning Board.

Mr. Chase said the conceptual consultation phase could be closed. He asked the Board if the one way in and one way out design of the road was acceptable, and said the connectors between them could be worked out. There was discussion.

Peter Wolfe MOVED to close the Conceptual Review process. Richard Kelley SECONDED the motion and it PASSED unanimously 7-0.

- X. Public Hearing – Amendments to the Site Plan Regulations.** The regulations have been completely rewritten in the following format: Part I - General Provisions, Part II - Site Plan Review Process, and Part III - Development Standards. The proposed new regulations will replace the existing regulations in entirety.

Chair Corrow said he'd spoken to Mr. Behrendt about the idea of the Planning Board possibly approving the most recent draft of the Site Plan Regulations, and making possible changes to these regulations, based on testimony received at the last meeting in August, at a later date.

Mr. Wolfe said he, Robin Mower and Kathy Bubar had worked on these regulations in August of 2014. He said everything in them existed in some other towns' regulations, so nothing had been invented. He noted that wording in the regulations on the Technical Review Group was still needed, and also said wording to reflect Mr. Parry's comments, as well as comments from other residents needed to be included in the regulations. He said the Board should address these items at a separate meeting, and noted that the Site Plan Regulations was a living document.

Chair Corrow said it was important to get the Site Plan Regulations out there soon, and said he thought the other items could be addressed later at a special meeting of the Planning Board. He said there would then be an additional public hearing, and after that the further revised regulations would be adopted. There was further discussion.

Chair Corrow said the public hearing would now continue.

Robin Mower, Faculty Road said some of her recent comments had been minor, and asked if they could perhaps be included in the regulations if they were adopted now. There was discussion, with Mr. Behrendt stating that only non-substantive changes could be included.

Ms. Mower said the Planning Board and the development community needed clarity on what the community would like to see with future developments. She said she supported the idea of adopting the draft document as of August 26th, along with a date that was

certain and soon to go through the remaining comments on it. She asked when it would be reasonable to expect that these comments would be incorporated. Mr. Behrendt said he could present a revised document at the meeting on September 23rd, or could wait a bit longer.

Ms. Mower said this was a legal document, and said it should have the word “shall” in it. She noted that the Planning Board would still have considerable leeway because it could grant waivers. She also referred to some comments made about wanting these regulations to indicate that Durham was welcoming to the business community. She said there were a lot of regulations like these out there in towns where business was moving along nicely.

Beth Olshansky, Packers Falls Road agreed that it was important to have clear language in the regulations on requirements, along with the option of possibly getting a waiver. She said she supported the idea of adopting the Site Plan Regulations now because there were development pressures, but she asked the Board to make September 23rd the date to review the other details that hadn’t yet been incorporated in the regulations. She said these details would make the regulations much better, and asked if there could be a work session on September 23rd.

There was discussion by the Board on what the timeline should be on approving and then further refining the regulations.

Richard Kelley MOVED to close the Public Hearing. Councilor Smith SECONDED the motion and it PASSED unanimously 7-0.

Richard Kelley MOVED to approve the Site Plan Regulations presented on August 26, 2015, and to schedule a work session for September 23, 2015 to review the additional comments. Councilor Smith SECONDED the motion and it PASSED unanimously 7-0.

- XI. Public Hearing - Amendments to the Subdivision Regulations – Flood Hazards.** Amendments stipulated by the Federal Emergency Management Agency (FEMA). Changes to Subsection 9.07 – Special Flood Hazard Areas.

Councilor Smith MOVED to open the Public Hearing on Amendments to Subsection 9.07 – Special Flood Hazard Areas in the Subdivision Regulations stipulated by the Federal Emergency Management Agency (FEMA). Peter Wolfe SECONDED the motion and it PASSED unanimously 7-0.

There were no members of the public who came forward to speak.

Richard Kelley MOVED to close the Public Hearing. Councilor Smith SECONDED the motion and it PASSED unanimously 7-0.

Richard Kelley MOVED to approve Amendments to Subsection 9.07 – Special Flood Hazard Areas in the Subdivision Regulations stipulated by the Federal Emergency

Management Agency (FEMA). *Councilor Smith SECONDED the motion, and it PASSED unanimously 7-0.*

- XII. Henderson Project/Ballard Building – Sign Master Plan.** Proposed sign master plan for 1 Madbury Road/30 Main Street. This includes the older building at the corner and the adjacent new building on Main Street and Madbury Road. Mark Henderson, property owner. Map 4, Lot 1- 0. Central Business District. Recommended action: Set public hearing for October 14.

Mark Henderson introduced the sign master plan that he proposed. He also described what was proposed for each of the individual signs, following a handout he'd provided. He noted that the only signs he was responsible for creating were signs B and C, which were the directory signs for the entire property.

Mr. Behrendt said this was the first sign master plan for a property located in the Historic District. He noted that the Planning Board approved the overall master plan, and each individual sign needed to be approved by the HDC. He said if the Planning Board was pretty comfortable right now with what was proposed, and the HDC then approved the individual signs, the Board could approve the overall master plan on October 14th.

Board members agreed that what Mr. Henderson had proposed sounded reasonable. There was discussion on the 6 ft size restriction on signs in the Historic District, with Mr. Behrendt noting that it couldn't be waived, and the only way around it was a variance. Mr. Henderson noted that signage up to 48 sf was allowed nearby, beyond the Historic District.

There was discussion that perhaps if there was a placard as an architectural element on the building, and the signage for each business was an individual element on the placard, this might meet the Ordinance, and be acceptable.

Chair Corrow said the public hearing on the sign master plan would be held on October 14th.

- XIII. Capital Improvements Budget. Presentation of CIP.** Gail Jablonski, Business Manager, and Administrator Selig, Town Administrator. Recommended action: Discuss and continue to October 14.

Town Administrator Todd Selig first noted that a lot of the items in the draft CIP were repeats. He reviewed several items that he said Town staff and others needed feedback on, many of which were big ticket items.

Planning Development

PM traffic model - Administrator Selig said it had been a challenge to model the traffic impacts of recent changes to the downtown without a PM traffic model, and said this model was being recommended now in the CIP for 2016. He also said the last time the AM traffic model was calibrated was two years ago, so it made sense to include funding for this in the CIP as well. He noted that if the traffic models were funded for 2016, this

timing would work well because they would reflect the new projects completed downtown.

Mr. Wolfe said the time of the week and the month the modeling was done made a difference, and Mr. Behrendt said he would check on this. Administrator Selig asked Planning Board members if they thought having both AM and PM traffic counts was important. Mr. Kelley said this would be critical if there was going to be a roundabout at the intersection of Pettee Brook Road, Main Street and Quad Way, but would be a bit less important if there wasn't going to be a roundabout.

Mr. Wolfe said good traffic counts would be needed for any new projects that would be coming forward. Administrator Selig said the model would be needed because of the 66 Main St project and also if the Mill Plaza project went forward. He noted that UNH would have to pay half the cost for the models, and said while UNH supported this, it would need to confirm whether it would have money in the budget for this.

Economic Development

Technology Drive Infrastructure improvements Administrator Selig noted that this was in the CIP for 2024, and said it would only be done if there was an active development project on the table and the developer was paying for some of it. Councilor Smith said he thought it would be better if this area was used for residential development, and said it was not an attractive location for businesses. Mr. Kelley noted that the estimate for the infrastructure improvements had doubled over 10 years.

Police Department

Building renovations at the Police Department. Police Chief Dave Kurz said this project had been on the table for some time, and said there was a chance to do it in 2016. He provided details on the project, and said the timing for doing it now was good for a number of reasons. He said the addition would last 30-40 years. He said it would have the capacity for 30 officers, and said there were 20 officers today. Mr. Kelley asked how many officers the Town would need if UNH didn't exist, and Chief Kurz said the Town would need 12-14 officers.

Councilor Smith confirmed with Chief Kurz that UNH had 24 police officers. He also said one of the things UNH was doing was pushing problems off campus. He asked Administrator Selig if he contemplated an adjustment to the omnibus agreement with the University, because part of the reason for the expansion of the Police Department building was dealing with people associated with the University who got arrested. There was discussion.

Councilor Smith asked for some details on the impacts on the Town from projects that had been approved over the past few years. Chief Kurz said there were about 900 more students living downtown now, and noted that a goal of the Town had been that if students were no longer living in the neighborhoods, this would create less police work.

He said there had been minimal police calls to the Cottages, and said the Department had yet to see that the new developments in Town had anything to do with problems it was seeing. Administrator Selig said good management of these developments was the key. Chief Kurz said these were multimillion dollar developments, and said the developers were going to protect their investments.

Mr. Kelley said he supported the Police Department building addition/renovation project. He said it was important that the contract include items on meeting building and life safety codes, and that the design build entity be responsive.

Mr. Parnell asked if there was a reason why this project should happen in 2016 rather than later than that. Chief Kurz said it could wait, but he first noted concerning the cost that he would have liked to have done it 4 years ago. He also said his tenure as Police Chief was coming to an end, and said he would like to be able to see the project through, including explaining the advantages of it to the community.

Mr. Roberts asked Chief Kurz if the Department had noticed the effect of foot traffic from the new developments downtown. There was discussion. Administrator Selig said a survey had just been done of pedestrians at the Main St./Petee Brook Road/Quad Way intersection. He said the peak flow was 202 pedestrians, 198 of which were students. He said traffic stopped 9 times to accommodate them, and he provided some additional details on the survey.

Fire Department

Administrator Selig said the 50/50 agreement with UNH for operational and capital costs for the Fire Department was about to be discussed again with UNH. He noted concerns 5-6 years ago about fluctuations in costs, and that money had been put aside in a special fund so there wouldn't be an impact on the tax rate from these fluctuations.

New Fire Station

Administrator Selig reviewed the need for the new facility and the search for the best location. He noted that initial feedback had indicated that investment in the current building would not make sense because there wasn't enough space there. He also said UNH intended to take the building down in the future. He said UNH was interested in exploring some possible sites for the facility on the west side of the railroad tracks, and said this would be discussed as part of the negotiations on the joint agreement. He said the Town Council didn't want to invest any more money in this project until it was clear where the facility would be located.

Ladder Truck

Mr. Kelley asked if the manufacturer of the ladder truck had suggested why it was twisting the way it was. There was detailed discussion on this with Fire Department Chief Corey Landry. He said it was a 1996 vehicle, and was proposed to be replaced in 2021, which fit the 25 year life expectancy. He said this could be pushed out a few more years

if that made sense. There was also discussion on the firefighting turnout gear, and the extractor used to clean the gear.

Department of Public Works

Little Hale Pond problem DPW Director Mike Lynch explained that Little Hale Pond was a small impoundment located on Bagdad Road at the intersection with Emerson Road. He said the State Dam Bureau said the dam there didn't have an official owner, and said the deeds on this weren't clear. He said the dam was deficient, and said the default position was probably that the Town would accept ownership of the dam, which was logical because the dam mechanism was built into the road. He also noted that Little Hale Pond was an impaired waterway.

He said a study was needed of the dam itself, and said if it was determined that the Town needed to take it over, it would get a letter from the Dam Bureau on the deficiencies and the timeframe to do repairs. He said the money in the CIP would cover that. He said another option could be to take the dam out, and therefore lose Little Hale Pond, which didn't have the flow it used to have. He said there was no money available from grants, etc. to repair the dam, but there was grant money available to take down the dam, so this seemed like the logical way to go. He said the ownership of the pond was unclear and needed to be researched.

Mr. Parnell asked if removal of the dam would impact the road. Mr. Lynch said yes, and said the road would have to be closed in order to do the repair work on the dam. Administrator Selig said that in addition to grant money available for removal of the dam, NHDES supported this approach.

Road resurfacing program Mr. Lynch provided details on the program, and in response to a question from Mr. Lewis provided details on what would be involved in reclaiming Mill Road, and what portion of the road would be done. He noted that DPW bid out this work but oversaw it.

Mr. Roberts asked if anything was planned in terms of making improvements to rural roads in Town for bicyclists. Mr. Lynch said this was paramount in the thinking of the DPW, but said actually doing this was very challenging because there often wasn't enough road area to work with on Packers Falls Road, Durham Point Road, etc. He said these were scenic roads, and also said there were drainage ditches, etc. to deal with. He noted that some road area on Durham Point Road had been gained. Mr. Roberts asked if there were any possible drainage solutions in order to get more roadway to work with, and there was further discussion.

Mr. Kelley asked what was happening right now concerning the Route 108 improvements, and Mr. Lynch said there were some wetland and contractor issues to resolve.

Sidewalk Improvement program Mr. Lynch provided details on the program, which was scheduled to receive funding for the next several years.

Dump Truck Replacements Mr. Lynch spoke about the dump truck replacements scheduled for 2016 and other years beyond that, and said perhaps the need for some of these replacements would be eliminated if some of the snow plowing was contracted out.

Old Landing Park improvements Mr. Lynch spoke about this project listed in the CIP for 2016, and said the work would involve repair of the stone wall, installation of a new aluminum dock, creation of a larger lawn area, etc., in order to make the park more usable for residents. He said there had been interest in this project for some time, and said it should be a higher priority for the Town. Mr. Kelley said if the Town didn't do something soon, the situation would deteriorate further. Mr. Roberts agreed, stating that it was a beautiful area in the Town center, and should be taken care of.

Mr. Parnell noted previous discussion about extending the park somewhat down the river. Administrator Selig said there hadn't been further discussion on this. He noted that private property would have to be crossed in order to create a river walk. Mr. Lynch said this was the oldest project in the CIP.

Administrator Selig noted that as part of the current water agreement with UNH, UNH paid 2/3 of the costs and the Town paid 1/3, based on water usage. But he said actual water usage now was about 60% UNH and 40% the Town, and said this would be reflected in the new water agreement that would be negotiated.

Water line replacement along Madbury Road Administrator Selig said this had been scheduled in the CIP for 2020 and 2021 because of some failures along that water line.

Wiswall dam spillway work Administrator Selig said this work was scheduled for 2017, and said the Town would be bonding the full amount. He noted that key pieces of the Town's water infrastructure were Durham's responsibility, and other key pieces were the responsibility of UNH. He said the spillway was the Town's responsibility, so it had the sole responsibility of paying for it, but said the Town wouldn't have to pay anything for replacement of the water treatment facility.

Administrator Selig said the current Wastewater agreement with UNH was 2/3 funding by UNH and 1/3 funding by the Town, and said this ratio would probably remain. He said there would be discussion on this with UNH.

18 inch force main replacement Administrator Selig said the line from the Dover Road pump station to the wastewater treatment plant was old and needed to be replaced. He said funding was in the CIP for 2016-2018 to design and replace the line, and said different possible routes for the line were being evaluated.

Phase 3 of Wastewater Treatment Plant improvements to meet EPA requirements. Administrator Selig said the EPA had put out the new draft of the MS4 stormwater permit, and said the Town was waiting to see what the actual requirements would be. He said Durham was still in conversation with EPA about possibly doing an integrated MS4 permit, where stormwater and wastewater would be addressed together. He noted that the money listed in the CIP for the wastewater treatment plant didn't include funding for the

integrated plan. Mr. Lynch said Durham had the best wastewater treatment plant in the Seacoast because it invested in the plant on an annual basis. He said the amount of money in the CIP was therefore smaller than it was a few years ago.

Structured parking Administrator Selig said if downtown Durham was to grow and include businesses people would like to see there, it would need to have additional parking. He said the CIP listed a 100 space parking structure for 2016, and said there were several possible funding mechanisms to achieve this, including the TIF district and use of RSA 79-E if certain public benefits were provided. He spoke further on this.

Mr. Parnell asked if the \$3.5 million cost could perhaps be self-financed through parking fees, and Administrator Selig said this wasn't known right now. He also said it was probably unrealistic that the parking structure could be built in 2016, but said it could be planned in 2016 and built in 2017.

Councilor Smith said the cost for the PM traffic model should consider the \$600,000 needed for the Pettee Brook roundabout. Administrator Selig said based on the pilot traffic problem last summer and the heavy foot traffic there, there were some real concerns about whether a roundabout would work there. But he said they wouldn't really know this unless the modeling was done.

Councilor Smith said roundabouts were sometimes very hard for pedestrians to negotiate, and provided details on this. He said he didn't think it would work on that location. Mr. Roberts spoke about the importance of keeping pedestrian crossings away from roundabouts. There was further discussion on the unknowns about the traffic patterns, given the new developments downtown.

Mr. Lewis asked for some details on the proposed solar project at the Lee gravel pit. Administrator Selig spoke in some detail on this, and explained the various issues involved. He said it was an innovative project, but said it had been tough sledding.

Mr. Kelley asked what the total debt service was in 2015, and Ms. Jablonski said it was about \$1.5 million in the General Fund, and about \$3.5 million in the water and wastewater funds. He asked if information on this could be provided to the Planning Board.

XIV. Zoning Amendments. Discussion about various potential zoning amendments.

Postponed

XV. Other Business

Mr. Behrendt said Golden Goose wanted to put the bike racks for the development in the basement of the smaller, southerly building at Madbury Commons instead of outside in

the location that had been approved by the Planning Board. He said this seemed reasonable, but said he didn't feel comfortable approving the change administratively. After discussion, the Board agreed to treat this as a modification, and look at the details at the meeting on September 23rd.

Councilor Smith suggested that the Board might want to visit the site to see if this was feasible. Mr. Wolfe said he would like to hear from the students about the idea of keeping the bikes in the basement. Mr. Behrendt said there was so much activity in the courtyard that Golden Goose wanted to move the bike racks to another spot.

XVI. Review of Minutes (new):

August 12, 2015

Page 1, under Members Present, should say Steve Roberts

Page 3, line 6, should say "...Mr. McNitt didn't think what..."

Page 7, line 24, should say "Councilor Smith MOVED to initiate..."

Page 9, line 7 should say "gold leaf"; line 25 should say "rigid"; line 39, should say "...Zoning Ordinance to change "Mixed Use with Residential..."

Page 10, line 7 should say "... area where professional offices were more likely..."

Page 12 line 11, should say "Mountbatten"

Page 13, line 13, line 5, should say "...MOVED to adjourn..."

Councilor Smith MOVED to approve the August 12, 2015 Minutes as amended. Wayne Lewis SECONDED the motion and it PASSED 4-0-3, with Peter Wolfe, Richard Kelley and Lorne Parnell abstaining because of their absence from the meeting.

XVII. Adjournment

Councilor Smith MOVED to adjourn the meeting. Richard Kelley SECONDED the motion and it PASSED unanimously 7-0.

Adjournment at 10:33 pm

Victoria Parmele, Minutes taker

Andrew Corrow, Secretary