



TOWN OF RAYMOND

Planning Board Agenda

June 15, 2023

7 p.m. - Raymond High School
Media Center - 45 Harriman Hill

Public Announcement

*If this meeting is canceled or postponed for any reason the information can be found on our website, posted at Town Hall, Facebook Notification, and RCTV. **

1. Pledge of Allegiance

2. Approval of Minutes

- 05/11/2023(provided in 05/25/2023 packet)
- 06/01/2023

3. Public Hearing-

Requested continuance to 07/20/2023.

Application #2022-015 White Rock LLA: A Lot Line Adjustment has been submitted by Joseph Coronati of Jones and Beach Engineers, Inc. on behalf of Tuck Realty Corp. The applicant is proposing to adjust some lot lines between Tax Map 23 Lot 25 located on Main Street in Raymond NH in Zone D and Tax Map 23 Lot 29 located at 109a Main Street in Raymond NH in Zone B for an overall exchange of .88 acres between the two lots.(cont. 01/19/23, 02/16/23, and 04/06/23)

Application # 2022-008 Onyx Warehouse: A SITE PLAN application is being submitted by Wayne Morrill of Jones & Beach Engineers, Inc. on behalf of ONYX Partners LTD. They are proposing to construct a 550,025 S.F. industrial distribution warehouse with associated loading docks, truck parking, and employee vehicle parking. Property is located on Industrial Drive and Raymond Tax Map 22 / Lots 44,45,46,& 47 and Raymond Tax Map 28-3/Lot 120-1. (cont.11/03/22, 11/17/22, 12/15/22, 01/19/23, 03/02/23, and 04/20/23)

4. Public Comment

5. Other Business

- ◆ Staff Updates-
- ◆ Board Member Updates
- ◆ Any other business brought before the board-

* Note: If you require personal assistance for audio, visual or other special aid, please contact the Selectmen's Office at least 72 hours prior to the meeting. If this meeting is postponed for any reason, it will be held at a time TBD.



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7 p.m. - Raymond High School
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6. Adjournment (NO LATER THAN 10:00 P.M.)

Planning Board 2023 Submittal and Meeting Dates

Submittal Deadline for Completed Application & Materials	Planning Board Meeting Dates (1st & 3rd Thursdays of the Month)
May 18, 2023	June 15, 2023 2022-015 White Rock LLA 2022-008 Onyx Warehouse
June 01, 2023	July 06, 2023 2023-003 Elated Canine LLC. 2023-004 Miendl Road-Design Review
June 15, 2023	July 20, 2023
July 06, 2023	August 03, 2023
July 20, 2023	August 17, 2023
August 03, 2023	September 07, 2023 2022-009 Jewett Warehouse
August 17, 2023	September 21, 2023
September 07, 2023	October 05, 2023
September 21, 2023	October 19, 2023
October 05, 2023	November 02, 2023
October 19, 2023	November 16, 2023
November 02, 2023	December 07, 2023
November 16, 2023	December 21, 2023

* Note: If you require personal assistance for audio, visual or other special aid, please contact the Selectmen’s Office at least 72 hours prior to the meeting. If this meeting is postponed for any reason, it will be held at a time TBD.

JONES & BEACH ENGINEERS INC.

85 Portsmouth Avenue, PO Box 219, Stratham, NH 03885
603.772.4746 - JonesandBeach.com

June 9, 2023

Raymond Planning Board
Attn. Diana Luszcz, Chair
4 Epping Street
Raymond, NH 03077

**RE: Lot Line Adjustment Application
White Rock Place
109A, B, C, & D Main Street, Raymond, NH
Tax Map 23, Lots 24, 25, 28 & 29
JBE Project No. 20564**

Dear Ms. Luszcz,

On behalf of our client, Tuck Realty Corp, Jones & Beach Engineers, Inc. respectfully requests a continuance of the pending application for the above referenced parcel from the June 15th meeting to the July 20th Planning Board meeting. We are still working on obtaining the notarized letters of authorization from the sellers of three of the properties. We hope to have them soon so we can move forward with this application.

Please contact me if you have any questions. Thank you very much for your time.

Very truly yours,
JONES & BEACH ENGINEERS, INC.



Joseph Coronati
Vice President

cc: Michael Garrepy (letter via email)

JONES & BEACH ENGINEERS INC.

85 Portsmouth Avenue, PO Box 219, Stratham, NH 03885
603.772.4746 - JonesandBeach.com

June 8, 2023

Town of Raymond
Attn. Planning Board
4 Epping Street
Raymond, NH 03077

**RE: Traffic Responses
Onyx Partners, LTD
Industrial Drive, Raymond, NH
JBE Project No. 21130
Application # 2022-008**

Dear Planning Board Members,

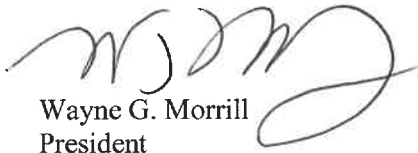
On behalf of our client, Onyx Partners LTD, Jones & Beach Engineers respectfully submits email correspondence on traffic-related comments made at the April 20, 2023 Planning Board meeting.

- Condition of Old Manchester Road – following the meeting, Madeline Dilonno of Rockingham Planning Commission reached out to the Raymond Public Works for information / plans of the construction details of Old Manchester Road. The email response attached confirms that Old Manchester Road was last paved in the late 1980's, but no plans are on file with the town.

We have attached a copy of the response by VAI to the Planning Board on May 2, 2023 for your reference.

It is our understanding that we are complete on all traffic-related items. If you have any additional questions or concerns related to traffic, can the Board send us those items in writing so we can have VAI address. Thank you.

Very truly yours,
JONES & BEACH ENGINEERS, INC.


Wayne G. Morrill
President

cc: Doug Richardson, ONYX Partners (via email)
Jeffrey Dirk, VAI (via email)

Wayne Morrill

CONDITION OF OLD MANCHESTER ROAD

Subject: FW: Old Manchester Road
Attachments: image001.png; image002.jpg; 1493_001.pdf

From: Madeleine Dilonno <mdiionno@therpc.org>
Date: May 10, 2023 at 9:57:51 AM EDT
To: Wayne Morrill <wmorrill@jonesandbeach.com>
Subject: FW: Old Manchester Road

Wayne, see below correspondence from Raymond DPW about Old Manchester Road. It doesn't seem like there's a lot on file.

-Maddie

From: Stacey Grella <sgrella@raymondnh.gov>
Sent: Wednesday, May 10, 2023 9:52 AM
To: Madeleine Dilonno <mdiionno@therpc.org>
Subject: RE: Old Manchester Road

That is all I could find...

S

From: Madeleine Dilonno <mdiionno@therpc.org>
Sent: Wednesday, May 10, 2023 9:23 AM
To: Stacey Grella <sgrella@raymondnh.gov>
Subject: RE: Old Manchester Road

Thanks for your help Stacy! Just to verify, this bylaw is all the town has on file for Old Manchester Rd in terms of road design/weight limit etc.?

From: Stacey Grella <sgrella@raymondnh.gov>
Sent: Friday, May 5, 2023 2:00 PM
To: Madeleine Dilonno <mdiionno@therpc.org>
Subject: RE: Old Manchester Road

Hi Maddie...

I did a little bit of digging and found that Old Manchester was last paved in the late 80's. There is nothing in the works for any road construction there that I am aware of. I did find the attached Bylaw regarding no thru trucking on Old Manchester... Not sure if this is what you're looking for, so let me know if you need anything else from me...

S

Stacey J. Grella, Operations Manager

*Department of Public Works
4 Epping Street
Raymond, NH 03077
603-895-7036
sgrella@raymondnh.gov
M-F 7:30am – 4:00pm*

From: Madeleine Dilonno <mdiionno@therpc.org>
Sent: Thursday, May 4, 2023 4:57 PM
To: Stacey Grella <sgrella@raymondnh.gov>
Subject: Old Manchester Road

Hi Stacey, last week the planning board raised questions about whether Old Manchester Road can accommodate large volumes of tractor trailer traffic and wanted to know if DPW had any design/construction plans for Old Manchester on file. Is that something DPW has and could share? Thanks for your help.

Thanks,
Maddie

Madeleine DiIonno, Regional Planner
Rockingham Planning Commission
156 Water Street
Exeter, NH 03833
Direct line: 603-658-0522
RPC Main line: 603-778-0885
mdiionno@therpc.org

EXTERNAL SENDER: Use caution when following links or opening attachments.

Ref: 9419

May 2, 2023

Ms. Diana Luszcz, Chair
Raymond Planning Board
4 Epping Street
Raymond, NH 03077

Re: Response to Planning Board Comments
Proposed Warehouse/Distribution Facility – Industrial Drive
Raymond, New Hampshire

Dear Chair Luszcz and Members of the Planning Board:

Vanasse & Associates, Inc. (VAI) is providing responses to the questions that were posed by the Planning Board at the April 20, 2023 public hearing for the proposed Warehouse/Distribution Facility to be located off Industrial Drive in Raymond, New Hampshire (hereafter referred to as the “Project”). Listed below is a summary of the questions that were asked by the members of the Planning Board followed by our response on behalf of the Applicant.

Questions 1: *Provide the raw traffic volume counts associated with the multitenant warehouse located in Amherst, New Hampshire that was referenced in the March 24, 2023 letter from VAI.*

Response: The raw traffic volume counts and calculated trip rates per 1,000 square feet measured at the Amherst, New Hampshire warehouse location are attached.

Question 2: *Review the most recent Traffic Impact Assessment prepared for the Mega-X convenience store and update the capacity analysis that was completed in the November 1, 2022 Intersection Improvement Study if necessary.*

Response: A review of the most recent *Traffic Impact Assessment* that was prepared in support of the Mega-X convenience store and fueling facility¹ provided by the Rockingham Planning Commission (RPC) provides updated trip generation calculations for the project resulting from the inclusion of a CAT Scale within the Mega-X facility. The projected increase in traffic associated with the addition of the CAT Scale was shown to be minor (two (2) truck trips during both the weekday morning and evening peak hours) and would not materially change the capacity analysis or alter the findings of the November 1, 2022 Intersection Improvement Study. The subject study for the Mega-X convenience store and fueling facility is attached.

¹*Traffic Impact Assessment*; Proposed Site Plan Modification MEGA-X Facility; Old Manchester Road; Raymond, New Hampshire; Tetra Tech; November 8, 2021.

Ms. Diana Luszcz
May 2, 2023
Page 2 of 2

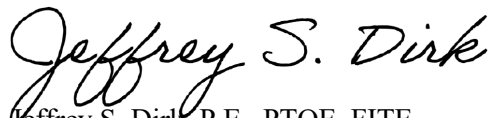
Question 3: *Review the structural section of Old Manchester Road to ensure it can support the additional truck traffic expected to be generated by the Project.*

Response: The construction plans for Old Manchester Road have been requested from the Town of Raymond Department of Public Works and the comment will be addressed by others under separate cover upon receipt of the requested plans.

We trust that this information is responsive to the questions that were raised at the April 20, 2023 Planning Board hearing. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE
Managing partner

Professional Engineer in CT, MA, ME, NH, RI and VA

JSD/dcl

Attachments: Amherst, New Hampshire Warehouse Traffic Volume Data
Traffic Impact Assessment; Proposed Site Plan Modification MEGA-X Facility

cc: File

ATTACHMENTS

MEGA-X TRAFFIC STUDY
AMHERST, NEW HAMPSHIRE WAREHOUSE

MEGA-X TRAFFIC STUDY



To: Town of Raymond Planning Board
Raymond, New Hampshire

From: Robert Woodland, PE

Date: November 8, 2021

Subject: Traffic Impact Assessment
Proposed Site Plan Modification
MEGA-X Facility
Old Manchester Road
Raymond, NH

The following memorandum was prepared in response to the “Engineering Peer Review of Traffic Impact Study” (dated October 12, 2021) prepared by the Town’s traffic consultant, Dubois & King. This memorandum provides the supplemental information requested by the Town’s consultant and is intended to supplement our prior review of the project (dated September 27, 2021).

As discussed in our previous memorandum, Tetra Tech has reviewed the potential traffic impacts associated with the currently proposed site plan modification to the previously approved MEGA-X convenience store and fueling facility to be located on Old Manchester Road (Tax Map 22 Lot 9-1) in Raymond, New Hampshire. The MEGA-X facility had previously been approved for a 6,500 square foot (sf) commercial building including a 5,300 sf convenience market, a 1,200 sf coffee shop (With Drive-Through Window) and 18 fuel pumps (17 fueling positions). The proposed site plan modifications call for the addition of a new CAT Scale automated truck weighing system and 22 additional tractor trailer parking spaces, with no additional retail square footage and no new fuel pumps, relative to the previously approved project.

Vehicle trip generation estimates for the proposed CAT Scale automated truck weighing system were developed based on data provided by the CAT Scale Company. Based on this data, the proposed CAT Scale automated truck weighing system would generate approximately 12 to 15 truck weighs on a typical weekday, with six truck weighs on Saturday and four truck weighs on Sunday. The CAT Scale customer trips would be spread out throughout the day resulting in approximately one entering trip and one exiting trip during the weekday morning and weekday evening commuter peak hours. These minor truck traffic increases will have no noticeable impact on future traffic operations on the surrounding area roadways.

This memorandum documents our findings.

PROJECT DESCRIPTION

The project site is located along Old Manchester Road between NH 101 and Scribner Road in Raymond, New Hampshire (Tax Map 22 Lot 9-1) within the Town of Raymond’s Commercial I Zone. The site consists of approximately 5.2+ acres of land located on the west side of NH 101 and the south side of Scribner Road and is currently vacant. The MEGA-X facility had previously been approved for a proposed 6,500 square foot (sf) facility including a 5,300 sf convenience market, a 1,200 sf coffee shop (With Drive-Through Window) and 18 fuel pumps (17 fueling positions), which is currently under construction.

Access to the site will be provided by two proposed site driveways on the west side of Old Manchester Road and two proposed site driveways on the south side of Scribner Road. The westernmost driveway on Scribner Road will provide access for trucks, while the southernmost driveway along Old Manchester Road will provide egress for trucks. The hours of operations at the facility would be 24 hours a day, seven days a week. The anticipated parking

demands associated with the proposed development will be accommodated by a total of 87 on-site parking spaces (inclusive of 17 spaces provided at the pump islands).

The proposed site plan modification includes the construction of a new CAT Scale automated truck weighing system and 22 additional tractor trailer parking spaces compared to the previously approved truck fueling component of the project. The proposed project would not result in any additional retail square footage, fueling positions, or employees, relative to the previously approved project. A copy of the currently proposed MEGA-X Site Plan is provided attached.

TRIP GENERATION ESTIMATES - PREVIOUSLY APPROVED PROJECT

Vehicle trip generation estimates for the previously approved MEGA-X facility were documented in the Traffic Impact and Access Study, Proposed MEGA-X Convenience Store (With Gas) prepared by Tetra Tech (Dated August 28, 2019). The trip generation estimates were developed based on empirical data collected at a similar existing MEGA-X facility located at 1560 Hooksett Road in Hooksett, New Hampshire. The existing MEGA-X facility includes a 3,218 square foot (sf) convenience store and a 1,200 sf Dunkin Donuts (with drive-through) housed in a single building for a total of 4,418 square feet of development. The traffic data collection effort at the existing facility included gathering customer transaction data for each component of the development and corresponding driveway counts collected for a typical weekday on Wednesday, August 7, 2019.

Customer transaction data for the convenience store (with gas) included in-store customer counts for gas and convenience items and customer sales at the fueling pumps. Customer transaction data for the Dunkin Donuts (with drive-through) included in-store sales at the counter and customers at the drive-through window. The customer transaction data were then compared to the driveway counts to determine the amount of shared trips between the convenience/gas and the Dunkin Donuts customers at the existing facility.

Vehicle trip generation estimates for the proposed 6,500 gross square foot MEGA-X facility were then determined by factoring the observed vehicle trip generation data for the existing 4,418 sf MEGA-X facility to account for the larger proposed 6,500 square foot facility. As currently proposed, approximately 5,300 square feet in the proposed facility would be allocated to the convenience store (with gas) use, with the remaining 1,200 sf allocated for the proposed Dunkin Donuts (with drive-through) use. The vehicle trip generation estimates for the proposed facility were then factored to account for the anticipated shared trips between the convenience store, gas and Dunkin Donuts customers.

A more detailed discussion of the vehicle trip generation estimates for the previously approved MEGA-X facility is provided in the TIAS. The vehicle trip generation estimates for the previously approved project facility is summarized in Table 1.

Table 1 Vehicle Trip Generation Estimates – Previously Approved MEGA-X Facility

Time Period	Convenience Market with Gas Pumps ¹	Coffee Shop with Drive-Through ²	Combined ³	Shared Trips ⁴	Total Project Trips ⁵
Weekday Daily					
Enter	1,953	543	2,496	-563	1,933
Exit	<u>1,953</u>	<u>543</u>	<u>2,496</u>	<u>-563</u>	<u>1,933</u>
Total	3,906	1,086	4,992	-1,126	3,866
Weekday Morning Peak Hour					
Enter	112	93	205	-30	175
Exit	<u>112</u>	<u>93</u>	<u>205</u>	<u>-30</u>	<u>175</u>
Total	224	186	410	-60	350
Weekday Evening Peak Hour					
Enter	166	16	182	-39	143
Exit	<u>166</u>	<u>16</u>	<u>182</u>	<u>-39</u>	<u>143</u>
Total	332	32	364	-78	286

¹Based on empirical data from Hooksett MEGA-X, 3,218 sf, proposed 5,300 sf in Raymond

²Based on empirical data from Hooksett Dunkin' Donuts, 1,200 sf, proposed 1,200 sf in Raymond

³Total trips for both uses.

⁴Based on empirical data from Hooksett MEGA-X/Dunkin' Donuts site (transaction data compared to trip data)

⁵Combined trips minus shared trips between uses, external trips experienced at the site driveways.

CAT TRUCK SCALE CUSTOMER TRIPS

Vehicle trip generation estimates for the proposed addition of a CAT truck scale operations were developed based on data provided by the CAT Scale Company. The CAT Scale Company is the largest truck scale network in the world, operating at over 1800 locations in 47 states and 7 Canadian provinces. The CAT scale system is the first totally automated, full length platform scale, allowing drivers to accurately weigh their entire truck and trailer unit all at once.

The CAT Scale Company currently operates at two existing sites in New Hampshire including the Pilot Travel Center in Bow, New Hampshire and the TA Greenland truck stop in Greenland, New Hampshire. A summary of the anticipated CAT Scale daily customer trips based on the two existing CAT Scale facilities currently operating in New Hampshire is presented in Table 2.

Table 2 Average Daily CAT Scale Customers for Existing Sites in New Hampshire

Direction	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Enter	12	15	14	13	12	6	4
Exit	<u>12</u>	<u>15</u>	<u>14</u>	<u>13</u>	<u>12</u>	<u>6</u>	<u>4</u>
Total	24	30	28	26	24	12	8

1) Based on Average Truck Scale Volume for the two existing CAT Scale sites in New Hampshire.

As shown in Table 2, the proposed CAT truck scale automated truck weighing system is anticipated to generate approximately 12 to 15 customers (truck weighs) on a typical weekday, with six truck weighs on Saturday and four truck weighs on Sunday. The fully automated CAT Scale system does not require any additional employees beyond those associated with previously approved gas station and convenience store uses and will not result in any additional employee trips to and from the site. The CAT Scale customer trips would be spread out through the entire day, with an average of less than one entering customer and one existing customer per hour (proposed 24 hour operation). A more detailed discussion of the potential weekday daily and weekday commuter peak period traffic increases associated with the CAT Scale automated truck weighing system in relation to the prior vehicle trip estimates for the previously approved MEGA-X facility is presented in the following section of this report.

SUMMARY OF TOTAL PROJECT TRIPS

The customer transaction data provided by CAT Scale included daily total customer transactions only and did not include an hourly breakdown by time of day. For the purpose of this assessment and to provide estimates for the weekday morning and weekday evening commuter peak hour traffic increases associated with the CAT Scale operations, it was assumed that up to 80 percent of the daily CAT Scale customer trips (for the busiest weekday observed – 15 trucks weighs) would be uniformly distributed over a 12-hour period (from 6:00 AM to 6:00 PM).

Not all of the CAT Scale customers would result new vehicle trips on the surrounding area roadways. It is anticipated that the majority of CAT Scale customers would be drawn from the future truck traffic associated with the previously approved MEGA-X truck fueling pumps. However, to provide a conservative assessment of potential traffic increases associated with the CAT Scale operations, all of the CAT Scale customer trips were assumed to result in new truck trips to and from the project site. A summary of the potential weekday daily and weekday commuter peak hour traffic increases associated with CAT Scale customers and the previously approved MEGA-X facility is presented in Table 3.

Table 3 Project Trip Generation Summary

Time Period	Previously Approved Project Trips ¹	Currently Proposed CAT Truck Scale Trips ²	Total Project Trips
Weekday Daily			
Enter	1,933	15	1,948
Exit	<u>1,933</u>	<u>15</u>	<u>1,948</u>
<i>Total</i>	3,866	30	3,896
Weekday Morning Peak Hour			
Enter	175	1	176
Exit	<u>175</u>	<u>1</u>	<u>176</u>
<i>Total</i>	350	2	352
Weekday Evening Peak Hour			
Enter	143	1	144
Exit	<u>143</u>	<u>1</u>	<u>144</u>
<i>Total</i>	286	2	288

¹Total external vehicle trips for previously approved project obtained from the “Traffic Impact and Access Study, Proposed MEGA-X Convenience Store (With Gas) Old Manchester Road, Raymond New Hampshire”, (See Table 3) prepared by Tetra Tech (Dated August 28, 2019).

²Weekday Daily Truck Scale customer trips based on observed activity at two existing CAT Scale sites in New Hampshire. Assumes 80% of weekday daily truck scale customer trips will occur between 6:00 AM and 6:00 PM, with a uniform trip distribution over the 12-hour period.

As shown in Table 3, the proposed CAT Scale operations are estimated to generate approximately 30 truck trips a day (15 entering trips and 15 exiting trips) on the busiest weekday, with one new entering truck trip and one new exiting truck trip during both the weekday morning and weekday evening commuter peak hours. These minor traffic increases are not anticipated to result in a noticeable impact on future traffic operations at the site driveways or surrounding area roadways relative to the previously approved MEGA-X facility.

TRUCK IMPACTS AT SITE DRIVEWAYS AND ADJACENT INTERSECTIONS

To assess the potential truck traffic increases associated with the proposed addition of the CAT Scale operations to the previously approved MEGA-X facility, the CAT Scale customer trips were added to the 2030 Build (with Project) weekday morning and weekday evening peak hour traffic volumes presented in the previous detailed Traffic Impact and Access Study, Proposed MEGA-X Convenience Store (With Gas) prepared by Tetra Tech (dated August 28, 2019). Tetra Tech then conducted supplemental intersection capacity analysis for the 2030 Build (With CAT Scale) weekday commuter peak hour traffic volumes for the proposed project site driveways and adjacent intersection of Old Manchester Road and Scribner Road/Industrial Drive. A copy of the intersection capacity analysis worksheets for the 2030 Build (with CAT Scale) weekday morning and weekday evening peak hour is provided attached. A summary of the results supplemental intersection capacity analysis is presented in Table 4.

Table 4 Unsignalized Intersection Capacity Analysis Summary

Intersection	Lane	2030 Build (With CAT Scale) AM Peak Hour				2030 Build (With CAT Scale) PM Peak Hour			
		v/c ¹	Delay ²	LOS ³	95 th Q ⁴	v/c	Delay	LOS	95 th Q
Old Manchester Rd & Scribner Rd/	NB L	0.086	8.0	A	0.3	0.142	8.4	A	0.5
Industrial Dr	EB Ln1	0.107	16.3	C	0.4	0.199	22.9	C	0.7
	EB Ln2	0.143	10.0	B	0.5	0.103	10.3	B	0.3
	WB Ln1	0.092	21.9	C	0.3	0.024	15.6	C	0.1
	SB L	0.010	7.8	A	0.0	0.001	7.7	A	0.0
Scribner Rd & Police Dept. Dr/Site Dr	NB Ln1	0.027	10.5	B	0.1	0.039	11.4	B	0.1
	EB L	0.001	7.3	A	0.0	0.000	0.0	A	0.0
	WB L	0.054	7.7	A	0.2	0.051	7.6	A	0.2
	SB Ln1	0.006	11.5	B	0.0	0.004	15.9	C	0.0
Scribner Rd & Truck Access Site Dr	NB Ln1	0.002	10.3	B	0.0	0.002	10.1	B	0.0
	WB L	0.013	8.7	A	0.0	0.004	8.6	A	0.0
Old Manchester Rd & North Site Dr	NB L	0.063	8.2	A	0.2	0.050	8.1	A	0.2
	EB Ln1	0.250	12.5	B	1.0	0.208	12.2	B	0.8
Old Manchester Rd & South Site Dr	EB Ln1	0.028	13.6	B	0.1	0.007	12.9	B	0.0

¹v/c = Volume to capacity ratio ²Delay = Average delay per vehicle (seconds) ³LOS = Level of Service ⁴95th percentile queue length (vehicles)

As shown in Table 4, the capacity analysis indicates that all vehicle movements at the study intersections will continue to operate at acceptable Level-of-Service (LOS) C or better through the projected 2030 Build (With CAT Scale) weekday commuter peak hour conditions. A more detailed discussion of potential vehicle queues at the

proposed project site driveways and adjacent intersection of Old Manchester Road at Scribner Road/Industrial Drive is provided below.

Old Manchester Road at Scribner Road/Industrial Drive

The capacity analysis indicates that all vehicle movements the intersection of Old Manchester Road at Scribner Road/Industrial Drive will operate at acceptable Level-of-Service (LOS) C or better through the projected 2030 Build (With CAT Scale) weekday commuter peak hour conditions. Queues are expected to be less than one vehicle in each approach lane.

Proposed Site Driveways

As shown in Table 4, queues along Scribner Road and Old Manchester Road at the site driveways for left turns into the site are expected to be 0.2 vehicles or less in the projected 2030 Build (with CAT Scale) weekday commuter peak hour conditions. At the easterly site driveway (gas/convenience) along Scribner Road, the site drive northbound approach is expected to have a 95th percentile queue of 0.1 vehicles during both weekday commuter peak hours. At the northerly driveway along Old Manchester Road, the site driveway eastbound approach is expected to have a 95th percentile queue of one vehicle or less during the weekday commuter peak hours. At the southerly driveway along Old Manchester Road, the site driveway eastbound approach is expected to have a 95th percentile queue of 0.1 vehicles or less during the weekday commuter peak hours.

CONCLUSIONS

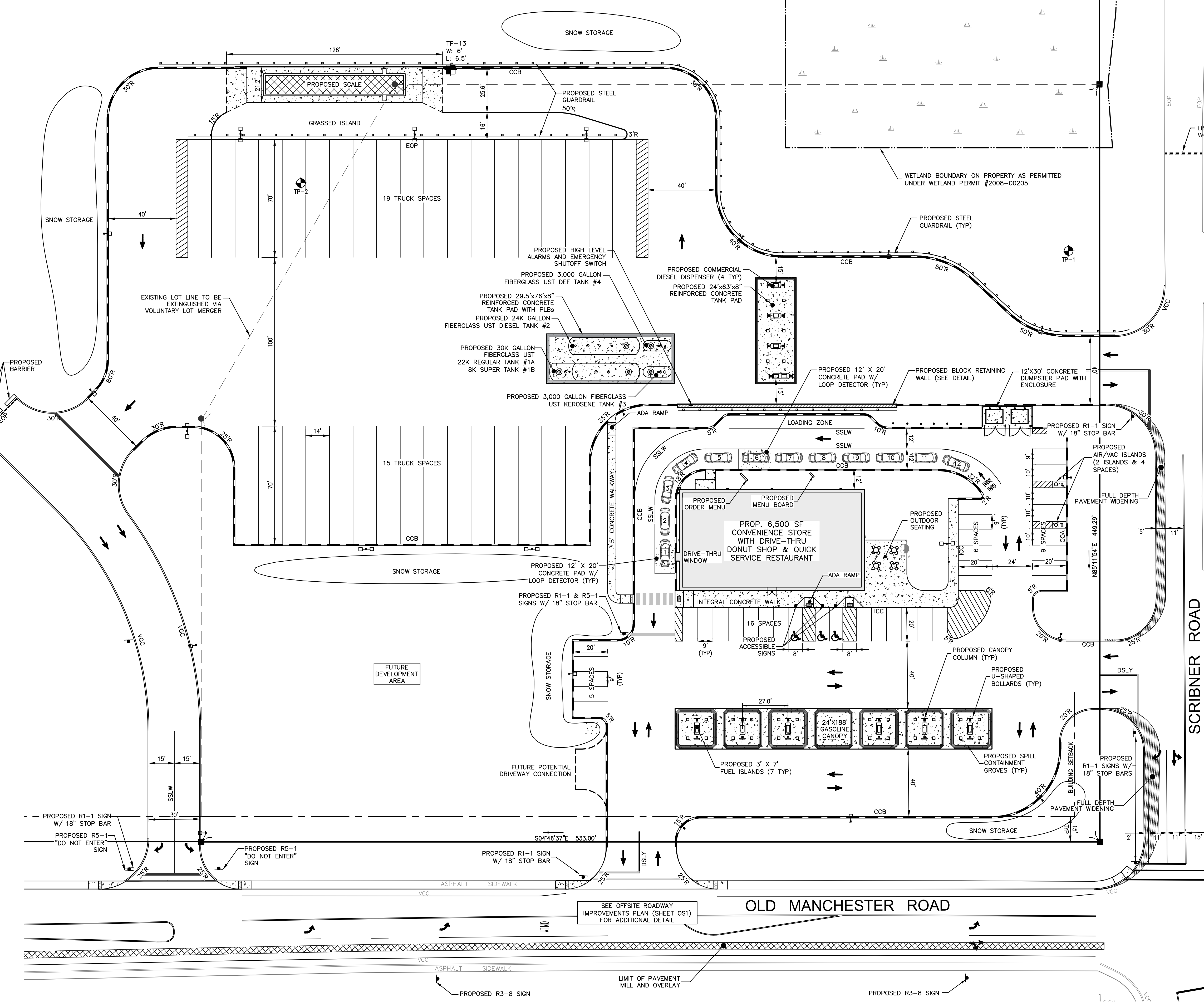
The proposed CAT Scale automated truck weighing system and additional tractor trailer parking spaces associated with the currently proposed site modifications are intended to provide additional amenities to the previously approved MEGA-X facility and are not anticipated to result in noticeable traffic increases, vehicle delays or queues on the surrounding area roadways and intersections.

GENERAL NOTES:

OWNER OF RECORD: MAP 22 LOT 9 1,703,196 SF (39.1 AC ±)

GRANITE MEADOWS, LLC
C/O PD ASSOCIATES, LLC
68 RIVER BEND WAY
MANCHESTER, NH 03103
BOOK 5018 PAGE 0398

- THE PURPOSE OF THIS PLAN IS TO CONSTRUCT A GAS STATION W/ CONVENIENCE STORE AND DRIVE-THRU WITH SUPPORTING INFRASTRUCTURE.
- THE SUBJECT PARCEL IS ZONED COMMERCIAL 1 (C1 DISTRICT) AND IS SITUATED IN THE GROUNDWATER PROTECTION ZONE.
- THE PROPOSED LOT WILL BE SERVED BY TOWN WATER AND ON-SITE SEPTIC SYSTEMS.
- ALL WORK TO BE DONE IN CONFORMANCE WITH THE TOWN OF RAYMOND REGULATIONS. ALL ROADS, STRUCTURES, AND DRAINAGE TO MEET TOWN OF RAYMOND SPECIFICATIONS.
- ALL BUILDINGS AND SITE CONSTRUCTION SHALL COMPLY WITH THE RULES AND REGULATIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA) AS REVISED IN 2010, OR LATEST EDITION.
- CURRENT COMMERCIAL 1 ZONING REQUIREMENTS:
MINIMUM LOT AREA = 21,780 SF = 0.5 AC
MINIMUM FRONTAGE = 50'
FRONT SETBACK = 15'
SIDE SETBACK = 15'
REAR SETBACK = 15'
PARKING SETBACK = 10'
BUILDING HEIGHT = MAX. 3 STORIES (30')
BUILDING SEPARATION = 30' (1 STORY), 35'(2 STORIES), 45'(3 STORIES), 55'(4 STORIES), 65'(GREATER THAN 5 STORIES)
- PARKING CALCULATIONS:
GASOLINE SUPPLIER REQUIRES 5 SPACES + 1 SPACE/PUMP + 2 SPACES/SERVICE BAY
5 SPACES + 14 GAS PUMPS + 3 DIESEL PUMPS = 22 SPACES
RETAIL-HIGH VOLUME REQUIRES 8 SPACES/1,000 SF GFA
8 * (6,500 SF - 2,400 SF RESTAURANT)/1,000 SF = 33 SPACES
RESTAURANT REQUIRES 1 SPACE/2 SEATS + 1 SPACE/200 SF GFA
40 SEATS/2 + 2,000 SF/200 = 32 SPACES
TOTAL PARKING SPACES REQUIRED = 87 SPACES
PARKING SPACES PROVIDED = 87 SPACES
- WAIVERS REQUESTED:
1. RELIEF FROM SECTION 6.006, PARKING STANDARDS (MIN. SPACES REQUIRED).
- THE TOTAL AREA OF THE PARCEL TO BE DISTURBED BY SITE IMPROVEMENT ACTIVITIES EXCEEDS 100,000 SQUARE FEET, NECESSITATING AN NHDES ALTERATION OF TERRAIN PERMIT.
- IN THE EVENT ACCUMULATIONS OF WINTER SNOW VOLUMES EXCEED ON-SITE STORAGE CAPACITIES, EXCESS VOLUMES OF SNOW SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LEGAL DUMPING SITE.
- SIGN PERMIT SHALL BE OBTAINED PRIOR TO INSTALLATION.
- ALL CATCH BASINS & THE DRAINAGE POND SYSTEMS SHALL BE CLEANED OF DEBRIS TWICE PER YEAR & INSPECTED TO MAKE SURE THEY ARE OPERATING AS DESIGNED. THE TIME OF REMOVAL OF DEBRIS SHOULD BE IN THE SPRING AND FALL SEASONS.
- SEE ARCHITECTURAL PLANS FOR WALKWAYS AND OTHER FEATURES AT THE BUILDINGS. CONTRACTOR TO PERFORM THIS WORK AS DIRECTED BY THE OWNER.
- THE LOCATION OF ANY UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. THE DUBAY GROUP, INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE, THE CONTRACTOR SHALL CONTACT NEW HAMPSHIRE DIG-SAFE TO CONFIRM UTILITY LOCATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS AT THE SITE. THESE PLANS DO NOT EXTEND TO OR INCLUDE SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR THEIR EMPLOYEES, AGENTS OR REPRESENTATIVES IN THE PERFORMANCE OF THE WORK. THE SEAL OF THE SURVEYOR OR ENGINEER HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED INTO THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS WHICH MAY BE REQUIRED BY THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND/OR LOCAL REGULATIONS.
- ALL UNDERGROUND STORAGE TANKS, PRODUCTS AND VENTS SHALL BE COMPLY WITH CURRENT E.P.A. REGULATIONS.
- SNOW AND ICE CONTROL SHALL BE PERFORMED BY A "GREEN SNO-PRO" CERTIFIED CONTRACTOR FOLLOWING BEST MANAGEMENT PRACTICES FOR THE APPLICATION OF DE-ICING MATERIALS.
- PROPOSED BUILDINGS SHALL BE EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH NFPA 101 AND WITH A FIRE ALARM SYSTEM.
- A FIRE SUPPRESSION SYSTEM WILL BE REQUIRED FOR ALL DISPENSING ISLANDS.
- HOURS OF OPERATION:
24 HOURS, 7 DAYS A WEEK
- CONTRACTOR SHALL MAINTAIN AN EFFECTIVE MEANS OF DUST CONTROL DURING THE CONSTRUCTION PERIOD USING WATER TRUCKS AND SWEEPERS AS DEEMED NECESSARY BY THE TOWN INSPECTOR.
- A PRE-BLAST SURVEY SHALL BE REQUIRED OF ALL FOUNDATIONS AND WELLS WITHIN 500' OF THE PROPOSED BLASTING ACTIVITIES.
- SITE WORK IS ONLY ALLOWED MONDAY - SATURDAY BETWEEN 7 AM AND 5 PM.
- THE PROPERTY HERON DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA (100 YR FLOOD) PER FLOOD INSURANCE RATE MAP ROCKINGHAM COUNTY PANEL 190 OF 681, MAP NUMBER 33015C0190E, EFFECTIVE DATE MAY 17, 2005.
- PROPOSED TRUCK EXIT INTENDED TO PROVIDE FUTURE PRIMARY INGRESS AND EGRESS ACCESS FOR REMAINING UNDEVELOPED ACREAGE OF MAP 22 LOT 9. DRIVEWAY AND OFFSITE GEOMETRY WILL BE MODIFIED AND/OR UPGRADED AS NECESSARY TO ACCOMMODATE THE PROPOSED USES THROUGH FUTURE SITE PLAN APPROVALS.



The Dubai Group, Inc.
84 Range Road
Windham, NH 03087
603-458-6462

Engineers
Planners
Surveyors

TheDubayGroup.com

1 INCH = 30 FEET

STATE OF NEW HAMPSHIRE
DOUGLAS G. MacGUIRE
No. 13325
LICENSED PROFESSIONAL ENGINEER

REV.	DATE	COMMENT	BY
1	11/19/19	REVS PER TOWN COMMENTS	SJK
2	12/3/19	REVS PER TOWN COMMENTS	DGM
3	12/13/19	REVISIONS TO OFFSITE PLAN	DGM
5	4/28/20	REVS PER AOT & TOWN COMMENTS	JMM
6	6/23/20	REVS PER TANK DESIGN & GC	SJK
7	6/24/21	REVS PER TRUCK PARKING REDESIGN	JHD
8	07/15/21	REVISED LAYOUT	JHD

DRAWN BY: JHD
CHECKED BY: DGM
DATE: AUG. 21, 2019
SCALE: 1"=30'
FILE: 364-SITE
DEED REF: -

PROJECT:
MEGA-X
MAP 22 LOT 9-1
OLD MANCHESTER ROAD
RAYMOND, NH 03077

OWNER:
NEW SUNSET REALTY, LLC
73 MACINTOSH LANE
BEDFORD, NH 03110

SHEET TITLE:
SITE PLAN

PROJECT #364 SHEET 5 of 21

N:\PROJECTS\364-MegaX-Raymond\DWG\CURRENT\364-SITE.dwg

AMHEST, NEW HAMPSHIRE WAREHOUSE

Transportation Data Corporation
 Mario Perone, mperone1@verizon.net
 tel (781) 587-0086 cell (781) 439-4999

N: #1 Bon Terrain East Drive
 E/W: Bon Terrain Drive
 City, State: Amherst, NH
 Client: VAI/A. Arseneault

File Name : 05577A
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Cars & Peds - Trucks & Buses

Start Time	#1 Bon Terrain Easterly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
06:00 AM	4	0	0	0	0	0	0	0	0	4
06:15 AM	4	3	0	0	0	0	0	0	0	7
06:30 AM	5	1	0	0	0	0	0	0	0	6
06:45 AM	13	2	0	0	0	0	0	0	0	15
Total	26	6	0	0	0	0	0	0	0	32
07:00 AM	6	0	0	0	0	0	0	0	0	6
07:15 AM	7	1	0	0	0	0	0	0	0	8
07:30 AM	1	0	0	0	0	0	0	0	0	1
07:45 AM	4	0	0	0	0	0	0	0	0	4
Total	18	1	0	0	0	0	0	0	0	19
08:00 AM	2	2	0	0	0	0	0	0	0	4
08:15 AM	2	2	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	4	0	0	0	0	0	0	0	6
Total	6	8	0	0	0	0	0	0	0	14
Grand Total	50	15	0	0	0	0	0	0	0	65
Apprch %	76.9	23.1	0	0	0	0	0	0	0	
Total %	76.9	23.1	0	0	0	0	0	0	0	
Cars & Peds	47	12	0	0	0	0	0	0	0	59
% Cars & Peds	94	80	0	0	0	0	0	0	0	90.8
Trucks & Buses	3	3	0	0	0	0	0	0	0	6
% Trucks & Buses	6	20	0	0	0	0	0	0	0	9.2

Start Time	#1 Bon Terrain Easterly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	5	1	0	6	0	0	0	0	0	0	0	0	6
06:45 AM	13	2	0	15	0	0	0	0	0	0	0	0	15
07:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	6
07:15 AM	7	1	0	8	0	0	0	0	0	0	0	0	8
Total Volume	31	4	0	35	0	0	0	0	0	0	0	0	35
% App. Total	88.6	11.4	0		0	0	0	0	0	0	0	0	
PHF	.596	.500	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000	.583
Cars & Peds	31	4	0	35	0	0	0	0	0	0	0	0	35
% Cars & Peds	100	100	0	100	0	0	0	0	0	0	0	0	100
Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks & Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

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 Client: VAI/A. Arseneault

File Name : 05577A
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Cars & Peds

Start Time	#1 Bon Terrain Easterly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
06:00 AM	3	0	0	0	0	0	0	0	0	3
06:15 AM	4	1	0	0	0	0	0	0	0	5
06:30 AM	5	1	0	0	0	0	0	0	0	6
06:45 AM	13	2	0	0	0	0	0	0	0	15
Total	25	4	0	0	0	0	0	0	0	29
07:00 AM	6	0	0	0	0	0	0	0	0	6
07:15 AM	7	1	0	0	0	0	0	0	0	8
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	3	0	0	0	0	0	0	0	0	3
Total	16	1	0	0	0	0	0	0	0	17
08:00 AM	2	2	0	0	0	0	0	0	0	4
08:15 AM	2	2	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	3	0	0	0	0	0	0	0	5
Total	6	7	0	0	0	0	0	0	0	13
Grand Total	47	12	0	0	0	0	0	0	0	59
Apprch %	79.7	20.3	0	0	0	0	0	0	0	
Total %	79.7	20.3	0	0	0	0	0	0	0	

Start Time	#1 Bon Terrain Easterly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
06:30 AM	5	1	0	6	0	0	0	0	0	0	0	0	6
06:45 AM	13	2	0	15	0	0	0	0	0	0	0	0	15
07:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	6
07:15 AM	7	1	0	8	0	0	0	0	0	0	0	0	8
Total Volume	31	4	0	35	0	0	0	0	0	0	0	0	35
% App. Total	88.6	11.4	0		0	0	0		0	0	0		
PHF	.596	.500	.000	.583	.000	.000	.000	.000	.000	.000	.000	.000	.583

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N: #1 Bon Terrain East Drive
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 City, State: Amherst, NH
 Client: VAI/A. Arseneault

File Name : 05577A
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Trucks & Buses

Start Time	#1 Bon Terrain Easterly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
06:00 AM	1	0	0	0	0	0	0	0	0	1
06:15 AM	0	2	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	0	0	0	0	0	0	3
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	1
Grand Total	3	3	0	0	0	0	0	0	0	6
Apprch %	50	50	0	0	0	0	0	0	0	
Total %	50	50	0	0	0	0	0	0	0	

Start Time	#1 Bon Terrain Easterly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
06:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
06:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	0	3	0	0	0	0	0	0	0	0	3
% App. Total	33.3	66.7	0		0	0	0		0	0	0		
PHF	.250	.250	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.375

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 06:00 AM

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N: #1 Bon Terrain West Drive
 E/W: Bon Terrain Drive
 City, State: Amherst, NH
 Client: VAI/A. Arseneault

File Name : 05577B
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Cars & Peds - Trucks & Buses

Start Time	#1 Bon Terrain Westerly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
06:00 AM	2	0	0	0	0	0	0	0	0	2
06:15 AM	2	2	0	0	0	0	0	0	0	4
06:30 AM	2	0	0	0	0	0	0	0	0	2
06:45 AM	1	0	0	0	0	0	0	0	0	1
Total	7	2	0	0	0	0	0	0	0	9
07:00 AM	4	1	0	0	0	0	0	0	0	5
07:15 AM	10	0	0	0	0	0	0	0	0	10
07:30 AM	0	2	0	0	0	0	0	0	0	2
07:45 AM	3	1	0	0	0	0	0	0	0	4
Total	17	4	0	0	0	0	0	0	0	21
08:00 AM	2	0	0	0	0	0	0	0	0	2
08:15 AM	2	3	0	0	0	0	0	0	0	5
08:30 AM	3	1	0	0	0	0	0	0	0	4
08:45 AM	3	2	0	0	0	0	0	0	0	5
Total	10	6	0	0	0	0	0	0	0	16
Grand Total	34	12	0	0	0	0	0	0	0	46
Apprch %	73.9	26.1	0	0	0	0	0	0	0	
Total %	73.9	26.1	0	0	0	0	0	0	0	
Cars & Peds	27	4	0	0	0	0	0	0	0	31
% Cars & Peds	79.4	33.3	0	0	0	0	0	0	0	67.4
Trucks & Buses	7	8	0	0	0	0	0	0	0	15
% Trucks & Buses	20.6	66.7	0	0	0	0	0	0	0	32.6

Start Time	#1 Bon Terrain Westerly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
07:00 AM	4	1	0	5	0	0	0	0	0	0	0	0	5
07:15 AM	10	0	0	10	0	0	0	0	0	0	0	0	10
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
07:45 AM	3	1	0	4	0	0	0	0	0	0	0	0	4
Total Volume	17	4	0	21	0	0	0	0	0	0	0	0	21
% App. Total	81	19	0		0	0	0		0	0	0		
PHF	.425	.500	.000	.525	.000	.000	.000	.000	.000	.000	.000	.000	.525
Cars & Peds	17	1	0	18	0	0	0	0	0	0	0	0	18
% Cars & Peds	100	25.0	0	85.7	0	0	0	0	0	0	0	0	85.7
Trucks & Buses	0	3	0	3	0	0	0	0	0	0	0	0	3
% Trucks & Buses	0	75.0	0	14.3	0	0	0	0	0	0	0	0	14.3

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N: #1 Bon Terrain West Drive
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 City, State: Amherst, NH
 Client: VAI/A. Arseneault

File Name : 05577B
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Cars & Peds

Start Time	#1 Bon Terrain Westerly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
06:00 AM	1	0	0	0	0	0	0	0	0	1
06:15 AM	2	0	0	0	0	0	0	0	0	2
06:30 AM	2	0	0	0	0	0	0	0	0	2
06:45 AM	1	0	0	0	0	0	0	0	0	1
Total	6	0	0	0	0	0	0	0	0	6
07:00 AM	4	1	0	0	0	0	0	0	0	5
07:15 AM	10	0	0	0	0	0	0	0	0	10
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	3	0	0	0	0	0	0	0	0	3
Total	17	1	0	0	0	0	0	0	0	18
08:00 AM	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	0	0	0	0	0	0	1
08:30 AM	2	0	0	0	0	0	0	0	0	2
08:45 AM	1	2	0	0	0	0	0	0	0	3
Total	4	3	0	0	0	0	0	0	0	7
Grand Total	27	4	0	0	0	0	0	0	0	31
Apprch %	87.1	12.9	0	0	0	0	0	0	0	
Total %	87.1	12.9	0	0	0	0	0	0	0	

Start Time	#1 Bon Terrain Westerly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 06:30 AM													
06:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
06:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
07:00 AM	4	1	0	5	0	0	0	0	0	0	0	0	5
07:15 AM	10	0	0	10	0	0	0	0	0	0	0	0	10
Total Volume	17	1	0	18	0	0	0	0	0	0	0	0	18
% App. Total	94.4	5.6	0		0	0	0		0	0	0		
PHF	.425	.250	.000	.450	.000	.000	.000	.000	.000	.000	.000	.000	.450

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N: #1 Bon Terrain West Drive
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 Client: VAI/A. Arseneault

File Name : 05577B
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Trucks & Buses

Start Time	#1 Bon Terrain Westerly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
06:00 AM	1	0	0	0	0	0	0	0	0	1
06:15 AM	0	2	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	0	0	0	0	0	0	3
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	2	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	0	0	3
08:00 AM	1	0	0	0	0	0	0	0	0	1
08:15 AM	2	2	0	0	0	0	0	0	0	4
08:30 AM	1	1	0	0	0	0	0	0	0	2
08:45 AM	2	0	0	0	0	0	0	0	0	2
Total	6	3	0	0	0	0	0	0	0	9
Grand Total	7	8	0	0	0	0	0	0	0	15
Apprch %	46.7	53.3	0	0	0	0	0	0	0	
Total %	46.7	53.3	0	0	0	0	0	0	0	

Start Time	#1 Bon Terrain Westerly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	2	2	0	4	0	0	0	0	0	0	0	0	4
08:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	6	3	0	9	0	0	0	0	0	0	0	0	9
% App. Total	66.7	33.3	0		0	0	0		0	0	0		
PHF	.750	.375	.000	.563	.000	.000	.000	.000	.000	.000	.000	.000	.563

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 Client: VAI/A. Arseneault

File Name : 05577AA
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Cars & Peds - Trucks & Buses

Start Time	#1 Bon Terrain Easterly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
03:00 PM	5	3	0	0	0	0	0	0	0	8
03:15 PM	4	9	0	0	0	0	0	0	0	13
03:30 PM	4	11	0	0	0	0	0	0	0	15
03:45 PM	1	5	0	0	0	0	0	0	0	6
Total	14	28	0	0	0	0	0	0	0	42
04:00 PM	1	4	0	0	0	0	0	0	0	5
04:15 PM	0	3	0	0	0	0	0	0	0	3
04:30 PM	1	1	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	8	0	0	0	0	0	0	0	10
05:00 PM	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	0	0	0	3
Grand Total	18	37	0	0	0	0	0	0	0	55
Apprch %	32.7	67.3	0	0	0	0	0	0	0	
Total %	32.7	67.3	0	0	0	0	0	0	0	
Cars & Peds	13	31	0	0	0	0	0	0	0	44
% Cars & Peds	72.2	83.8	0	0	0	0	0	0	0	80
Trucks & Buses	5	6	0	0	0	0	0	0	0	11
% Trucks & Buses	27.8	16.2	0	0	0	0	0	0	0	20

Start Time	#1 Bon Terrain Easterly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
03:00 PM	5	3	0	8	0	0	0	0	0	0	0	0	8
03:15 PM	4	9	0	13	0	0	0	0	0	0	0	0	13
03:30 PM	4	11	0	15	0	0	0	0	0	0	0	0	15
03:45 PM	1	5	0	6	0	0	0	0	0	0	0	0	6
Total Volume	14	28	0	42	0	0	0	0	0	0	0	0	42
% App. Total	33.3	66.7	0		0	0	0		0	0	0		
PHF	.700	.636	.000	.700	.000	.000	.000	.000	.000	.000	.000	.000	.700
Cars & Peds	11	24	0	35	0	0	0	0	0	0	0	0	35
% Cars & Peds	78.6	85.7	0	83.3	0	0	0	0	0	0	0	0	83.3
Trucks & Buses	3	4	0	7	0	0	0	0	0	0	0	0	7
% Trucks & Buses	21.4	14.3	0	16.7	0	0	0	0	0	0	0	0	16.7

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

Transportation Data Corporation
 Mario Perone, mperone1@verizon.net
 tel (781) 587-0086 cell (781) 439-4999

N: #1 Bon Terrain East Drive
 E/W: Bon Terrain Drive
 City, State: Amherst, NH
 Client: VAI/A. Arseneault

File Name : 05577AA
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Cars & Peds

Start Time	#1 Bon Terrain Easterly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
03:00 PM	5	2	0	0	0	0	0	0	0	7
03:15 PM	3	7	0	0	0	0	0	0	0	10
03:30 PM	3	11	0	0	0	0	0	0	0	14
03:45 PM	0	4	0	0	0	0	0	0	0	4
Total	11	24	0	0	0	0	0	0	0	35
04:00 PM	0	3	0	0	0	0	0	0	0	3
04:15 PM	0	2	0	0	0	0	0	0	0	2
04:30 PM	1	1	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	6	0	0	0	0	0	0	0	7
05:00 PM	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	2
Grand Total	13	31	0	0	0	0	0	0	0	44
Apprch %	29.5	70.5	0	0	0	0	0	0	0	
Total %	29.5	70.5	0	0	0	0	0	0	0	

Start Time	#1 Bon Terrain Easterly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
03:00 PM	5	2	0	7	0	0	0	0	0	0	0	0	7
03:15 PM	3	7	0	10	0	0	0	0	0	0	0	0	10
03:30 PM	3	11	0	14	0	0	0	0	0	0	0	0	14
03:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	4
Total Volume	11	24	0	35	0	0	0	0	0	0	0	0	35
% App. Total	31.4	68.6	0		0	0	0		0	0	0		
PHF	.550	.545	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.625

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 03:00 PM

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N: #1 Bon Terrain East Drive
 E/W: Bon Terrain Drive
 City, State: Amherst, NH
 Client: VAI/A. Arseneault

File Name : 05577AA
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Trucks & Buses

Start Time	#1 Bon Terrain Easterly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
03:00 PM	0	1	0	0	0	0	0	0	0	1
03:15 PM	1	2	0	0	0	0	0	0	0	3
03:30 PM	1	0	0	0	0	0	0	0	0	1
03:45 PM	1	1	0	0	0	0	0	0	0	2
Total	3	4	0	0	0	0	0	0	0	7
04:00 PM	1	1	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	1
Grand Total	5	6	0	0	0	0	0	0	0	11
Apprch %	45.5	54.5	0	0	0	0	0	0	0	
Total %	45.5	54.5	0	0	0	0	0	0	0	

Start Time	#1 Bon Terrain Easterly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	1	2	0	3	0	0	0	0	0	0	0	0	3
03:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
Total Volume	4	4	0	8	0	0	0	0	0	0	0	0	8
% App. Total	50	50	0		0	0	0		0	0	0		
PHF	1.00	.500	.000	.667	.000	.000	.000	.000	.000	.000	.000	.000	.667

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N: #1 Bon Terrain West Drive
 E/W: Bon Terrain Drive
 City, State: Amherst, NH
 Client: VAI/A. Arseneault

File Name : 05577BB
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Cars & Peds - Trucks & Buses

Start Time	#1 Bon Terrain Westerly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
03:00 PM	0	1	0	0	0	0	0	0	0	1
03:15 PM	1	2	0	0	0	0	0	0	0	3
03:30 PM	1	9	0	0	0	0	0	0	0	10
03:45 PM	0	5	0	0	0	0	0	0	0	5
Total	2	17	0	0	0	0	0	0	0	19
04:00 PM	1	9	0	0	0	0	0	0	0	10
04:15 PM	0	1	0	0	0	0	0	0	0	1
04:30 PM	2	4	0	0	0	0	0	0	0	6
04:45 PM	0	1	0	0	0	0	0	0	0	1
Total	3	15	0	0	0	0	0	0	0	18
05:00 PM	0	2	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	0	0	4
Grand Total	5	36	0	0	0	0	0	0	0	41
Apprch %	12.2	87.8	0	0	0	0	0	0	0	
Total %	12.2	87.8	0	0	0	0	0	0	0	
Cars & Peds	2	32	0	0	0	0	0	0	0	34
% Cars & Peds	40	88.9	0	0	0	0	0	0	0	82.9
Trucks & Buses	3	4	0	0	0	0	0	0	0	7
% Trucks & Buses	60	11.1	0	0	0	0	0	0	0	17.1

Start Time	#1 Bon Terrain Westerly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
03:15 PM	1	2	0	3	0	0	0	0	0	0	0	0	3
03:30 PM	1	9	0	10	0	0	0	0	0	0	0	0	10
03:45 PM	0	5	0	5	0	0	0	0	0	0	0	0	5
04:00 PM	1	9	0	10	0	0	0	0	0	0	0	0	10
Total Volume	3	25	0	28	0	0	0	0	0	0	0	0	28
% App. Total	10.7	89.3	0		0	0	0		0	0	0		
PHF	.750	.694	.000	.700	.000	.000	.000	.000	.000	.000	.000	.000	.700
Cars & Peds	0	23	0	23	0	0	0	0	0	0	0	0	23
% Cars & Peds	0	92.0	0	82.1	0	0	0	0	0	0	0	0	82.1
Trucks & Buses	3	2	0	5	0	0	0	0	0	0	0	0	5
% Trucks & Buses	100	8.0	0	17.9	0	0	0	0	0	0	0	0	17.9

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

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File Name : 05577BB
 Site Code : 8897
 Start Date : 6/8/2022
 Page No : 1

Groups Printed- Cars & Peds

Start Time	#1 Bon Terrain Westerly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
03:00 PM	0	1	0	0	0	0	0	0	0	1
03:15 PM	0	2	0	0	0	0	0	0	0	2
03:30 PM	0	9	0	0	0	0	0	0	0	9
03:45 PM	0	5	0	0	0	0	0	0	0	5
Total	0	17	0	0	0	0	0	0	0	17
04:00 PM	0	7	0	0	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	2	4	0	0	0	0	0	0	0	6
04:45 PM	0	1	0	0	0	0	0	0	0	1
Total	2	12	0	0	0	0	0	0	0	14
05:00 PM	0	2	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	0	0	0	0	0	3
Grand Total	2	32	0	0	0	0	0	0	0	34
Apprch %	5.9	94.1	0	0	0	0	0	0	0	
Total %	5.9	94.1	0	0	0	0	0	0	0	

Start Time	#1 Bon Terrain Westerly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
03:30 PM	0	9	0	9	0	0	0	0	0	0	0	0	9
03:45 PM	0	5	0	5	0	0	0	0	0	0	0	0	5
04:00 PM	0	7	0	7	0	0	0	0	0	0	0	0	7
Total Volume	0	23	0	23	0	0	0	0	0	0	0	0	23
% App. Total	0	100	0		0	0	0		0	0	0		
PHF	.000	.639	.000	.639	.000	.000	.000	.000	.000	.000	.000	.000	.639

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File Name : 05577BB
 Site Code : 8897
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Groups Printed- Trucks & Buses

Start Time	#1 Bon Terrain Westerly Site Driveway From North			Bon Terrain Drive From East			Bon Terrain Drive From West			Int. Total
	Enter	Exit	Peds	Right	Thru	Peds	Thru	Left	Peds	
03:00 PM	0	0	0	0	0	0	0	0	0	0
03:15 PM	1	0	0	0	0	0	0	0	0	1
03:30 PM	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	0	2
04:00 PM	1	2	0	0	0	0	0	0	0	3
04:15 PM	0	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	3	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	1
Grand Total	3	4	0	0	0	0	0	0	0	7
Apprch %	42.9	57.1	0	0	0	0	0	0	0	
Total %	42.9	57.1	0	0	0	0	0	0	0	

Start Time	#1 Bon Terrain Westerly Site Driveway From North				Bon Terrain Drive From East				Bon Terrain Drive From West				Int. Total
	Enter	Exit	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
03:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	2	0	3	0	0	0	0	0	0	0	0	3
Total Volume	3	2	0	5	0	0	0	0	0	0	0	0	5
% App. Total	60	40	0		0	0	0		0	0	0		
PHF	.750	.250	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.417

	Entering	Exiting			
6:00	6	0	6		
6:15	6	5	11		
6:30	7	1	8		
6:45	14	2	16	41	
7:00	10	1	11	46	
7:15	17	1	18	53	48 enter 5 exit
7:30	1	2	3	48	<i>0.15 AM Trip Rate</i>
7:45	7	1	8	40	<i>91% Enter</i>
8:00	4	2	6	35	<i>9% Exit</i>
8:15	4	5	9	26	
8:30	3	1	4	27	
8:45	5	6	11	30	

	Entering	Exiting			
6:00	2	0	2		
6:15	0	4	4		
6:30	0	0	0		
6:45	0	0	0	6	
7:00	0	0	0	4	
7:15	0	0	0	0	0 enter 0 exit
7:30	1	2	3	3	
7:45	1	1	2	5	
8:00	1	0	1	6	
8:15	2	2	4	10	
8:30	1	1	2	9	
8:45	2	1	3	10	

0.00 AM Trip Rate (Trucks)

50% Enter

50% Exit

Note: concurrent with Peak Hour of Generator

	Entering	Exiting			
3:00	5	4	9		
3:15	5	11	16		
3:30	5	20	25		
3:45	1	10	11	61	
4:00	2	13	15	67	13 Enter 54 Exit
4:15	0	4	4	55	<i>0.17 PM Trip Rate</i>
4:30	3	5	8	38	<i>19% Enter</i>
4:45	0	1	1	28	<i>81% Exit</i>
5:00	0	3	3	16	
5:15	0	1	1	13	
5:30	2	0	2	7	
5:45	0	1	1	7	

	Entering	Exiting			
3:00	0	1	1		
3:15	2	2	4		
3:30	2	0	2		
3:45	1	1	2	9	
4:00	2	3	5	13	7 Enter 6 Exit
4:15	0	2	2	11	
4:30	0	0	0	9	
4:45	0	0	0	7	
5:00	0	0	0	2	
5:15	0	0	0	0	
5:30	1	0	1	1	
5:45	0	1	1	2	

0.03 PM Trip Rate (Trucks)

54% Enter

46% Exit

Note: concurrent with Peak Hour of Generator

1 Planning Board Minutes
2 June 1, 2023 @ 7:00 PM
3 Media Center Raymond High School
4 45 Harriman Hill Road, Raymond, NH 03077
5

6 Planning Board Members Present:

7 Patricia Bridgeo
8 Jim McLeod
9 Gretchen Gott
10 Dee Luszcz
11 Bob McDonald
12 Dave Rice
13

14 Planning Board Members Absent:

15
16 Staff Present:

17 Madeleine Dilonno - Circuit Rider Planner, RPC
18 Tom Quarles – Counsel for the Planning Board
19

20 **Pledge of Allegiance:** Recited by all in attendance.
21

22 **Meeting called to order:**

23 The meeting started at approximately 7:00 pm.
24

25 **Roll Call:**

26 Gretchen Gott, Planning Board, Maddie Dilonno, Rockingham Planning Commission,
27 Tom Quarles, Counsel for the Planning Board, Jim McLeod, Planning Board, Dee
28 Luszcz, Chairman of the Planning Board, Dave Rice, Planning Board, Bob McDonald
29 Planning Board, Trisha Bridgeo, Planning Board.
30

31 Mrs. Luszcz explained that the Select Board still has not assigned or appointed their ex
32 officio so there are 6 full seat for the make up of the Board this evening.
33

34 At approximately 7:02 pm the Board went into a non-meeting with legal.

35 At approximately 7:30 pm the Board resumed the public meeting.
36

37 **Public Hearing:**
38

39 Application # 2022-009 Jewett Warehouse: A SITE PLAN application is being submitted
40 by Greg DiBona of Bohler Engineers on behalf of Jewett Construction. They are
41 proposing to construct a 200,000 SF industrial warehouse with applicable access,
42 parking, loading, landscaping, lighting, stormwater management, utilities, and erosion
43 mitigation. The property is located on Route 27 and is identified as Raymond Tax Map
44 28 / Lots 9,10, &11 (cont. 10/20/22, 11/17/22, 12/15/22, 01/26/23, 03/09/23, and
45 04/06/23).
46

47 Mrs. Luszczyk noted that this application was publicly notice with abutters on October 20,
48 2022, so the abutters do not need to be reread. There have been several continuances
49 and the Board has a new member so the Vice Chair will read in a timeline from the start
50 to now. There is a lot of information, but no new facts have been added to the timeline.

51
52 Mr. McLeod read into the record a timeline from the start until now. (See attached)

53
54 Mr. McLeod asked the Chair that the response from the applicant be limited to the
55 timeline until 4/6/2023, that is until it is addressed by the to the satisfaction of the board
56 before we move on to new business.

57
58 Mrs. Luszczyk said she did not have a problem with that.

59
60 Mr. Pasay introduced himself as a lawyer from DTC in Portsmouth. He is joined by the
61 applicant Craig Jewett, Dan Ray, and Doug Reymore of Jewett Construction, along with
62 Greg Di Bono of Bohler Engineering, Brendan Walden of Gove Environmental, Ben
63 Gringas of JTC Consulting, and Mr. Pasay's Law Partner Chris Boldt.

64
65 Mr. Pasay said he did not have any comment on what was read into the record and that
66 most of the information was derived directly from the minutes and materials filed and so
67 they speak for themselves.

68
69 Ms. Bridgeo stated the question is of all of the questions that were raised, none of them
70 have been answered.

71
72 Mr. Pasay said Our presentation is oriented primarily tonight on addressing the largest
73 issue that we think which is before the board, which is the environmental concerns that
74 have been raised by the board. So, we have the experts in house. We're here to talk
75 about the voluminous materials that we have provided to you over the last couple of
76 months and field questions really to our strong feeling is that this is not an
77 environmentally contaminated site that we have done extensive research and analysis
78 to hopefully address the concerns which have been raised with which Ben can really
79 speak to, but I have a few administrative remarks that I think will be helpful in other
80 regards to this process. Okay, so the first issue is the 65-day rule. Part of our request to
81 continue the hearing in April was to continue that clock which is technically expired to
82 this date. And so, the first thing we just wanted to openly acknowledge is that there are
83 things that we have to work through with this board. You have raised environmental
84 concerns. We have given you lots of information we appreciate that it takes Time to go
85 through that information. As of today, I'm happy to say that all of that information is also
86 with Dubois and king so that you can have a third-party review of that information, you
87 obviously have Maddie as well on the RPC, who can look at it, in addition to all of that.
88 So, what we'd like to do first is just gratuitously offer a three-month extension of the 65-
89 day clock to just push it out of the way. Let's set it over to September. And let's give us
90 and this board an opportunity to discuss the issues that are germane in front of the
91 board right now. My purpose here tonight, part of my initial goal here tonight, Mr.
92 McLeod, is to make an appeal to civility, to make an appeal to collaboration, which is

93 really what I think is at the heart of this process. I think what you have on this side of the
94 microphone, is a group of mostly local, longtime business people from this area, who
95 have for decades invested in the greater Seacoast in New Hampshire, and then a team
96 of professionals with decades worth of experience, who are interested only in
97 collaborating with you and with the team behind me to advance the ball. And that's what
98 we want to do tonight. We're not here to be cross examined, we're here to have a
99 discussion about the concerns that the board has raised. And that's what we would like
100 to do.

101
102 Ms. Bridgeo stated that civility, collaboration, long-time invested, and collaborating
103 again, the bullet points you just wanted to highlight. And I would 100% agree, I think the
104 board has been trying to be civil, I think when the board received the report that had
105 been dated a year, prior 2021. And as you know, now, the packages are quite
106 extensive. And we keep being told peer review people. And I can tell you that
107 apparently it had slipped by some peer reviews, both ours and yours. Because at no
108 point was it brought up to our technical review. They didn't have that study. So that
109 report, which was abundant information for us. And not all of it was information that
110 would absolve the fact that the site wasn't contaminated, showed up one year after
111 you'd already gone to TRC, peer reviewed, you had gone to the Planning Department
112 and others and spoken to them. And when you came before the board, I think
113 absolutely the board was trying to be civil. The problem was, is that as we went through
114 the information, and it was right in the report where it said 15 times the limit that was a
115 high number for anybody standard. I would you'd have to agree that the lead level which
116 was in the report was a very high level, outside of limits.

117
118 Mr. Pasay what I will, what I will say is that I acknowledge what you're saying. But we
119 are here to talk about that. We're here to talk about the 36 additional soil samples that
120 were taken in that location. After since April, which we're not able to replicate that
121 anomaly, we're here to have Ben go through with you these low-level issues which have
122 all been addressed, which are consistent with the applicant's historic view of the
123 property, which is that it is not environmentally are hazardous lead contaminated. So,
124 we are happy to go through that process and to talk with you about that. But that's the
125 applicant's position. It makes the most sense to me to start this dialogue and start this
126 discussion. You have everything that we have no. And there's just no question about the
127 foundational conclusions which have to be drawn from those documents. So, I guess
128 our request is to have that discussion. Here is an update on the state permits, which are
129 that, as of today, I understand that the dredge and fill permit is ready to be filed with this
130 board. So, part of what I was hoping to propose is we'll file that immediately, as soon as
131 we can, after this meeting to be taken up by this board, at the next meeting to be just
132 looked at by RPC and Dubois and King. Bohler is actively working on the AOT permit.
133 Bohler needs more time. They are also aware of the Lamprey River Advisory
134 Committee letter from March that they received a few days ago and raised the same
135 question that this Board has.

136
137 Mrs. Luszczyk stated that hope that you can understand the omission of that report. And I
138 can appreciate you want to move forward. But again, that that trust issue, you yourself

139 used that word. It wasn't provided, not only to us, so we just don't know how much we
140 can rely on our third-party reviewers, because they didn't have that information to do all
141 of the work they needed to do. I understand you've done new testing. I think we have
142 some questions about how that testing might have been done, and where it was done.
143 But I just think you might have an obligation to tell this board and not directing this to
144 specifically, Mr. Pasay, why the applicant did not disclose that from day one. They had
145 the report in October of 2021. Came Before I believe there was another conceptual type
146 meeting even before this application was filed. So, there is that underlying doubt and
147 not fan is to all third-party reviewers that they never got a chance to add that to the
148 review process.

149
150 Chris Boldt, Senior Partner with DTC, said the one thing He would like to stress is the
151 site plan application and the checklist that does not flag that. A private party who was
152 there before my firm is engaged would not necessarily know especially when the
153 content of that report says the tanks had been removed. There are shotgun shells on a
154 portion of the property that looked like trespassers have come in and had a shooting
155 gallery. It's not our property, yet. We haven't bought it yet. And they find an empty oil
156 tank that somebody has dumped along with some other trash. That report does not
157 raise itself to the level of a hazardous or toxic location. Because your site plan
158 regulation that you cite, sir, refers to particular statute. And that statute says it has to
159 have threat to human life. If you're saying that shotgun shells, the pellets on the ground
160 in Raymond New Hampshire, which has I think one of the highest NRA memberships in
161 the state creates a hazardous waste site. You're that's not a well-founded conclusion.
162 We've given you the phase one and the phase two. We have done extensive additional
163 work and the environmental folks are here to explain to you as layman what it means to
164 say that there was subterfuge or there was intentional harm of highly, you know Oh,
165 toxic materials, I think is just contrary to the record, you're impinging this man's honor
166 and to its honor. And it truly is not appropriate. So, I asked that we recognize that if you
167 want this kind of material with an application from the beginning, have it in the checklist,
168 please.

169
170 Mrs. Luszcz said that that same report did show 15 times the acceptable levels of lead.
171 We have hours and an oath to this community to not allow any contaminants to go into
172 our groundwater, our wetlands. There are regulations that do cite that information does
173 need to be provided to the Board during that application period. Maybe there was some
174 passion in that letter, but it comes from a good source. So, we are going to take that
175 part off the table right now.

176
177 Mr. Mcleod would like to state on the Site Plan Regulation Checklist there is a spot for
178 additional reports as required by the board and that was left blank on your checklist.
179 Mr. McLeod cited:

180
181 ARTICLE I – PURPOSE AND AUTHORITY 1.01 AUTHORITY Pursuant to the authority
182 vested in the Town of Raymond Planning Board by the voters of the Town on March 12,
183 1983, and in accordance with New Hampshire Revised Statutes Annotated (NH RSA)
184 674:44, the Planning Board does hereby adopt the following Regulations for the

185 governing of the review of non-residential site plans, the development of multi-family
186 dwelling units and changes of use. These Regulations shall be entitled the "Site Plan
187 Review Regulations for the Town of Raymond."
188

189 1.02 PURPOSE The purpose of the Site Plan Review Regulations is to provide for the
190 orderly development of the Town of Raymond, and to promote the public health, safety,
191 convenience and welfare of its residents.
192

193 4.02 GENERAL REQUIREMENTS In reviewing site plans, the Planning Board shall
194 take into consideration the Master Plan, including the Open Space Plan, the public
195 health, safety and general welfare, the comfort and convenience of the general public,
196 and as a condition of approval may require such modifications of the proposed site plan
197 as it deems necessary to comply with the spirit as well as the letter of these
198 Regulations. The Board shall take into account the following objectives:
199

200 Under 02 f - The protection of residential abutters against public health and safety
201 concerns, including but not limited to groundwater contamination, undue noise, glare,
202 unsightliness, or other nuisance detrimental to property value.
203

204 In the 2023 Zoning Ordinance - 5.2. Groundwater Conservation Overlay District –
205 5.2.1. AUTHORITY: The Town of Raymond hereby adopts this Ordinance pursuant to
206 the authority granted, under RSA 674:16, II relative to innovative land use controls.
207

208 5.2.2. PURPOSE: The purpose of this Ordinance is, in the interest of public health,
209 safety, and general welfare, to preserve, maintain, and protect from contamination
210 existing and potential groundwater supply areas and to protect surface waters that are
211 fed by groundwater.
212

213 5.2.6.2.3. Stipulate that expansion or redevelopment activities shall require an amended
214 stormwater plan and shall not infiltrate stormwater through areas containing
215 contaminated soils without completing a Phase I Assessment in conformance with
216 ASTM E 1527-05, also referred to as All Appropriate Inquiry (AAI).
217

218 Mr. McLeod believes that the Board adopted some storm water management standards
219 last year that include additional requirements minimize increase in nonpoint source
220 pollution caused by stormwater runoff from development which would otherwise
221 degrade local water quality. The reason that I bring these up is because in my
222 estimation, from the JTC report, we had a sample that was taken that was at 6300
223 milligrams per kilogram, which is over 15 times the SRS that's set by an NHDES is a
224 remediation standard. And you're talking about lead shot.
225

226 Mr. Mcleod quoted The World Health Organization on lead the ones from NHDES and
227 the EPA are very similar. These are just very concise; *lead is a cumulative toxicant that*
228 *affects multiple body systems and is particularly harmful to young children. Lead in the*
229 *body is distributed to the brain, liver, kidneys and bones. It is stored in the teeth and*
230 *bones where it accumulates over time. Lead in bone is released into blood during*

231 *pregnancy and becomes a source of exposure to developing fetus. There is no level of*
232 *exposure to lead that is known to be without harmful effects.*

233
234 Mr. Boldt said his recollection of the World Health Organization concerns was on lead
235 paint and the ingestion of lead paint by humans, particularly children.

236
237 Mr. Mcleod said what he read was in general about lead. It wasn't specific to lead paint
238 or lead in water. There is the MCL, Mr. Mcleod can't remember, it's not an actual MCL
239 but it is the recommended MCL for human consumption is zero for human exposure is
240 zero. That isn't an enforceable amount. Obviously, the enforceable amount is 400
241 milligrams per for kilogram, which is exceeded on your site by over 15 times.

242
243 Mr. Pasay said at some level we are at an impasse. There are assertions and
244 suggestions being made in writing and orally, that there is some degree of intentional
245 hiding, lying, misrepresentation that's happening. And all we can say, on behalf of the
246 experts on this side, and the applicant who's been doing business around here for five
247 decades, is that's not the case. So, there is a misunderstanding. And given that
248 misunderstanding, to me, the only rational way forward is to begin hearing the evidence,
249 you just mischaracterized respectfully, the presence of lead there were to samples that
250 had anomalous findings. When Ben went back and looked at it, which he'll tell you
251 about. He took samples from the same location, a sample from the one-foot level, and a
252 sample from the two-foot level. And then he took 34 other samples, and there were no
253 results that were even close to 400. So that's the evidence, I expect, you will hear if you
254 allow us to proceed in good faith to represent the information which now has been
255 submitted into your record.

256
257 Mr. Mcleod said the misrepresentation that you suggest that I just did is incorrect.
258 However, the samples that you just mentioned were taken from the same locations, but
259 they were taken at depths of between two and three feet, and three and four feet, well
260 below where the original samples were taken. Those tests were never intended to
261 duplicate or replicate what was found on the site.

262
263 Mr. Pasay said my statement was, it's not the full picture of the 400 milligram per
264 kilogram stat that you go back to is not the full picture. May we please allow the experts
265 to present their information?

266
267 Mrs. Luszc said the numbers he did state were in your assessment, we did not just
268 come up with those. Yes, those were and those are contaminants based right now on
269 those numbers and those areas.

270
271 Benjamin Gringas, Senior Vice President of professional services at John Turner
272 Consulting.

273
274 Mr. Gringas explained that they did a phase one ASTM standard phase one
275 environmental site assessment. When they did the initial phase one, there were a
276 number of areas that they identified as concerns related to the site. Those three areas

277 were the historical location of the gas station, because there was evidence to suggest
278 that there was a gas station there. At some time, there was the above ground storage
279 tank that appeared to be dumped along one of the paths through the woods that we
280 identified. And the final area was the makeshift shooting range that was identified. The
281 recommendations in that report were to further assess those areas in an effort to try to
282 determine if there was contamination that existed. And so, we recommended doing a
283 phase two environmental site assessment that time we went back, and we did some
284 additional investigation, which included the initial round of lead samples in and around
285 the makeshift shooting range. As you know, the concern was the lead in the shotgun
286 shot and shells that were strewn amongst that area. The other things that we did were
287 to do soil samples around the above ground storage tank that was dumped on site to try
288 to determine if that tank might have had any kind of petroleum in it when it was dumped
289 and determine if that had impacted the soils in that area. The final thing that we did was
290 a ground penetrating radar survey of the former gas station area, in an effort to try to
291 determine if those tanks were still in the ground, or if they had been removed
292 historically. As you know, the fire department later suggested that they had been
293 removed. Our recommendations in that initial phase two report were to take care of the
294 lead impacted soils, you know, during construction, because we did certainly, as you
295 mentioned, and you know, it's absolutely correct that there were levels of lead in the
296 soils that exceeded the New Hampshire soil standard. When I've done a lot of these
297 type of phase ones, and for these type of companies, contractors, general contractors
298 and developers, there's an efficiency gained. And that's why our recommendations are
299 usually to do that during construction during development. Because it's just you have
300 heavy equipment there. You know, there's an advantage to doing it at that time. And so
301 oftentimes, that's will that is what we'll recommend. In this instance, based on the
302 board's concern, we went out and did some supplemental investigations that were
303 detailed in supplemental phase two, when we did that supplemental work to your point,
304 our effort wasn't to recreate what was done in the past. what our goal was in that
305 supplemental phase two was to properly delineate where the lead contamination was,
306 and where, you know, the extent was, so that we could come up with an idea of what
307 amount of soil needed to be remediated to remove that from consideration. And so that
308 was the effort that we put in when it comes to lead contaminated soil area. As far as the
309 underground storage tanks they were able to procure a document that wasn't originally
310 on the DES website which included the he underground storage tank removal. Mr.
311 Gringas was unclear about the dates but Jaworski Geotech hey removed the two tanks,
312 they did the appropriate amount of soil sampling determined that there wasn't any
313 contamination related to the existence of those tanks. And were able to get a letter from
314 DES showing that they required no further action, because the tanks and the existence
315 of the tanks in the gas station didn't show any kind of impacts in the soil at that time. we
316 weren't able to find was when any evidence that those junkyards were a part of this
317 property. At the same time, we received an additional report from Jaworski Geotech.
318 That was their geotechnical evaluation in advance of a possible development project
319 years ago, which included believe up to 30 test pits a number of soil borings, some
320 groundwater monitoring wells that were installed to determine the water levels to help
321 with determining what construction would have to be done out there do you water and
322 operations and things. And so, after reviewing all of that information, which we included

323 in our supplemental phase two, we determined that, you know, in all the test pits and
324 borings that Jaworski had done back then they didn't indicate any kind of suspect fill
325 materials at all. And all the fill that they identified throughout the site was, you know,
326 clean sands and things like that, some cobbles, but nothing that would suggest a
327 junkyard, or something buried or even, you know, some kind of, you know, landfill or
328 some other issue like that. at this time without leaching even a one to two feet into the
329 soils, you know, there's no evidence to suggest that the lead shot from the makeshift
330 shooting range has impacted groundwater anyway. In our investigation, there was no
331 other area that we found evidence that it was used as a shooting range.

332
333 Craig Jewett owner of Jewett Construction said that Ready Mix never occupied the site
334 at all. They never did any work there or stored anything there. They hadn't even been to
335 the site for 15 years until they were notified about the shooting going on. The only tanks
336 that were there were from the gas station that was on 27 and those were removed.

337
338 Ms. Bridgeo asked what were the groundwater monitoring wells out there for?

339
340 Benjamin Grigas explained that they were identified in the geotechnical report, so they
341 were done. They never appeared to be sampled for any environmental consideration.
342 No wells were installed during the tank removals because they didn't identify any
343 contamination. So, you wouldn't install a well if the tanks came out clean.

344
345 Mr. McLeod asked when they were searching for the tanks it was noted by the
346 magnetometer that there were a few anomalies. What would those correspond to
347 because there are anecdotal reports that there may be a junkyard there and there may
348 be car batteries being buried there and stuff like that. Mr. McLeod was wondering if that
349 was what was being picked up.

350
351 Mr. Grigas said it is hard to tell what the anomalies would be. Tree roots can obscure it,
352 buried concrete can obscure it, even changes in the consistency of the soil can change
353 how deep you can penetrate with those types of equipment. The effort was put in to try
354 to identify where the tank locations were. Our focus was really to try to identify where
355 those weather tanks might be. So, we focused on the developed and disturbed area in
356 there.

357
358 Mr. McLeod said he had noted previously that the second round of soil tests were
359 designed to find out where the lead isn't. So, if the 6300 reading is the center of the
360 target you don't want to tech right next to the target you want to start from the end and
361 work your way in. So, no TCLP's were done on the second round of tests because
362 nothing rose above the 400 milligrams per kilograms. Mr. McLeod asked if TCLP's were
363 done on the original S7 and S8 samples?

364
365 Mr. Grigas said they didn't. Normally the T clip sampling is done in advance a disposal,
366 you know, that is the T clip. And the result of that T clip is what determines whether it's a
367 non-hazardous waste or hazardous waste when it comes to lead. TCLP is the toxicity
368 characteristics and leaching procedure. The idea is that when you have a material

369 contaminated specifically with any metals, you might have elevated levels of those
370 metals. But if it doesn't fail the TCLP, which is a different sampling method, then it can
371 go to different types of landfills, if it exceeds the TCLP, then it needs to be treated
372 hazardous waste, and then it needs to go probably to Canada, which is the only place
373 that takes TCLP lead material right now.

374

375 Mr. McLeod said the analysis was never done on the original one. So, we don't know
376 where that would need to go. That would have to be probably tested again when we
377 when actual remediation takes place.

378

379 Mr. Grigas said depending on where it goes, they're not just going to take it with just the
380 lead results anyway, you know, we would have to do the full suite of hazardous waste
381 characterization, depending on where it goes. And so, like turnkey land, landfill requires
382 petroleum PCBs, herbicides, pesticides, and the whole range of potential contaminants
383 before they'll accept material.

384

385 Mr. McLeod said based on the previous sites use, it makes sense to me, that entire site
386 needs an evaluation, the wetlands need to be tested, everything needs to be tested
387 over there. That being said, this is a conversation that we were supposed to have six
388 months ago. The information that's in these reports would have been essential for the
389 Committee's and third-party reviewers. And the Commission's to have to properly
390 advise the Planning Board. And because that didn't happen, everything that has come
391 before this time that we now have all of this information is tainted. And I understand that
392 you want to try and unbake the cake a little bit here and go back and provide this
393 information to those people. But I would say that Attorney Pasay said to this board. On
394 January 26. That it was your hope and expectation that this board would hold you to the
395 letter of our town regulations, nothing more, and nothing less. And our town regulations
396 state that this information should have come to the planning board when you applied for
397 it, when we got the application. And because that didn't happen. That's why we're here
398 now.

399

400 Mr. Grigas said the only thing he disagreed with and all the everything you just said has
401 very little to do with me except for the fact that the entire property needs to be evaluated
402 in some way. And the reason I'll say that is because we did a phase one environmental
403 site assessment, we did a phase two environmental site assessment based on what we
404 identified during the phase one, we did a supplemental phase two environmental site
405 assessment based on the information that was gained in that phase two site
406 assessment So to suggest that, like, from every property boundary across the entire
407 site, that there needs to be some kind of, you know, sampling evaluation, subsurface
408 investigation is beyond what you would normally do when an instance like this and isn't
409 really what the industry standard is for evaluation of parcels like this. So, I guess that's
410 the only part I disagreed with.

411

412 Ms. Gott said that she is frustrated, and angry, as other people have, and she wants to
413 start from here. She wants all the information without question. She wants it accurate

414 and if it means doing more on the site than that 75 by 75 then do it, that is what needs
415 to happen.

416
417 Attorney Boldt asked if they could be given some specifics. He heard water sampling in
418 the various wetlands which is doable. Is there some other portion of the property?
419 We've heard that there are now new things that are on social media that we have not
420 seen yet again, we'd like to have everything that the board has. The March 9 meeting,
421 which was the first time the junkyard was referenced is my recollection from the record.
422 There will be when we're under construction 24/7, there will be a full-time associate from
423 John Turner on site for the entire project from start to finish, from the day a shovel goes
424 into the ground, to the last blade of dirt that gets pushed around, there'll be there.

425
426 Mr. Grigas stated that we you know just to give you some information about what we
427 asked DES for. When we completed the Freedom of Information Act, reviewed the files,
428 those files were everything that was related to this property. In response to that. They
429 produced the they produced the USC report, I think we got we actually got the
430 geotechnical report from another source. The only anecdotal evidence I can give you to
431 tell you whether or not this information exists anywhere, is I reached out to Dorsey
432 Geotech, about a year ago asking for historic report, and they told me everything from
433 that age was purged. Mr. Grigas said he would reach out and send an email asking if
434 they remember when the well was removed.

435
436 Mrs. Luszczyk asked in your communication with DES did you offer to give them your
437 reports?

438
439 Mr. Grigas responded "No because those aren't official reports. A phase one and a
440 phase two are usually done as part of due diligence. We did those reports for Jewett.
441 So, they are not DES deliverables. I looked into this when this issue came up. And the
442 owner would be obligated to notify if they identified some sort of contamination, if I
443 identified contamination that was posing an immediate risk to you know, human health
444 or the environment. You know, then in that instance, like I said, if we found a leaking
445 underground storage tank that had product in the ground, something catastrophic like
446 that, then I would be obligated as a professional geologist in the state of New
447 Hampshire to notify that."

448
449
450 Mrs. Luszczyk said by your own admission that was done in September of 2021 and no
451 groundwater was tested so we wouldn't know if it really should have gone to DES.

452
453 Mr. Grigas replied, "When we do the remediation associated with that, you know, those
454 are all DES deliverables that will have to be sent to DES and notified." "When you
455 identify contamination above the standard, and that contamination is going to have the
456 potential to cause an impact, significant impact to human health, and the environment
457 that would need to be notified, we identified this during the phase two, we identified the
458 exceedance. In my experience, lead isn't something that usually spreads like a
459 petroleum product or something like that. So, when we identify that initially, I thought

460 that it was likely just the surficial soils. And that's why we recommended kind of
461 delineating it at the time, and then went back and more recently did that to determine
462 that it was just the surficial soils that were impacted?"

463
464 Mrs. Luszczyk asked how far down did you find lead?

465
466 Mr. Grigas said it was one foot. They did a composite sample of a range and did not
467 sample each inch individually.

468
469 Mrs. Luszczyk asked if Mr. Jewett had let Ready Mix know that lead was found?

470
471 Mr. Boldt said Ready mix has the phase one and phase two. Mr. Boldt was unsure about
472 the date but stated that he had given Ready Mix the reports recently. Mr. Boldt asked if
473 there is a list that the Board wants them to test?

474
475 Mrs. Luszczyk said the Board will deliberate and decide as a Board what that list will be.

476
477 Ms. Bridgeo pointed out to Mr. Di Bono details on the drawings that could not be read
478 on page C201.

479
480 Mr. Di Bono said that that note is on each page at different scales and different views.

481
482 Ms. Bridgeo said that this is the 4th time the notes have come in illegible and can't be
483 read.

484
485 Mr. Di Bono said let me just summarize what that is. It is delineating the 75-foot buffer. It
486 is exactly the same on every single sheet, so it is a carryover.

487
488 Brendan Walden with Gove Environmental explained that what they were looking at is
489 not the top of the bank it is the observed high-water mark. He believes he did that in the
490 last week of May, the week of the 25th then it was surveyed and put on the plan. Mr.
491 Walden said that Cons Comm has seen the plan but has not had a chance to comment
492 on it and the Lamprey River hasn't commented yet either. Mr. Walden believes that they
493 would like to see the State permit applications prior to making and official comments.

494
495 Mr. Pasay said the dredge and fill permit is ready. Their intention is to file the draft of
496 that in advance of the next meeting and Bohler is still working on the AOT draft.

497
498 Mrs. Luszczyk stated that the Board needs clarity on all fonts.

499
500 Mr. Boldt suggested setting the 65-day clock out further to September 1, 2023, and that
501 doesn't mean that they can't meet in the middle as many times as needed.

502
503 Mrs. Luszczyk said they will have to rely on Cons Comm's report from the new drawings
504 before the Board can come to a collective mindset of what they are looking for. As

505 chairperson Mrs. Luszczyk requested that the applicant share all of the studies with Cons
506 Comm as soon as possible. Lamprey River also needs to have that information.

507
508 Mr. McLeod suggested forwarding the reports onto NHDES as an unsolicited report so
509 that they can have it on file and maybe get their take on it.

510
511 Mr. Boldt said they will do that if the Board wishes.

512
513 **Public Comment:**

514
515 Therese Thompson, Lamprey River Advisory Committee, asked if the applicant had
516 applied for an alteration of terrain and wetland permit from NHDES?

517
518 Mrs. Luszczyk responded from what the attorney said it is close, but they have not filed
519 yet.

520
521 Mr. Di Bono from Bohler said they understand that they owe them that application.

522
523 **Public Hearing Continued:**

524
525 Ms. Bridgeo commented that this is not very defined.

526
527 Mr. McLeod said this information is new to the Board and everyone else receiving the
528 reports and should start over with the process the way that it should have been done
529 initially. Coming back and trying to un-bake this cake he does not really agree with it.

530
531 Ms. Bridge said the application has so many variations that have come before the Board
532 that even putting together the information, binder after binder is a task unto itself
533 because if the ask TRC to throw out some of what they have then it isn't complete. So,
534 then they have a partially complete application.

535
536 Mrs. Luszczyk said we can't just generalize. We want to stick to this application. TRC
537 received one packet and they weren't apprised of the 21 report. Even if they were to be
538 given that now with all these new plans I understand that it is a lot of changes. t's a lot of
539 new information. But it is uncharted territory.

540
541 Mr. McLeod said I agree. And but I also believe that the applicant would benefit on this
542 project from a robust non-binding design review from the Board, because there's so
543 much stuff that we haven't even gotten to yet, because we've been well spent three
544 hours because they didn't follow the regulations. And also, if we allow people to not
545 follow the regulations when it comes to contaminated soils, to say that the next
546 application that comes through that has mercury, you know, and they don't bring it to us
547 because for whatever reason, not necessarily anything nefarious but it falls through the
548 cracks or whatever what We're going to do with that application. I know each one is
549 individual; we are setting a precedent here. And I think the precedent that we set should

550 be that we're going to follow our rules, especially when it comes to environmental and
551 contamination concerns.

552
553 Attorney Boldt said "This is a complicated process, in part, because we're learning
554 things also, as we're going along. To say, however, you start all over is completely
555 unwarranted. From a standpoint of you, you still won't get the testing you're wanting
556 because you haven't told us what the testing that you want is. We have heard
557 comments on a font. Okay, we can address that. That's negligible. We haven't had Mr.
558 Di Bono's presentation that was going through the new set of documents that was
559 created to respond to the board's previous questions. So, it truly is one where there is a
560 give and take in the planning board process. As you know, we're here trying as best we
561 can to answer your questions. And to give you the information you want, we felt the
562 most important thing as starting in early April with your concerns or was to pop that
563 bubble and say, wait a second, this is not a, you know, a Mottolo site. Okay, this has
564 some folks that are trespassing and are shooting at a big rock, that's the most flagrant
565 issue that there is, we have found that the tanks were properly removed in 2001. And
566 that there was no additional contamination at the soil as tested that that time, we've
567 learned today that there's now a social media post on some photos from some time, that
568 may or may not be referencing this property, we need to see that. We're happy to see
569 that, we're happy to have that be part of the testing that you list to us, we're asking for
570 that list of testing to be done given to us as soon as you can do it. But to say, you're
571 denying this project, there is no reason to do that. And that's our only recourse at that
572 time is to take you to court, we don't want to do that."

573 Mr. Boldt said they are stopping the clock for 3 more months but that doesn't mean we
574 start from scratch.

575
576 Ms. Bridgeo said that she respectfully said that the font was not the area that she had a
577 problem with. It was a problem due to the fact she could not read it. What the font
578 conveys is pertinent information for Conservation, the Lamprey River, for TRC, for such
579 things as where our stormwater is going to drain into our aquifer and well head. That is
580 why she asked for that information to be repeatedly lined out, because the drawings did
581 not accurately show the distance of where the structure is. Some of them may require a
582 waiver from the applicant to come before the Board. That was why the font was so
583 critical on some of these drawings.

584
585 **Motion:**

586 **Ms. Gott made a motion to continue this hearing until July 20, 2023.**

587 **Ms. Bridgeo seconded the motion for discussion.**

588
589 **Discussion:**

590 **Ms. Bridgeo said the date is an arbitrary date and may not be something**
591 **the Board can do because they are going to need information from the**
592 **organizations that still have to supply it.**

593
594 **Ms. Gott said that it is the next available date and gives them something to**
595 **work for.**

596 **Mr. McLeod is for leaving that date open for new applications. This**
597 **application has taken up a considerable amount of the Board's time. not**
598 **just this board, but the technical review committee, the Conservation**
599 **Commission, our town employees and department heads, and all of it has**
600 **to be redone because nobody did their approvals or their**
601 **acknowledgments with the knowledge that there was contamination on the**
602 **site.**

603
604 **Bob McDonald said his issue is similar to what Gretchen has said. The**
605 **information that was presented to the Board has changed dramatically.**
606 **One of the things beside the 2021 report was there was a plan put up by**
607 **Bohler that showed a new wetland area being created and during that same**
608 **meeting they said that Cons Com was all set with everything Mr. McDonald**
609 **asked during the meeting has Cons Com seen that change and they hadn't.**
610 **Mr. McDonald said he disagrees with just denying the application, but the**
611 **Board doesn't have enough information to give the applicant a list of what**
612 **the Board needs. Mr. McDonald is unhappy with the information they have**
613 **gotten to date, but he is not going to deny the application. The proposal on**
614 **the table July 20th is way too early since that only gives these individuals**
615 **applicants until June 15 to get everything if we had a list.**

616
617 **Mr. Rice said he was in agreeance with everyone here in his opinion July 20**
618 **is not enough time to get all that information pulled together.**

619
620 **The Motion was amended:**

621 **Ms. Gott amended the motion to continue until September 7, 2023.**

622 **Ms. Bridgeo seconded the amended motion for discussion.**

623

624 **Discussion:**

625

626 **Mr. McLeod noted that these things rightly should have been done six**
627 **months ago, the questions that they're asking now, we're supposed to have**
628 **been done before we even took up the application. This application**
629 **shouldn't even be before us right now. It is in such a state of flux right now.**
630 **That just giving them giving the applicant the opportunity to go back, he**
631 **thinks this is just going to confuse things even more. That is why he**
632 **suggested a denial or a voluntary retraction of their application so that they**
633 **can then start this process clean from the beginning. And if it's as**
634 **complete and everything we have everything, then it should go through**
635 **fast.**

636

637

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641

642 **A roll call vote was taken.**
643 **Ms. Gott – Yes**
644 **Mr. McLeod – Aye**
645 **Ms. Bridgeo – Aye**
646 **Mr. McDonald – Aye**
647 **Mr. Rice – Aye**
648 **Mrs. Luszcz – Aye**

649 **The motion passed unanimously with a vote of 6 in favor, 0 opposed and 0**
650 **abstentions.**

651
652 Tom Quarles left the meeting at approximately 9:50 PM.

653
654 **Public Comment:**

655
656 Paul McCoy said he has been to several meetings, and he has noticed that there have
657 been a lot of delays. And it seems like this board wants to drag things out. Mr. McCoy
658 said the Board can always deny the application if they don't do the things that you say.

659
660 Mrs. Luszcz responded to Mr. McCoy saying they have no intention to drag these
661 applications out but when contamination is found it definitely changes the scope of our
662 obligation. Once the Board approves the project it is in the hands of other people. It is
663 our obligation to make sure that we have the information in front of us that's accurate
664 and correct. And that all third-party reviews had that same information, accurate
665 information so we can make good suggestions and conditions of approval. Mrs. Luszcz
666 said she would rather veer on the side of safety and rather continuing application rather
667 than have our drinking water get contaminated for an oversight.

668
669 **Staff Updates:**

670
671 Maddie Dilonno said that the Board need to think about a date for a site walk for the
672 GZA and ONYX site. Maddie said she narrowed down the last two weeks in June.

673
674 The Board discussed several dates and agreed that June 29, 2023, would be a
675 workable site walk date.

676
677 Maddie said she would communicate with the applicants about that date and let the
678 Board know as soon as possible when she hears back.

679
680 **Approval of Minutes:**

681
682 **Motion:**
683 **Mr. McLeod made a motion to table the minutes of May 18, 2023, to June**
684 **15, 2023.**

685 **Mr. McDonald seconded the motion.**

686 **A roll call vote was taken.**

687 **Ms. Gott – Yes**

688 Mr. McLeod – Aye
689 Ms. Bridgeo – Aye
690 Mr. McDonald – Aye
691 Mr. Rice – Aye
692 Mrs. Luszczyk – Aye

693 The motion passed unanimously with a vote of 6 in favor, 0 opposed and 0
694 abstentions.

695
696 **Adjournment:**

697
698 **Motion:**

699 Mr. McLeod made a motion to adjourn the meeting.

700 Mr. Rice seconded the motion.

701 A roll call vote was taken.

702 Ms. Gott – Yes

703 Mr. McLeod – Aye

704 Ms. Bridgeo – Aye

705 Mr. McDonald – Aye

706 Mr. Rice – Aye

707 Mrs. Luszczyk – Aye

708 The motion passed unanimously with a vote of 6 in favor, 0 opposed and 0
709 abstentions.

710
711 Chair Luszczyk adjourned the meeting at approximately 9:58 pm.

712
713 The video of this meeting is to be preserved as part of the permanent and official
714 record.

715
716 Respectfully submitted,

717
718 Jill A. Vadeboncoeur

719
720 **Attachments:**

- 721 • Timeline for application 2022-009

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DRAFT

1. Application #2022-009 was continued from 10-20-2022 until 11-17-2022.

2. As stated in the 11-17-2022 minutes by Austin Turner of Bohler Engineering on behalf of the applicant," We had filed this application August; we had been in front of the TRC two times prior to that, reviewing the application materials to consistency of the documents that it was all in order for us to be in front of the planning board, because they are ultimately, your gatekeeper."

3. Also by Austin Turner on 11-17-2022," We reviewed this application in its entirety, every document that's in front of everybody here at the planning board, reviewed together went through them individually, to make sure it was consistent with the town's expectations for the application. Ultimately, the TRC said we were suitable to move forward with the application."

4. James McLeod as stated on 11-17-2022," My thought is that if we're accepting these applications with these multiple, so if you broke out each thing, I mean, we're talking about 100 things here. Yep. So yeah, they're clerical errors, but there's way too many of them. And if we accept them on this application, then we have to accept the on the next application. And we have to draw the line somewhere. This is a project of significant impact, as I've said, and even their checklist is incomplete."

5. Motion to accept Application #2022-009 was denied by a 3-2-1 vote due to incompleteness. Application was rescheduled by unanimous vote to 12-15-2022.

6. As stated by Attorney Justin Pasay of DTC Lawyers (Donahue, Tucker & Ciandella) representing the applicant at the 12-15-2022 hearing,"But there seems to be a disconnect when it comes to the very preliminary threshold standard of determining whether or not an application is complete to start the review process. And there seems to be a conflation between that standard and whether or not a plan is ready to be approved by the planning board. So, we don't want to

regurgitate the letter that we submitted on behalf of Jewett construction (Attachment A: DTC letter dated 12-8-2023) . But there's just no question that there were two conservation committee hearings with an endorsement two TRC meetings with an endorsement. Prolonged technical review by a third party which is close to being closed out where the plan is so rare.”

7. Attorney Justin Pasay 12-15-2022, “...And, on some level, I think that we need to establish some trust.”

8. Austin Turner 12-15-2022, “What I intend to do in the time between now and February 16 is completely finish a peer review, and get all of that done, because we're minutes to midnight, in that regard. And when I come back, my expectations are very, very close to completing this review, because we've spent a lot of time doing it. And I don't mean completing the review in terms of acceptance, I mean, completing the review in terms of I want your feedback, I want to get it done and I want to move on. Because I need to get to the state, I need to do this stuff.”

9. Brad Reed , Chairman 12-8-2022,” We've never had a problem with getting things straightened out or having an applicant supply what we ask them to supply. I do not understand why we can't do what we've been tasked to do by our own procedures. We have a substantially complete application.”

10. James McLeod 12-8-2022,” It's a preponderance of things. It's not one thing, there's I had a list of 50 things that were wrong with this. And it's not because I'm trying to be obstructionist. When somebody looks at this plan years from now, they're not going to know what we were thinking at this moment in time, it has to be reflected accurately in the paperwork.”

11. From DTC letter dated 12-8-2022 (Attachment A), “In this case, the Application is complete for acceptance by the Planning Board in accordance with Article III, Section 3.03, Article IV and Article V of the Town's Site Plan Review Regulations.”

12. The application was accepted as substantially complete with a vote of 7-0.
13. Austin Turner 12-15-2022, "... the storm water has been designed in accordance with the state standards, as well as your standards. And frankly, exceeds those standards. We have a very long, thick direct report, which is supplied to you, it's already gone through a substantial peer review."
14. Austin Turner 12-15-2022, "And through working with you and your team here we've kind of thread the proverbial needle in terms of finding a program that makes sense, but is also very respectful of, of the property itself, and natural resource areas which were located there."
15. A site walk was scheduled for 12-19-2022 and the application was continued to 1-26-2023 by a vote of 7-0.
16. From minutes of 1-26-2022 hearing. Mr. Pasay explained there was real effort by the applicant, before coming to the meeting to try and address what appeared to be significant confusion about the status of the application, the current filings, the current analyses, the current expert reports, and applications. And so, the board has the results of those efforts, which he thinks is a consolidated list and grouping that has been indexed to have sort of a one stop shop for everybody in the in the board to be able to refer to the studies that they are talking about in referencing, and hopefully clear up any confusion that may have existed.
17. Greg DiBona of Bohler Engineering on 1-26-2022, "And that's important to the regional impact aspect because they meet all the state and local storm water rules and regulations."
18. Brendan Walden of Gove Environmental 1-26-2022, "And that's really it for the wetlands. I mean, the other aspect of this is that the proposed storm water management will treat all that storm water before it enters any of the wetlands through infiltration..."
19. A letter from former Fire Chief Kevin Pratt was entered into the 1-26-23 record regarding the possibility of UST's (Underground Storage Tank)on site (Attachment B : Pratt letter dated 1-26-2023).
20. The application was continued to 3-9-2023 by a vote of 6-1.

21. From minutes of 3-9-2023 hearing. Attorney Justin Pasay of DTC Lawyers (Donahue, Tucker & Ciandella) offered a re-cap of the January 26th meeting and as of February 23rd, has filed supplements that include revised site plans, septic system plans, response comments to recent RPC and Dubois & King peer review letters, an updated floor plan and copies of correspondences to the Conservation Commission and Lamprey River Advisory Committee. Justin further stated that they felt TRC was complete and they are hoping for close out letters from RPC and Dubois & King in the near future. Additionally, in response to the letter from Kevin Pratt, Former Raymond Fire Chief, regarding underground fuel tanks from a previous gas station at the site, they submitted an Underground Storage Tank Facility Report from the DES OneStop website which shows the tanks were removed. After a brief review of the peer review letters that they responded to, and address additional questions by the Planning Board, they would like to discuss the process to engage the final approach to the PB review because they feel in light of the extensive peer review that has taken place, that it is appropriate at this time. Mr. Pasay then read each of the twelve responses in his letter to the PB. Jim McLeod stated that the board's overall concern is that there might be soil or groundwater contamination historically there that we want to determine whether or not it's there before they proceed. If it's there – we'll deal with it; if it's not, we'll all know. Discussion that development of the site would exacerbate the situation since the storm water is in the exact location where all the variables that pertain to it are, so they wouldn't be able to infiltrate in to it.

22. Bob McDonald cited Site Plan Regulation 5.06.2 on page 21:

Site plan applications which involve property contaminated by hazardous or toxic materials (as defined by RSA 339-A: 2) shall disclose such information as part of the application. If the Planning Board finds that a potential health risk or an environmental threat exists from a previous use or existing use of the site, then the Planning Board shall require that any environmental assessment that has been completed and submitted to NHDES shall be submitted to and reviewed by the Raymond TRC and to a third party qualified review professional of the Planning Board's choice, at the applicant's expense, prior to any Planning Board action.

23. Jim McLeod motioned that the PB require an Environmental Assessment of the site based on our 5.06.2 Groundwater Protection Site Plan Regulation. Seconded by Dee Luszcz.

Discussion: We don't know where the gas station and junkyard were; Scott said he can provide locations to Bohler and the PB members. Jim and Dee both retracted their motion and second so the applicant can identify areas of concern.

24. The Application was continued to 4-6-2023 by unanimous vote.

25. Quotes from the World Health Organization on Lead.

a. Lead is a cumulative toxicant that affects multiple body systems and is particularly harmful to young children.

b. Lead in the body is distributed to the brain, liver, kidney and bones. It is stored in the teeth and bones, where it accumulates over time.

c. Lead in bone is released into blood during pregnancy and becomes a source of exposure to the developing fetus.

d. There is no level of exposure to lead that is known to be without harmful effects.

26. Env-Or 606.19 Soil Remediation Criteria, Table 600-2 Soil Remediation Standard(SRS) . The SRS for Lead is 400mg/kg.

27. JTC (John Turner Consulting) Phase I Environmental Site Assessment from 9-13-2021 (Attachment E : ESA1 JTC dated 9-13-2021) is included with the packet for the 4-6-2023 public hearing. The report includes a sample tested for lead that found a level 15 times higher than the SRS.

28. From the minutes of the 4-6-2023 Public Hearing: Mr. McLeod made a motion to go into a non-meeting with Legal counsel to discuss the continuance of application 2022-009. Mr. Campbell

seconded the motion. A roll call vote was taken...The motion passed with a vote of 7 in favor, 0

opposed and 0 abstentions.

29. From the minutes of the 4-6-2023 public Hearing: Mr. McLeod made a motion to continue application 2022-009 until May 4, 2023. Ms. Bridgeo seconded the motion for discussion.

Discussion: Mr. McLeod read the two letters that are in question .The first letter is dated April 6, 2023, from Justin L. Pasay (Attachment C: DTC letter dated 4-6-2023). Mr. McLeod also read the letter that they are referencing from Mr. McLeod dated April 5, 2023 (Attachment D: McLeod letter dated 4-5-2023). Mr. McLeod stated that in consultation with the Board's Legal representation it makes sense to give the applicant an opportunity to respond to his letter. Ms. Bridgeo stated that they need the applicant to address the issues that are outstanding and that the Dubois and King request on the traffic information needs to be added to that. Mr. McLeod amended his motion to the date of June 1, 2023, because it is the first clear meeting time. Ms. Bridgeo seconded the amendment.

30. Mr. McDonald stated that the applicant was going to provide the Board with an Alteration of Terrain application and the Army Corps of Engineer application and any other state application that needs to be before this Board. A roll call vote was taken. The motion passed with a vote of 7 in favor, 0 opposed and 0 abstentions.