

LINCOLN PLANNING BOARD
REGULAR MEETING MINUTES
WEDNESDAY, FEBRUARY 11, 2015 – 6:00PM
LINCOLN TOWN HALL - 148 MAIN STREET, LINCOLN NH

APPROVED

Present: Chairman R. Patrick Romprey, Vice-Chairman Jim Spanos, OJ Robinson - Selectmen's Representative, John Hettinger, Paula Strickon, Ron Beard (alternate & Fire Chief), Callum Grant (alternate)

Members Excused: Norman Belanger (alternate), Taylor Beaudin (alternate)

Members Absent: None

Staff Present: Town Manager/Town Planner Alfred "Butch" Burbank, Police Chief Theodore P. "Ted" Smith, Planning and Zoning Administrator Carole Bont, and Wendy Tanner (recorder)

Guests:

"The Pines" at Forest Ridge:

- Jane Anderson – resident at Forest Woods, abutter to The Pines at Forest Ridge
- David Beaudin, resident of 10 Louis Lane, Lincoln, NH 03251, Town of Lincoln's Water Plant Operator, abutter to The Pines at Forest Ridge
- Paul J. Beaudin, II, resident of 2 Louis Lane, Town of Lincoln's Solid Waste Manager & Chair of Zoning Board of Adjustment, abutter to The Pines at Forest Ridge
- Jared Elliott of Mt. Coolidge Construction, LLC. 32 Hartwell Brook Drive, Nashua, NH 03060
- Richard K. Elliott principal owner of Mt. Coolidge Construction, LLC, 32 Hartwell Brook Drive, Nashua, NH 03060 (also formerly a principal in JORI Properties, LLC and principal in Lincoln Development, LLC) 3 Amalia Drive, Nashua, NH 03063 – most recent developer of Forest Ridge
- Callum Grant – resident of 207 US Route 3 and abutter to The Pines at Forest Ridge
- Ray Korber, P.E., M.S., Principal, KV Partners, LLC, P.O. Box 7721, Gilford, NH 03247 – Town Engineer and third party peer reviewer for "The Pines" at Forest Ridge project
- David Larsen – Business and Property Manager for the Forest Ridge Property Owners Association (Master Association at Forest Ridge), and President of Forest Circle Condo Association (one of 6 junior associations at Forest Ridge) – property owner at 166 Forest Ridge Drive #7 Forest Ridge Property Owner's Association and abutter to The Pines at Forest Ridge

Ice Castle:

- Rick Kelley, President and General Manager of Loon Recreation Corporation, Inc. and Loon Mountain Resorts, and resident at 26 Conn Drive (Map 117, Lot 036)
- David Rodgers, d/b/a Rodger's Ski Shop and principal in Great Stone Face Skier, LLC, P.O. Box 68, Lincoln, NH 03251 who owns: [29 Main Street (Map 112, Lot 026)], [9 Donovan Drive (Map 112, Lot 013) and 5 Railroad Street (Map 112, Lot 014)(now merged)].
- Helen Rodgers, d/b/a Rodger's Ski Shop and principal in Great Stone Face Skier, LLC, P.O. Box 68, Lincoln, NH 03251 who owns: [29 Main Street (Map 112, Lot 026)], [9

Donovan Drive (Map 112, Lot 013) and 5 Railroad Street (Map 112, Lot 014)(now merged)].

Conceptual for Clark's Trading Post:

- Callum Grant – resident of 207 US Route 3 and appearing on behalf of Clark's Trading Post, Inc., PO Box 1, Lincoln, NH 03251-0001:
 - 116/120 US Route 3 (Map 109, Lot 009)
 - LO US Route 3 (LB) (Map 109, Lot 006)
 - LO US Route 3 (Map 109, Lot 005)
 - 93 US Route 3 (Map 109, Lot 004)

- I. **CALL TO ORDER** by the Chairman of Planning Board; announcement of excused absences, if any, and seating of alternates(s), if necessary.

The meeting was called to order at 6:00 PM.

II. **CONSIDERATION** of meeting minutes from:

- January 7, 2015

Motion to approve the minutes as presented.

Motion: John Hettinger Second: Jim Spanos

All in Favor: (3-0)

Paula Strickon and OJ Robinson abstained.

III. **NEW BUSINESS**

- A. **6:00 PM** – Planning Board (PB) will hold a Public Hearing on the following revisions to an approved Site Plan Review (SPR) plan:

A Plan with Revisions to an already approved Plan for Site Plan Review (SPR) has been filed. Agent, Marc L. Burnell, Project Engineer for Horizons Engineering, Inc. originally filed an application for SPR on behalf of Applicant Mt. Coolidge Construction, LLC (principal signatory being Rick Elliott) of 32 Hartwell Brook Drive, Nashua, NH 03060. The property owner at the time of the original application was New Jefferson Holdings, LLC, (principal signatory being Rick Elliott) of Nine Triangle Park Drive, P.O. Box 2650, Concord, NH 03302-2650. Applicant requested SPR approval under Article IV of the Lincoln Site Plan Review Regulations and Article VI, Section B, Paragraph 2 and Section C of the Land Use Plan Ordinance, to develop 24 residential housing units (12 duplexes) to be constructed on 8.26 acres (not yet subdivided) within the Forest Ridge Development. The project name is "The Pines at Forest Ridge." The location is just north of the southern portion of Woodland Loop (a portion of Tax Map 114, Lot 080) located in the Rural Residential (R.R.) District.

On 6/25/2014 the PB approved with conditions the original SPR application. Condition #1 was clarified and revised slightly at the 7/09/2014 and 7/23/2014 meetings. On 6/25/2014, the PB granted subdivision approval. The approved subdivision plan was

recorded at the Grafton County Registry of Deeds on 8/29/2014, as Plan #14723. On 12/04/2014, New Jefferson Holdings, LLC, transferred ownership of the subject lot by Warranty Deed to Mt. Coolidge Construction, LLC, recorded in Book 4098, Page 0749. Subsequent to the PB approval, revisions to the elevations and other matters on the approved Site Plan were made, requiring further PB review. The Town's third party peer engineering review will be conducted by KV Partners, LLC.

Upon a finding by the Board that the REVISED application meets the submission requirements of the Land Use Plan Ordinance and Site Plan Review Regulations, the Board will vote to accept the revised application as complete, and, if the Planning Board finds the application to be complete, then a public hearing on the merits of the proposal will follow immediately. Should a decision not be reached at the public hearing, this application will stay on the Planning Board agenda until such time as it is either approved or disapproved.

The following members were recused because they are abutters and sat in the audience:

- Taylor Beaudin (alternate)
- Callum Grant (alternate)

Vice Chair Spanos read the application into the record.

Rick Elliott explained the new plans for "The Pines" at Forest Ridge to the Planning Board. Elliott presented the new plan with a copy of the original plan so the Planning Board could see the changes. Elliott stated that the benchmark elevation established for the project was based off the existing sewer manhole on Woodland Loop Road and that this benchmark elevation was incorrectly reported on the existing conditions plan.). When the existing sewer manhole was surveyed, the elevations were off by five feet (5') vertically. Elliott stated that the existing sewer manhole was actually five feet (5') higher in the ground than was recorded on the original plan. The contractor realized the survey error after he installed the first section of new sewer line for the project and found it was five feet (5') higher in the ground than expected. . In order for the newly installed sewer to work with the first two buildings, Elliot decided to raise the building elevations by relocating the buildings further uphill, closer to the road and add a couple of feet of structural fill under the units. This allowed the upper two floors of the building to be served by gravity. Gravity would not work for the basement and Elliot stated pumps will be required to serve this floor. . In addition to the building relocations, the vertical profile of the roadway in front of the buildings and grading and site work around the buildings were adjusted. The grade adjustments also require the installation of a retaining wall adjacent to one of the buildings. Comparing the first two buildings on the old plan versus the new plan, the first building was moved about two to four feet (2'-4').

Strickon asked for clarification about how the buildings were moved.

Elliott said that the builders moved the first two buildings closer to the road which raised the building about three feet (3') vertically and then put two feet (2') of structural fill under the building to raise the building a full five feet (5'). Elliott explained this process was completed on the first two buildings. Elliott explained that the first two buildings were moved horizontally as

well as vertically and the third building was only moved vertically. Water and sewer will stay in the same location. Elliott said that an electronic copy of the changes to the plan was sent to DES (Department of Environmental Services) and DES's response will be attached to these minutes. (See Appendix A of 01/20/2015 E-mail from DES to Marc Burnell of Horizons Engineering, Inc.)

Hettinger asked if gravity would still be used to discharge the sewage for the first three buildings so that pumps would not be required.

Elliott said that all buildings will rely on gravity flow for the top two floors, but if the purchasers in the first two buildings want to finish their basements they will require pumps to discharge the sewer from the basement level.

Hettinger asked Elliott if they were making provisions in their design of the buildings for a projection pumps. He also asked Elliott if the wiring as well as plumbing were all corrected in the design.

Elliott said that they would expect most of their customers will want the basements finished. Elliott initially will build the units without the finished basement, but when a purchase and sale agreement is completed that requires a finished basement he will come back in for a change and resubmit the paperwork to finish the basement for that unit.

Chair Romprey confirmed that would be the case for the first two buildings and possibly the third. Elliott agreed.

Hettinger asked if there would be a containment tank installed.

Elliott said that containment tank was about the size of a barrel three feet (3') high and sits under the floor with the top of the lid sitting level with the floor, or under a staircase. The injector pump fits inside of it. There are two sealed pipes that come out of it, one to a vent and one to the sewer.

Chair Romprey asked what the depth of the water line with the loss of part of the road.

Elliott stated the depth of the water line is five and a half feet (5½').

Hettinger questioned if that was the closest the road comes was five and a half feet (5½'). Elliott stated yes.

Korber confirmed that the changes to the plan were as described by Elliott and that the changes do not change any of the drainage analysis that was done. They did not calculate the water line depth and that the depth of the water line at five and a half feet (5½') deep is right at the margin. For the North Country, they would like to see water lines buried six feet (6') deep, but five and a half feet (5½') is acceptable.

Chair Romprey said that there is a concern about the water runoff. There is a Stormwater Pollution Prevention Plan (SWPPP) in place. [Stormwater Pollution Prevention Plan for New Jefferson Holdings, LLC – The Pines at Forest Ridge, Lincoln, NH] Romprey asked if the SWPPP was altered or amended since the elevation issues were discovered.

Elliott said that based on what had happened there are additional provisions that were added to the SWPPP. Most additional provisions were completed before the ground froze, but some will need to be done early in the spring. One of the first things they hope to do is to get the three foundations in because those three foundations will form a line and control all of the water that is coming down from above. Their desire is to get the foundations in before the spring thaw so they are not disturbing the land during the spring thaw. They will temporarily use the detention pond as a retention pond for the spring runoff and filter it if there is a spill over the top. It is all hayed. They hayed it before the snow came. There are two rows of silt fence. There is a layer of bark chips. They completed almost everything prior to the snow coming, except to define and seed the swales in back of these first three buildings. The applicant's engineer believes that they will be able to control the spring runoff.

Chair Romprey asked Elliott if he filed an Environmental Protection Agency (EPA) report within 24 hours of the incident.

Elliott said that they did not file one. They went on the EPA web site and the links did not work. They did not try to file the EPA report within 24 hours. They tried to file it on the EPA website when they received the notice back from the town.

Chair Romprey asked what the status of the EPA report was.

Elliott said an EPA report has not been filed because the links on the EPA web site did not work.

Elliott said that they believe they put silt in the water and then corrected that they believe they put turbidity in the water and no silt had actually entered the water. Under the new EPA rules, the EPA asks them to report if any turbidity entered the water and if there were any changes to the original SWPPP. The EPA's online reporting process did not work and Elliott believes it is still not working.

Turbidity is a measure of water clarity how much the material suspended in water decreases the passage of light through the water. Suspended materials include soil particles (clay, silt, and sand), algae, plankton, microbes, and other substances.

Chair Romprey asked Elliott if he could physically file the EPA report.

Elliott said that he did not know where to physically file a report with the EPA.

Town Manager Burbank thought that a phone call to the EPA would answer these questions.

Korber said that the issue is that in the Stormwater Pollution Prevention Plan (SWPPP) it identifies anything over 10 NTU.

NTU stands for Nephelometric Turbidity Units. The propensity of particles to scatter a light beam focused on them is now considered a more meaningful measure of turbidity in water. Turbidity measured this way uses an instrument called a nephelometer with the detector set up to the side of the light beam. More light reaches the detector if there are lots of small particles scattering the source beam than if there are few. The units of turbidity from a calibrated nephelometer are called Nephelometric Turbidity Units (NTU).

Elliott said they never tested it.

Korber said that in the SWPPP it is specifically identified. Korber then read the following: (page 12 of the SWPPP)

For reference, in shallow water 10 NTU appears clear to the human eye, therefore, any cloudiness noted in the water at the point of discharge...indicates a violation of state water quality standards...

Jared Elliott questioned the term “shallow water”.

Korber said that was shallow water in his opinion and clearly indicates that there is cloudiness there. Korber held up the photos of the affected stream. (See Appendix B for e-mail dated December 1, 2014, with attached “photo log” and e-mail dated February 17, 2015 with pages 12-15 of SWPPP for New Jefferson Holdings, LLC – The Pines At Forest Ridge, Lincoln, NH.)

Elliott said that he was not saying that the water was not cloudy and he was not saying it did not come off of their site.

Korber said that it was a violation in terms of the SWPPP.

Elliott said that the SWPPP is what they [Mount Coolidge Construction, LLC] wrote up for their guidelines and was not mandated. Elliott said that their understanding prior to this meeting was that turbidity does not violate the state code or the EPA code, but silting does. Elliott said that if silt was found it would be a violation that needs to be reported. Elliott said the SWPPP is our document that we wrote. The SWPPP is over 100 pages long. We tried to be as thorough as possible in terms of creating the SWPPP so that they had good understanding and guidelines. Elliott said that he should have been prepared for this discussion and apologized for not being prepared.

Chair Romprey said to Elliott that the bottom line to this is that turbidity in the water cannot happen again.

Elliott said that they did everything in their power not to have it happen the first time. As soon as it happened, they did everything they could to make sure it doesn't happen again.

Chair Romprey said that if you need to put extra diapers or extra barriers you will be expected to do so.

Elliott said that they knew that from the beginning. They went out and got the engineers to increase the diapers. Elliott said, “It is our desire not to have any turbidity or anything else enter into any waterway”.

Town Manager Burbank said that the violation needs to be reported the EPA.

Elliott said that he does not mind reporting it, but that the problem was how to report it.

Town Manager Burbank said that he will try to call the EPA tomorrow to find out the proper way to report violations and get back to Rick Elliott with directions.

Elliott asked Town Manager Burbank to call him if he can get a name at the EPA.

Town Manager Burbank said he will get an EPA contact name to Elliott as soon as he has a contact.

Korber explained to Elliott what a SWPPP is. The SWPPP is the plan that is being used to control sedimentation. What happened there is a clear violation of Elliott’s own SWPPP. Korber said that it is his and the Town’s opinion that Elliott should follow the protocol and take the corrective actions necessary. Korber said that it seemed like Elliott has already come up with a plan to address the runoff issues and taken steps to institute the plan. Korber also recommended that Elliott write and submit a formal letter to the Town of Lincoln with the amendments to the SWPPP so the amendments get recorded with the Town.

Elliott said he would do that.

Korber said that Elliott should write a cover letter to the town and submit the letter to the town saying, “Here is an amendment to the SWPPP.” As far as the violation is concerned, reporting a violation of the SWPPP to the EPA is a federal requirement.

Elliott said that when Town Manager Burbank gets back to him with a name of a person or a department or a telephone number to contact the EPA, Elliott will report the violation.

Chair Romprey stated it was cleaner that way. Chair Romprey said that if the changes call for measures above and beyond what was called for earlier, Elliott will be expected to comply with the new measures.

Elliott agreed he would comply immediately.

Korber said that there is a certification signoff in the SWPPP document itself. Elliott should sign and send in the certification signoff.

Elliott said that he thought the certification signoff already had been sent in.

Korber said that what was sent in by Elliott earlier was the authorization form for the general construction permit. Korber then gave Elliott his copy of the required certification signoff form from Korber's copy of the SWPPP. Korber then confirmed that what was sent in was the authorization form for the General Construction Permit and what is required is the signed certification signoff form from the back of the SWPPP. The current form has no signature and Korber was requesting that it be filled out, signed and submitted.

Town Manager Burbank asked Elliott for the construction schedule for when work would resume.

Elliott said he would get the construction schedule to Town Manager Burbank before they break ground.

Selectman Robinson asked Korber about runoff. Robinson stated that any water event that happens on the back side of Pollard Road is being blamed on Forest Ridge Development. Robinson's question to Korber was "The way Forest Ridge is designed will not increase any runoff from that general area?"

Korber said that H. Edmond Bergeron, PE, LLS, MBA, of H.E. Bergeron, Inc., of North Conway, NH, did the original analysis for runoff. The staff at H.E. Bergeron, Inc. would have a better answer about runoff. Korber stated he did not look in detail at the drainage.

Selectman Robinson asked whether Elliott's moving the buildings and retaining wall would increase the flow of water from that general area.

Korber said that what Robinson heard was correct in that these changes will not increase the flow of drainage in that area.

Selectman Robinson said the Town had already been assured by HEB Engineers, Inc. (of 2605 White Mountain Highway, Post Office Box 440, North Conway, NH 03860) that the drainage issue was already addressed and he was just making sure that these changes will not affect that outcome.

Korber stated Robinson was correct; these changes to the plan will not affect the drainage analysis that was previously done.

Motion to accept the application as complete.

Motion: OJ Robinson Second: Jim Spanos

All in Favor: (5-0)

Motion to open the public hearing.

Motion: Jim Spanos Second: OJ Robinson

All in Favor: (5-0)

David Larsen, as Business and Property Manager for Forest Ridge Property Owners Association, asked for confirmation that the road bond for Forest Ridge and the performance bond to the Town of Lincoln are still in force even though the property for “The Pines” at Forest Ridge has changed hands from New Jefferson Holdings, LLC to Mt. Coolidge Construction, LLC.

Chair Romprey said that was what the letter he received by e-mail from David Yager, General Manager for New Jefferson Holdings, LLC, this afternoon stated: “Please be advised that the bonds issued to the Town of Lincoln for the roads related to the current development work being done @ The Pines at Forest Ridge by Mt. Coolidge Construction are and will remain in force.” (See Appendix C of letter dated February 11, 2015, to Chair Pat Romprey from David Yager, Manager of New Jefferson Holdings, LLC.)

Town Manager Burbank stated that Chair Romprey was the only one to receive the letter. Town Manager Burbank confirmed that he had read the letter and that David Yager sent the letter.

David Larsen said that the members of the Forest Ridge Property Owners Association had heard that as well. They were concerned that the road bonds remain in force even though there had been a change in ownership of the property. Larsen wanted to be sure that confirmation of the road bonds was on the record in the minutes for tonight’s Planning Board meeting.

Chair Romprey asked if David Larsen wanted to address the letter from the Forest Ridge Owners dated January 22, 2014 (sic) [2015]. The letter expressed concern because there was no provision in the bond agreement of August 29, 2014 that binds successors in interest to New Jefferson Holdings, LLC to the terms of the road bond, protecting Forest Ridge against any construction damage that may occur as a result of construction of “The Pines”. (See Appendix D. 1/22/2014[5] letter to Ray D’Amante and David Yager from Harold Schofield, President of the Forest Ridge Property Owners Association.)

Bont stated that the letter from the Forest Ridge Property Owners Association was received by the Town on January 29, 2015. Bont said that the Forest Ridge Owners concerns had been addressed by David Yager’s letter and by the Town Manager’s response to David Larsen’s previous question.

Larsen agreed that the January letter was addressing the same concerns.

David Beaudin asked if the project was halted for a specific reason.

Chair Romprey did not know if the project was in fact halted.

David Beaudin said that the dirt contractor was saying that David Beaudin had something to do with shutting that project down. Beaudin said he had nothing to do with it and that he was upset that the contractor was saying things like that. Beaudin wanted it noted for the public that he was not at all involved with shutting down this project.

Town Manager Burbank said that for the record he could say that David Beaudin had nothing to do with halting or slowing the project. Mt. Coolidge Construction, LLC, chose to slow down on their own. There was never a cease and desist order issued by the Town.

Motion to close the public hearing.

Motion: Jim Spanos Second: John Hettinger

All in Favor: (5-0)

Motion to approve the application with changes described.

Motion: Jim Spanos Second: John Hettinger

All in Favor: (5-0)

IV. CONTINUING AND OTHER BUSINESS (Staff and Planning Board Member/Alternates).

Master Plan

Karen Fitzgerald of FitzDesign sent a letter quoting fees for assistance with the Master Plan. The Planning Board discussed the numbers and what was changed from the original quote.

Chair Romprey said that this quote was very close to our budget.

Burbank said the overage would be taken into account with the next budget.

There was a brief discussion among the Planning Board members.

Motion to accept the quote form FitzDesign

Motion: Jim Spanos Second: OJ Robinson

All in Favor: (5-0)

Herbert Lahout's restaurant approval at 31 Main Street (Map 112 Lot 027)

Chair Romprey read a letter from Herbert Lahout relinquishing the approval for a restaurant at 31 Main Street. (See Appendix E. E-mail from Herbert Lahout dated December 18, 2014, withdrawing only the restaurant use.)

Conceptual for new water ride at Clarks Trading Post

Callum Grant presented to the Planning Board a conceptual for a new water coaster ride at Clarks Trading Post. The proposed ride is a water ride that uses a small amount of water to convey, but does not require patrons to wear a bathing suit because it is not a wet ride. It is a "crossover" ride.

Grant showed the Planning Board a rough draft plan where the ride would be built. The ride would be located mostly in the current area of the parking lot at the north end of the lot. There were questions about whether any new buildings might go in and how people would get to the

ride from within the current park.

Strickon asked if a new building would be going up as well.

Grant said that there was a potential for a restroom building later on.

Rompney asked what the water usage was.

Grant said that the ride requires a reservoir of about 6,000 gallons of water that recirculates. The water is treated like a swimming pool. Grant stated that HEB Engineers, Inc., of North Conway, NH, has been contracted to do the site work.

Bont stated to the Planning Board that the project would also be decreasing the amount of impermeable surface (less pavement) which NH DES would find appealing.

The Planning Board had no major issues with this conceptual.

The Ice Castle

Helen Rodgers presented the Planning Board with a copy of a petition from business owners about the impact of the Ice Castle.

Jim Spanos read the petition to the Planning Board. (See Appendix F. Petition is attached to these minutes).

February 9, 2015 We the undersigned business owners located in Lincoln New Hampshire hereby express our frustration with the traffic situation created by the Ice Castle. We applaud the many attempts made to resolve the situation but the fact remains clear that the existing plan is ineffective.

The negative impact on our businesses is substantial. Customers are stuck in traffic jams, getting frustrated, and consequently diverting their plans. During historical peak shopping times, we see a huge decline in business.

We hear both the locals as well as second-home owners of their frustration with the traffic. Locals can't get home from work in a timely manner...second homeowners displeased with the chaos Lincoln has become.

The issue of public safety seems to be ignored. People walking at night on Main Street and Railroad Street...without sidewalks!! If an emergency did happen at the Ice Castle, how would responders get access??

The Planning Board and Selectmen of Lincoln must plan a new course of action prior to this Friday, February 13th. Should the DOT be involved??

We are trusting that your actions will prove positive. Our businesses rely on your ability

to remedy the situation at hand.

(23 Signatures)

Chair Romprey stated there was a Board of Selectmen's meeting on Monday night at which the issue of the Ice Castle traffic was discussed. Romprey asked what mitigation plans will be put into effect this coming weekend.

Town Manager Burbank said there have been continuous meetings. The traffic plan is continually being modified.

Police Chief Smith said that NH Department of Transportation (DOT) is changing their signs to divert all traffic to exit 33 and then to the Whale's Tale parking lot. The Ice Castle donated \$5,000 toward a new electronic sign that should be here next week. This will give us enough signs to divert the traffic. Heading west on Main Street after Connector Road there will be two lanes of traffic. One lane is for through traffic and one lane is for turning into the Ice Castle, Rodgers Ski Shop or other businesses on Railroad Street.

Chair Romprey confirmed that there would be a drive through lane in the center and a right turn lane on the right.

Police Chief Smith said that was correct and that there would be two (three?) officers out there on Saturday, one working in the center, one dealing with emergencies and one helping traffic going to businesses on Railroad Street.

Chair Romprey asked how vehicles exiting the complex would be handled.

Police Chief Smith said that vehicles coming out of Railroad Street would be taking a right hand turn only.

Chair Romprey said that the right turning vehicles would have to go back to North Lincoln and come back into town.

Police Chief Smith said that coming across the East down Main Street at Connector Road there would be an electronic sign that would say "Detour to RT 93" and "Parking for Ice Castles" to direct them to North Lincoln.

Chair Romprey asked if there was enough offsite parking at the Whale's Tale to accommodate the number of vehicles that might be here.

Police Chief Smith said that with the parking available at Whale's Tale and backup parking at Clarks Trading Post if we need it, there are enough parking spaces. Right now they are not even filling up the parking lot at Whale's Tale. It is a matter of educating people to park at Whale's Tale. Ice Castle has now changed their web site so that it is clear that parking for the Ice Castle will be at Whale's Tale.

Chair Romprey said that he had noticed that change in parking instructions on Ice Castle's website and that the Ice Castle is now allocating times for tickets.

Police Chief Smith said that with the allocation of times for tickets, the Ice Castle is now cutting down the number of people who will be trying to get into the ice castle at the busy times.

Chair Romprey asked what the peak hours were.

Rick Kelley said the peak times for vehicles leaving Loon Mountain starts around 3:45 pm to about 5:30 pm.

Rick Kelley said that the key is not to let vehicles park in the Hobo parking lot. Once vehicles park at Hobo it interrupts the through traffic and you cannot keep up with the volume especially during peak periods.

Chair Romprey asked if Police Chief Smith if he needed additional manpower would it be readily available this weekend.

Police Chief Smith said they are working with the Grafton County Sheriff's Department which has 32 deputies and Sheriff's Department should be able to provide the manpower.

Romprey asked if the Fire Department can direct traffic.

Fire Chief Beard said the fire department could not legally direct traffic for an event unless it is in response to an incident that they were toned to respond to.

Strickon said that the traffic on Pollard Road on Saturdays between 4:30PM and 7:00PM is in mayhem. There are many cars and most are travelling over the speed limit. Strickon asked Police Chief Smith if he could put an empty police car on Pollard Road. Strickon stated the traffic problem is caused by a combination of St. Joseph's Church letting out and the bars turning out and the motorists who know the back roads are ripping down Pollard Road. Strickon said that the users of Pollard Road are people who know the back streets and are going 40 mile per hour.

Police Chief Smith said that there would be a decoy on Pollard Road.

Spanos asked if the Police Department will follow this protocol again next week or the week after.

Police Chief Smith said that every day the traffic situation is changing. They will be watching the traffic situation closely. Police Chief Smith said that the second sign should be in soon as they put in a rush order for it.

Chair Romprey asked Town Manager Burbank if he thought that Police Chief Smith and Town Manager Burbank could handle the Ice Castle traffic situation from this point on.

Town Manager Burbank said that with the expertise in this room (Rick Kelley has been invaluable) plans to facilitate the smooth movement of traffic is a work in progress. Moving this traffic is a priority. Town Manager Burbank said that we need get a system for moving traffic smoothly “down pat” because the Town is growing and traffic issues are going to become the norm, not the exception.

Chair Romprey said that his understanding is that if we have to do additional mitigation measures that the Ice Castle will pay for it. Chair Romprey thanked Rick Kelley for the donation.

Strickon asked if there was a problem with the Woodstock traffic light.

Police Chief Smith said that if there is a problem with the Woodstock traffic light, we do have Deputy Sheriffs and they can take care of the traffic light situation in Woodstock. Lincoln Police do not have jurisdiction over a light outside of Lincoln. Having that second officer there will be important. If we need to we can always get a third person. We can always take a third Lincoln officer and move him someplace if there is an emergency. Police Chief Smith said that every time they have had to manage large volumes of traffic they run into different problems but he believes their current traffic management plan will cover any anticipated problems.

Romprey asked for confirmation that from the Goodies Mobil Station at 85 Main Street (Map 113, Lot 074) going west there will two lanes: one lane in the center for going straight and one lane on the right for turning into any business on the right.

Rick Kelley said that in the plan there are twelve (12) parking spaces that will be eliminated along Main Street to get the extra turn lane.

Town Manager Burbank asked the Chief Smith if the police department would tow cars parked in those twelve (12) spaces.

Police Chief Smith said that they would leave the cars there and use the center lane for a through lane and the other lane for right turns.

Chair Romprey said that was acceptable as long as we can get people in there. Vehicles that want to go back to Loon will have to go around, back on the highway to exit 33 and then back down Route 3 to Connector Road.

Helen Rodgers asked if Police Chief Smith and others were saying that motorists would not be allowed to park at the Ice Castle.

Chair Romprey said that motorists looking to go to the Ice Castle are being redirected to exit 33.

Police Chief Smith said they are trying to make Whale’s Tale the primary parking for the Ice Castle. Some people will still be going to park at the Ice Castle. When traffic going to the Ice Castle is slow and not interfering with through traffic, motorists will be allowed to park in the parking lot at the Ice Castle. If traffic is busy, motorists looking to go the Ice Castle will be

redirected to the Whale's Tale to park.

Hettinger said that skiers who rent ski equipment from Rodgers Ski & Sport Shop are having problems getting skis back in the evenings because people cannot park near Rodgers Ski & Sport Shop to drop off their equipment. People are having to walk quite a ways to return their equipment. Once they get to Rodgers they cannot park anywhere.

Chair Romprey said that if the motorists are in the right hand lane they can pull into Rodgers Ski and Sport.

David Rodgers said that the Town bylaws [Land Use Plan Ordinance and Site Plan Review Regulations] say that in order for any business to have off premise parking the applicant and property owners must come before the Planning Board for Site Plan Review. The Planning Board is not requiring applicants to go through Site Plan Review to get approval for offsite parking at this point in time.

Chair Romprey said that the Planning Board never has. Special Events like the Highland Games and the BrewFest have relied on donated parking or school parking. Typically that policy has not been challenged. In this case where Clarks Trading Post has opened up their parking lot as a backup parking option, that will free up a lot of space.

Selectman Robinson said having the event go through Site Plan Review would slow down the process. Robinson asked David Rodgers if Rodgers was asking the Planning Board to have the Ice Castle go through Site Plan Review.

Helen Rodgers said no but the operators of the Ice Castle are not making it clear in their advertising or on their website that they want people coming to see the Ice Castle to park offsite.

Chair Romprey said that is what the Town is doing with the signage; the Town is diverting the traffic offsite.

Selectman Robinson said that from now on when you book a ticket for the Ice Castle, the ticket will have a specified time on it for you to attend. And they tell you to get off the interstate (I-93) at exit 33.

Chair Romprey said that as he understand it, Ice Castle staff are calling people who have already purchased tickets and giving them specific times when they may attend as well.

Selectman Robinson said the Ice Castle staff are telling ticketholders they call to park at Whale's Tale.

Helen Rodgers asked if some of these signs will not be up until Monday.

Chair Romprey asked if Rodgers meant the direction signs.

Selectman Robinson said that the Town is anticipating that every element of the traffic mitigation

plan that was talked about at this meeting will be in place this Saturday unless the Police Department does not get the second sign in time. That second sign will go up whenever it is received.

Police Chief Smith said that it was actually the fourth (4th) sign. The Town will not receive the fourth (4th) sign until next week. There are enough electronic signs and enough signage that this traffic plan will work.

Selectman Robinson said, “Three signs and everything they talked about would be in place this Saturday.”

Fire Chief/Planning Board Alternate/Employee of NH DOT Ron Beard asked if the NH DOT was going to change the northbound sign on the Highway.

Police Chief Smith said the change in the sign will happen at 2:00PM rather than 3:00PM, so they are moving the time of the message up one hour.

Fire Chief/Alternate Ron Beard said that he did not think that the signs on the highway should be left on 24 hours per day/seven days per week (24/7) throughout the whole Massachusetts school vacation week.

Police Chief Smith said that the electronic signs would go on between 2:00PM and certain later hours.

Hettinger asked if the Ice Castle staff could put on their web site that alternate parking is at Whale’s Tale.

Several Planning Board member stated that the message about parking at Whale’s Tale was already on the Ice Castle web site.

Helen Rodgers said that parking at “Whale’s Tale” cannot be called “alternate parking”. It needs to be called “parking”.

Rick Kelley said that from 3:00 pm to 7:00 pm motorists for the Ice Castle should be parking at Whale’s Tale.

Police Chief Smith said he would be talking to the owner of the Ice Castle again tomorrow and will meet them again and stress that. All of next week will be a day to day operation because we do not know how traffic will be.

Town Manager Burbank said that this “online ticket purchase only” significantly reduced their business. The Ice Castle staff is receiving complaints from customers because customers now have to choose if they want to see the ice castle during the day or at night. Before they would buy a ticket. Go see the castle during the later afternoon. Go for dinner and then return to see the Ice Castle again at night. Ice Castle staff has been more than cooperative in their efforts.

David Rodgers said that traffic cannot be bottlenecked like it was last weekend and the weekend before.

Chair Romprey said he was familiar with this traffic management plan when it was presented a few years ago. The plan was meant for large functions; that is what it was designed for.

Paul Beaudin asked if Ice Castles was coming back for Site Plan Review next year.

Chair Romprey most likely it would.

Paul Beaudin said that if the Ice Castle comes back next year, everyone involved in traffic management and other aspects should all come together in one room and say, "This is what we didn't like about it." Right now there is nothing for sure because you are saying you do not know.

Chair Romprey said that what he does not know is if the Ice Castles will even be back to Lincoln next year. The Ice Castle is not a bad thing, but it has to be managed right. We will have to see if what has been put together for a traffic plan will work. There is a very good chance this will work successfully.

Chair Romprey thought that if there was 40,000 visitors in a weekend the traffic plan would not work, but he does not think that would happen.

Paul Beaudin said that the Town will not get the 40,000 cars this year due to the restrictions the Ice Castle staff put on themselves – timed tickets.

Chair Romprey said that Ice Castles is making a serious effort to make it work in Lincoln.

Paul Beaudin said that he agreed, but that the Ice Castle's popularity has grown since last year.

David Rodgers said that he just wants everyone to be happy.

Chair Romprey said that the Town wants to get traffic in and out of Town and give everyone an equal opportunity to run their business.

Town Manager Burbank said that the police web site is updated daily on traffic changes.

David Rodgers stated that he wants to make sure that the Ice Castle has their "primary" parking listed as the Whale's Tale.

Chief said he will be discussing that issue again with the Ice Castle staff tomorrow and they were supposed to do that.

Rick Kelley said Ryan Davis, the owner of the Ice Castle, and he have discussed this matter on two or three occasions.

Town Manager Burbank said that no one realized how big or popular the Ice Castle was going to get.

Chair Romprey asked if they had a traffic issue when the Ice Castle was at Loon Mountain.

Rick Kelley said that a traffic jam happened one night at Loon Mountain and then they changed where everyone parked. They parked Ice Castle visitors at South Mountain and bussed them to the Ice Castle.

David Rodgers agreed that they should be parked offsite.

Chair Romprey said that we should let the Police Chief and the Sheriff's Department do their jobs and see if we are still having problems.

The busses will be dropping people off in back of the Ice Castles from Connector Road.

Paul Beaudin asked if that would mess up Connector Road.

Fire Chief/Alternate Ron Beard said that it is all about timing.

Rick Kelley said that three busses should work.

Police Chief Smith mentioned that Clark's Trading Post parking lot was available but that it was not plowed out at this time. Callum Grant said that Clark's was to be a backup lot if Whale's Tale got too full.

Selectman Robinson said that the way the parking is set up now there are 330 spaces, but all of the parking spaces are not all there right now because of other events using parking in the Whale's Tale lot.

Paul Beaudin asked Selectman Robinson (also a principal at Whale's Tale) if there are a lot of snow machines in the Whales Tale parking lot.

Selectman Robinson said that there are at times, but the number and times that snow machines are parked at Whale's Tale varies.

Chair Romprey asked Police Chief Smith if he thought that at least part of Clark's Trading Post parking lot should be plowed as a backup.

Police Chief Smith said he was not sure because they are not filling up Whale's Tale right now, but that it would not hurt if it was plowed.

Selectman Robinson asked if they checked into whether they could use the school parking lot.

Police Chief Smith said that the school is not available this weekend because they have a basketball tournament.

Selectman Robinson also pointed out that there is a tent going in the Whale's Tale parking lot on March 6th for the fundraiser.

Grant said that for the record, Clark's Trading Post was asked to provide parking for the Ice Castle and they did agree, but then they went to the Whale's Tale so Clark's became the backup. Clark's Trading Post has 235 parking spaces on the west side of US Route 3. There is no light in that lot for night time operation.

Chair Romprey said that there is a pretty good chance that this traffic plan will work.

Forest Ridge Paperwork

Town Manager said that Wendy Tanner found the signed Master Plan for Forest Ridge with all the agreements.

There was a brief discussion about the documents. Copies were handed out to the Planning Board to take home to review.

V. PUBLIC PARTICIPATION AND OTHER BUSINESS:

Public comment and opinion are welcome during this open session. However, comments and opinions related to development projects currently being reviewed by the Planning Board will be heard only during a scheduled public hearing when all interested parties have the opportunity to participate.

VI. ADJOURNMENT

Motion to Adjourn at 7:10 PM

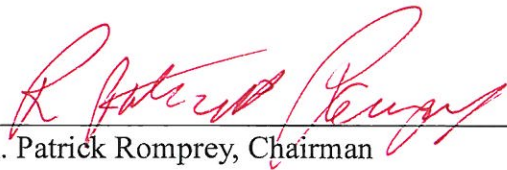
Motion: Jim Spanos Second: Paula Strickon

All in Favor: (5-0)

Respectfully submitted,

Wendy Tanner, Planning and Zoning
Recorder

Dated: February 11, 2015



R. Patrick Romprey, Chairman