



Town of Merrimack, New Hampshire

Community Development Department

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Planning - Zoning - Economic Development - Conservation

MERRIMACK PLANNING BOARD

APPROVED MINUTES

TUESDAY, MAY 2, 2017

Planning Board members present: Robert Best, Alastair Millns, Tom Koenig, Michael Redding, Desirea Falt, and Alternates Nelson Disco and Paul McLaughlin.

Planning members absent: Lynn Christensen and Vincent Russo.

Staff present: Community Development Director Tim Thompson.

1. Call to Order

Robert Best called the meeting to order at 7:00 p.m. and designated Nelson Disco and Paul McLaughlin to sit for Lynn Christensen and Vincent Russo, respectively.

2. Planning & Zoning Administrator's Report

The Board voted 7-0-0 to determine that the Rochette's Oil Service site plan; Watson lot line and subdivision plan; OVP Management, Inc. site plan; and Student Transportation site plan are not of regional impact, on a motion made by Alastair Millns and seconded by Tom Koenig.

Chairman Best reported dirt going onto D.W. Highway from the La Terrasse construction site, which Tim Thompson said the Public Works Department has noted.

Nelson Disco asked about redevelopment south of Connell's Plaza, which Tim Thompson said was given a variance by the Zoning Board of Adjustment (ZBA) for a two-family home. Planning Board approval is not required.

3. John J. Flatley Company (applicant/owner) - Continued Compliance Hearing as required by the conditions of approval for the site plan granted conditional final approval on December 15, 2015, to construct 240 multi-family residences, clubhouse, and associated parking and drainage improvements, per the requirements of the Flatley mixed-use Conditional Use Permit. The parcels are located at # 645, 673, 685, 703 and 707 D.W. Highway in the I-1 (Industrial), Aquifer Conservation and Wellhead Protection Districts. Tax Map 6E, Lots 003-01, 003-03, 003-04, 003-05 & 003-06. **This agenda item is continued from the April 18, 2017 meeting.**

Tim Thompson said that staff has reviewed the revised plans. The only new item is the proposed recycling center, which can be determined to be an administrative change that staff can approve, if the Board chooses.

Kevin Walker, P.E., John J. Flatley Company, said only minor peer review comments and some final documentation from Merrimack Village District (MVD) and the

Wastewater Division remain. A reduction of 10,600square feet of impervious area would occur with the recycling center changes. The Merrimack Conservation Commission (MCC) approved a bridge over the wetland. Now that there is a development agreement with the MVD, NH Department of Transportation (DOT) expects to sign off by the end of this week. Kevin Walker said there are no new widenings of Route 3 in this phase. The traffic study is on file.

Public comment

Mark Desgrosselliers, 12 Lantern Lane, wanted the buffer to the abutters to be maximized. Chairman Best explained that a buffer zone is required, the trees would remain and the parking lot would not be built unless it were determined that it is really needed.

Rick Foote, 129 Indian Rock Road, preferred to keep the area as open space.

The Board voted 7-0-0 that the applicant has fulfilled the compliance hearing condition and that staff be authorized to administratively approve the recycling center changes to the plan, on a motion made by Alastair Millns and seconded by Nelson Disco.

4. Frank Twardosky (applicant/owner) - Review for consideration of an amendment to a previously approved subdivision, requesting a waiver from Section 4.13.1(a) of the Subdivision Regulations pertaining to driveway slope. The parcel is located at 15 Valleyview Drive in the R (Residential) District. Tax Map 5C, Lot 142.

Tim Thompson said that Frank Twardosky now owns the lot and the home; Mr. Maggio (the original developer) is no longer involved. Because the driveway does not meet the required 10% slope, the applicant cannot get a Certificate of Occupancy (CO). He has provided a profile that shows the proposed driveway where portions exceed 10%. He asks for consideration of an amendment to a previously approved subdivision and a waiver for the driveway slope as part of the previously approved two-lot subdivision.

Frank Twardosky, 15 Valleyview Drive, explained that the engineer and the hot top installer returned to address the slope, but all they did was to move the hump from the top of the hill to the bottom. Tim Thompson said that, since the house is already constructed, its location is fixed and limits what can be done. Most of the driveway meets the requirement at 9.5%; only a few spots do not. Frank Twardosky said the piece that is too steep, at 11.5%, is 5'-10' long near the bottom. Alastair Millns stated that is not a major issue and that the applicant is trying to fix it.

There was no public comment.

Alastair Millns cited the criterion that strict conformity would pose an unnecessary hardship to the applicant and a waiver would not be contrary to the spirit and intent of the regulations.

The Board voted 7-0-0 to grant the waiver and amend the original subdivision approval, on a motion made by Alastair Millns and seconded by Paul McLaughlin.

- 4. Rochette's Oil Service, Inc. (applicant) and Willey Real Estate, LLC. (owner) -**
Review for acceptance and consideration of final approval for a Waiver of Full Site Plan for an expansion of an existing non-conforming fuel storage and distribution business. The parcel is located at 658 Daniel Webster Highway in the C-2 (General Commercial) and Aquifer Conservation Districts and Wellhead Protection Area. Tax Map 6E-2, Lot 013.

Tim Thompson said that the applicant was granted a variance on February 22, 2017, to permit the expansion of an existing legal non-conforming fuel storage and distribution business. He proposes to replace an existing 500 gallon propane tank with a 1,000 gallon tank and to utilize the new tank for retail propane sales. On May 1, 2017, Fire Marshal Manuele wrote a letter raising concerns to be addressed before approval.

Ralph Freeman, Rochette's Oil Service, Inc., distributed a new plan that addresses most Fire Department issues. The changes are that the tank in front of the building was repositioned and would be set back 25' from the property line, there would be a crash barrier, a fence around the tank, and the tank would sit on a 6"x6" four-foot long platform with gravel underneath. (Condition 5.a.)

Matt Buckley, Rochette's Oil Service, Inc., explained how the setbacks were measured, which Tim Thompson said are building code requirements.

Staff recommends that the Board vote to accept the application, as it is substantially complete and contains sufficient information to invoke the Board's jurisdiction and to allow it to make an informed decision.

The Board voted 7-0-0 to accept the application for review, on a motion made by Alastair Millns and seconded by Desirea Falt.

Ralph Freeman said the MCC wanted native plants and landscaping to obscure the tank from view.

Michael Redding asked whether the bollards would impact the parking spaces. Ralph Freeman said there are enough spaces without them, but wants them if necessary. They can be pushed back safely. Chairman Best noted that there must be 18' after the bollards. Tom Koenig asked how cars would be prevented from hitting the bollards. Matt Buckley said the lines would be elongated. Ralph Freeman added that there would be concrete movable wheel stops. He corrected the agenda item: the existing tank is 250 rather than 500 gallons.

There was no public comment.

Ralph Freeman said there would be some increase in traffic. Rochette customers had asked for a larger tank. Chairman Best said that it would be 16' long and 3½' in diameter.

Michael Redding wanted to dress up the entrance. Ralph Freeman prefers plantings to a fence. The sign will not change. He prefers to keep the tank in front; it cannot be placed in the rear because traffic would go onto the property. Alastair Millns agreed that trucks should not mix with general public vehicles. He prefers segregating the service and fuel delivery areas. Chairman Best suggested installing four-season plantings as high as the tank. Ralph Freeman said the fence would open near the locking cabinet.

Desirea Falt said plantings would obscure the sign in front and agreed that slats in a fence do not look good and are combustible.

The Planning Board agreed that staff could approve the plantings and fencing.

The Board agreed to include the following waivers as part of full site plan review: Sections 7.5.D(5) – Property line bearings; 7.05.D(7) – Soil types and boundary; 7.05.D(12) – Location of buildings and intersecting roads and driveways; 7.05.D(13) & (14) – Stormwater drainage plans and calculations; 7.05.D(15) – Topography of site; 7.05.D(17) – Snow storage areas; and 7.04.D(19) – Pedestrian way/sidewalk.

Alastair Millns cited the criterion that specific circumstances relative to the site plan or conditions of the land in such site plan indicate that the waiver will properly carry out the spirit and intent of the regulations.

The Board voted 6-1-0 to waive full site plan review, on a motion made by Alastair Millns and seconded by Nelson Disco. Tom Koenig voted in the negative.

The Board voted 7-0-0 to grant final approval, with the following precedent conditions to be fulfilled within six months and prior to signing of the plan, unless otherwise specified, on a motion made by Desirea Falt and seconded by Paul McLaughlin.

1. Final plans to be signed by all property owners;
2. The applicant shall obtain all required State approvals/permits as may be applicable, note the approvals/permits on the plan and provide copies to the Community Development Department;
3. Any waivers granted (including Section and date granted) and/or any changes requested by the Planning Board shall be listed and fully described on the final plan, as applicable;
4. The applicant shall address any forthcoming comments from municipal departments/boards/committees as applicable;
5. The applicant shall address the following comments from the Merrimack Conservation Commission:
 - a. While the orientation and mounting method of the new tank are still undecided, the final design should include a localized containment or drainage swale to maximize water infiltration in the immediate area;
 - b. While the applicant does not have any immediate plans for changing the existing greenspace, the Commission recommends the use of native plantings for all new greenscape designs and repairs to disturbed areas;
 - c. The Commission recommends that only no phosphate, slow release nitrogen fertilizers be used. The Commission further recommends that the applicant utilize a soil testing facility to determine what levels and applications rates are necessary prior to applying any fertilizes to the site.
6. The applicant shall revise the plan to indicate evergreen landscaping in the vicinity of the proposed propane tank (meeting the approval of the Community

Development and Fire Departments), with plantings that are at least as tall as the tank at full maturity;

7. The applicant shall revise the plan to ensure that the proper parking space depth (18') is provided for the 2 spaces closest to the proposed tank and that curb stops are provided for these spaces in addition to the proposed bollards ;
8. The applicant shall address the following Planning Staff Technical Comments:
 - a. The applicant shall number notes/references on the plan;
 - b. The applicant shall include in the notes the following information:
 - i. Purpose of the Plan;
 - ii. Zoning District(s) and setback requirements;
 - iii. Building area;
 - iv. Number of employees and hours of operation;
 - v. Required and proposed parking;
 - vi. Variances granted, date and case number;
 - vii. Water and sewage sources.
9. Applicable setbacks should be depicted on the plan;
10. A signature block should be added that includes signature lines for the Planning Board Chair and Vice Chair.

6. Sandford Surveying and Engineering (applicant) and Barbara Watson (owner)

– Review for acceptance and consideration of final approval for a Lot Line Adjustment and Subdivision plan resulting in a total of 3 residential lots. The parcels are located at 124 & 130 Amherst Road in the R-1 (Residential) and Aquifer Conservation Districts. Tax Map 4B, Lots 136 & 137.

Tim Thompson said the properties are currently and will be serviced by municipal water and septic systems. The applicant intends to adjust the lot line between lots 136 and 137, then subdivide the revised lot 136 to create a total of three residential lots (two new building lots).

Robert Kilmer, Sandford Surveying and Engineering, described the square footage and setbacks of each new lot. Additional right-of-way would be created on Amherst Road through a widening easement. There is a pond to the south. The soils are “severe”. The applicant has received state subdivision approval. There is municipal water with two new hookups for two new lots. There will be an individual septic system on each lot. Tim Thompson explained that soil types do not matter in the R-1 District. Robert Kilmer explained that the L-shaped lot was created to form a larger lot and include the pond.

Chris Condon, 4 Hartwood Drive, who is owner Barbara Watson’s son, explained that the subdivision would allow him and his family to move next door to his mother. The lot is in an L-shape in order to preserve the pond and to add a large garage. The “dam” is 2’ wide and 3’ high and probably does not require a state permit.

Staff recommends that the Board vote to accept the application, as it is substantially complete and contains sufficient information to invoke the Board's jurisdiction and to allow it to make an informed decision.

The Board voted 7-0-0 to accept the application for review, on a motion made by Alastair Millns and seconded by Michael Redding.

Public comment

Richard Maloon, 117 Amherst Road, likes the plan and is glad the lot would not be cut into small pieces.

Robert Kilmer said a wetland scientist flagged the wetlands to determine the contiguous upland.

Alastair Millns cited the criterion that strict conformity would pose an unnecessary hardship to the applicant and a waiver would not be contrary to the spirit and intent of the regulations.

The Board voted 7-0-0 to waive the requirements of Section 4.04 - Soils Data - of the Subdivision Regulations, on a motion made by Alastair Millns and seconded by Michael Redding.

The Board agreed that the other waivers (scale of final plat, boundary survey maximum error closure, lot dimension and areas, paved pedestrian way/sidewalk) are not necessary in a minor subdivision and will be included as part of final approval.

The Board voted 7-0-0 to grant final approval, with the following precedent conditions to be fulfilled within six months and prior to signing of the plan, unless otherwise specified, on a motion made by Alastair Millns and seconded by Michael Redding.

1. Final plans and mylars to be signed by all property owners. The appropriate professional endorsements and signatures shall also be added to the final plans and mylars;
2. The applicant shall obtain all required State approvals/permits (NHDES Subdivision, NHDES Wetlands, and any others as may be applicable), note the approvals/permits on the final plans and mylars and provide copies to the Community Development Department;
3. The applicant shall note all waivers granted by the Board on the final plans and mylars (including Section, and date granted) as applicable;
4. The applicant shall provide draft copies of any applicable legal documents for review, at the applicant's expense, by the Town's Legal Counsel;
5. The applicant shall address any forthcoming comments from the Building Department, as applicable;
6. The applicant shall address any forthcoming comments from the Fire Department, as applicable;

7. The applicant shall address any forthcoming comments from Merrimack Village District, as applicable;
8. The applicant shall address the following comments from the Public Works Department:
 - a. Sheet 1 – Lot Line Adjustment & Subdivision Plan
 - i. All monuments shall be placed at all street intersections, points of curves and angle points per Section 4.18 (add monument at angle point in lot 4B-136).
 - ii. A note shall be added to the plans stating that all proposed driveway entrance construction shall conform to Section 4.13.1 under the Roadway and Utility Standards.
 - iii. Add a note to plans indicating any work within the public right of way on Amherst Road will require a right of way permit from the Highway division of Public Works.
 - b. Sheet 3 – Driveway Plan & Profiles
 - i. Amherst Road is considered a Minor Arterial Street (per section 4.21). The sight distance for the driveways should be reviewed and determined using the Roadway & Utility Standards Section 4.13.1 the AASHTO requirements. The 1990 AASHTO book is referenced in the regulations; in addition, we use the more current 2011 AASHTO Book, in particular tables 3 -1 and 3 -2.
 - ii. According to section 4.20 (2) Pedestrian Ways and Sidewalks a paved pedestrian facility shall be constructed along an arterial street as part of a subdivision. Under section 4.20(6) the Planning Board may waive the requirements for good cause or under Section 4.20(7) there may be Payment in lieu of construction if one or more conditions exist.
 - iii. The driveway profiles should be revised so that the sight distance is being sighted in the correct travel lanes to view the oncoming traffic.
 - iv. A note should be added to the plan that the all season safe sight distance shall be maintained year round. All vegetation and trees shall be removed from the line of sight towards the road.
 - v. The sight distance height should be 3.75 feet and not 3.5 feet.
 - vi. Amherst Road is scheduled to be reclaimed and repaved this year any ROW work that needs to be done, such as water line installations, should be done prior to the road work so the road won't be disturbed after.
9. The applicant shall address the following Planning Staff Technical Comments:
 - a. Revise Sheet 1, Note 10 and also Sheet 2, Note 3 by deleting the word "on" so the second part of the sentence reads "New lot 4B -136 -1 & 4B -136 -2 are to be serviced by on municipal water and septic systems."

- b. On Sheet 1, revise the signature block by changing “Secretary” to “Vice Chairman”.
- c. On Sheet 2, fix the typo in the UNH Granit website address under the SCS Soils Key.
- d. A note regarding the requirements of the Stormwater Management Ordinance and a Pre-construction meeting shall be added to the plan.

The following general and subsequent conditions are also placed on the approval:

1. The applicant is responsible for recording the plan (including recording fee and the \$25.00 LCHIP fee, check made payable to the Hillsborough County Treasurer) at the Hillsborough County Registry of Deeds. The applicant is also responsible for providing proof of said recording(s) to the Community Development Department;
2. Any proposed easements and/or applicable legal documents shall be recorded at the Hillsborough County Registry of Deeds at the expense of the applicant;
3. The applicant shall obtain right -of-way permits from the Public Works Department for all new driveways.

- 7. Hoyle Tanner & Associates, Inc. (applicant) and OVP Management, Inc. (owner) –** Review for acceptance and consideration of final approval of a Site Plan for the renovation of an existing retail shopping plaza, including the addition of 4,650 square feet of new restaurant space. The parcel is located at 360 Daniel Webster Highway in the C-2 (General Commercial), Aquifer Conservation, Planned Residential Development Overlay and Elderly Housing Overlay Districts. Tax Map 4D-3, Lot 001.

This item was tabled due to notification error.

- 8. Hayner/Swanson, Inc. and Student Transportation, Inc. (applicants) and John T. Zyla (owner) -** Review for acceptance and consideration of final approval of a Site Plan for a school bus operations facility. The parcel is located at 534 Daniel Webster Highway and 6 William Street in the C-2 (General Commercial) and Aquifer Conservation Districts and Wellhead Protection Area. Tax Map 6D, Lots 001-01 & 001-02.

Tim Thompson said the applicant proposes to consolidate both lots and raze the existing 9,500 square foot garage in order to construct a new 3,000 square foot two-bay maintenance garage addition to the existing commercial building. They also propose to construct new parking areas on site as well as a fueling station and various other site improvements, including a number of stormwater management improvements. The ZBA granted a variance on February 22, 2017, to permit the proposed use in the C-2 District. Because peer review comments have not yet been received and the applicant will meet with the Highway Safety Committee next week, staff recommends continuing this item to a date certain in June 2017.

Alastair Millns, who is a school bus driver, stated that he never worked for Student Transportation and need not recuse himself.

Tom Zajac, Civil Engineer, Hayner/Swanson, Inc., said there is an existing partial two-story multi-tenant commercial building with attached garage. Access would be via the driveways on D.W. Highway and on Williams Street. There is a small wetland in the rear. Student Transportation wants to move from its current 14 Star Drive location closer to school operations and to have a larger maintenance site. The existing garage would be demolished, to be replaced by a new 3,000 square foot maintenance addition. There would be four full-time employees. The existing commercial tenants would remain. Operating hours would be 6:00 a.m.-5:00 p.m., Monday-Friday. There would be 78 new vehicle parking spaces for customers and employees. One area in the south would be just for drivers. The required 89 spaces are not needed; the remaining 11 would be set aside for future use. There would be 55 school buses on the parking lot with 10 spaces set aside for future growth. The driveway on D.W. Highway would be maintained. The access points on William Street would be better defined and the curb cut reworked.

Tom Zajac explained the traffic pattern. There would be a concrete pad for a fuel island, an exit onto William Street so headlights would not point directly onto the abutting property and new landscaping and lighting. Since approximately 172,300 square feet of contiguous area would be disturbed, Student Transportation has applied for an Alteration of Terrain Permit (AOT). There would be no wetland impact and stormwater management would be improved. The MCC recommended using Green SnowPro and no phosphate fertilizers, to which the applicant agrees. The Wastewater Division does not allow bus washing outdoors. A holding tank might be installed to service the floor drains. It has not been determined whether buses would be washed on- or off-site at this time.

A full-time employee would fill all buses from the tank at the fuel island, which would be monitored by a spill container box. Spill from runoff would be self-contained by the pad. A Department of Environmental Services (DES) permit is required. There would be a 6'-high stockade fence on three sides of the fuel island. Tom Zajac described the proposed stormwater management (infiltration basin, rain gardens, and infiltration trenches) which has been designed for a 50-year storm event. Overflow would go to the wetland. Peak volumes would decrease.

Impact to the abutter on William Street would be minimized by more green space, buffering, screening, a wooded buffer, eliminating spillover light, moving the parking lot as much to the rear as possible, a stockade fence, new access, and reducing ponding on William Street.

Tom Zajac summarized the Pernaw Company's traffic study. Peak hours on D.W. Highway do not coincide with peak bus times. No light or auxiliary turn lane is warranted. Ten feet would be dedicated for a right-of-way to meet town standards. The applicant will obtain a roadway widening easement so that the building is not moved into the buffer. The pavement would be widened to 24'.

There would be a sidewalk on D.W. Highway, but a waiver is sought for a sidewalk on William Street. The parcel contains approximately 240 linear feet of frontage along D.W. Highway and 770 linear feet of frontage along William Street. Neither road contains sidewalks along this property. There are no sidewalks on the residential property to the north. The Vault Motor Storage site, which abuts on the south, contains a combination of striped pavement and recycled asphalt pavement sidewalk extending to the subject property's southern property line. The site is unique in that it contains frontage on both D.W. Highway and William Street and abuts the F.E. Everett Turnpike. Requiring a sidewalk would be of little to no benefit to pedestrians because the F.E. Everett Turnpike precludes any future pedestrian connectivity to this location. Per the Public Works Department, the applicant has agreed to make improvements to fix existing issues related to the public right-of-way and pavement width on William Street. Requiring sidewalks or a monetary contribution equal to would be an unnecessary and additional cost to the project. Sidewalk improvements along William Street would likely involve curbing and drainage improvement, which would add further expense to the project.

A waiver is sought from the requirement that all sides of any principal building that directly faces an abutting public street shall feature at least one public entrance. Neither the existing building nor the proposed maintenance addition has a public entrance facing William Street. The proposed maintenance addition would contain a pitched roof and vinyl siding to match the existing building. The addition would contain windows along the north elevation facing William Street to help break up the building façade. The maintenance addition would be used only by Student Transportation employees and not the public.

Staff recommends that the Board vote to accept the application, as it is substantially complete and contains sufficient information to invoke the Board's jurisdiction and to allow it to make an informed decision.

The Board voted 7-0-0 to accept the application for review, on a motion made by Michael Redding and seconded by Desirea Falt.

Tim Thompson said the traffic study has not yet been reviewed. Nelson Disco asked if there would be a Category D buffer to residential abutters to the north. Tom Zajac said he met the buffer requirement. Tim Thompson read out the buffer regulation. Tom Zajac said there would be a landscape buffer and a stockade fence. Chairman Best reminded him that extra spaces cannot be in the buffer.

Staff recommends continuing this item in order to allow time for peer and staff review.

Chairman Best asked how long it would take for morning traffic to leave William Street turning onto D.W. Highway and whether it would stop cars. Alastair Millns said the only time there is a large group (36) of buses is 1:30-1:45 p.m. There is no problem the rest of the time. He suggested trying not to send them all at once. Nelson Disco disagreed, having seen 25 buses come out of Star Drive at 6:30 a.m.

Steve Pernaw, Traffic Engineer, Pernaw & Company, summarized his study and explained his methodology. He stated that right turn afternoon departures cause less traffic than morning departures. The impact of morning and afternoon street traffic/cars

is less than 1%. At bus peak hours, the impact increases to 2%-4%. The queue would be a maximum of 2-3 vehicles on William Street. Arrival hours would be at Level of Service D. Chairman Best said the queue is really 11 cars. Steve Pernaw said no left or right hand turn lane onto Route 3 is necessary; one lane is sufficient. Not all buses arrive at exactly the same time, although they leave as a group. Chairman Best and Tom Koenig were concerned about traffic variation on D.W. Highway. Steve Pernaw said that traffic engineers do not design for the busiest hour. He recommended maintaining stop sign control on the William Street approach and increasing turning point radii. Nelson Disco wanted Steve Pernaw to compare his projected growth rate on D.W. Highway to include Flatley's at the next meeting. The study took into account that cars go faster than the 30 miles per hour limit. Chairman Best and Nelson Disco disagreed with Steve Pernaw about a left turn onto William Street in the morning and predicted traffic would back up.

Tom Zajac showed the architectural plan for the building.

Public comment

Carole Footer, 536 D.W. Highway, said one must wait in traffic from Route 3 to William Street at any time. Buses would drive the entire length of dead-end William Street. As an asthmatic, she is concerned that diesel fumes would smell up her house. The culvert drains onto her land, which causes an issue whenever it rains. Student Transportation may leave when its contract with Merrimack ends in two years.

Chairman Best read a letter from Steven Miller, 42 Belmont Drive, who has the following concerns: traffic would cause gridlock on a two-lane road not designed for such use; waiting behind buses to make a left turn would force impatient drivers into the breakdown lane to pass them; people and children walking in the lane would risk being struck; diesel engines warming up in winter would cause noise and pollution to adjacent properties; large-scale truck maintenance would generate pollutants, and property values would diminish.

Greg Stinson, Vice President for Operations, Student Transportation, Inc., said their current contract would expire in 2021. Ten of the 2012 Clean Diesel Emission Fleet would be replaced this fall. They have filters and emit zero particulates.

Tom Zajac said stormwater would infiltrate into the ground. A stormwater basin and improved ponding would improve drainage on William Street.

Tom Zajac said buses are now washed off-site and the water is recycled. There would be a maintenance plan for drainage systems as part of the DES/AOT Permit. Merrimack's policy is not to have floor drains in maintenance facilities, so Student Transportation would have to decide where and how to wash buses in the future. Chairman Best wanted to know about washing and chemical storage at the applicant's next appearance before the Board. Greg Stinson said all maintenance would be done inside the garage and on-site with floor jacks and no lifts. Chairman Best suggested making that a condition of approval.

Nelson Disco was disappointed that flowering trees would be removed from the front buffer, but Tom Zajac said it is to meet the buffer requirement.

The Board consensus was that there was no issue with granting a sidewalk waiver on William Street.

The Board voted 7-0-0 to continue this item to June 6, 2017, at 7:00 p.m., in the Matthew Thornton Meeting Room, on a motion made by Alastair Millns and seconded by Paul McLaughlin.

9. Discussion/possible action regarding other items of concern

None.

10. Approval of Minutes – April 18, 2017

The minutes of April 18, 2017, were approved as submitted, by a vote of 7-0-0, on a motion made by Desirea Falt and seconded by Michael Redding.

11. Adjourn

The meeting was adjourned at 10:25 p.m., by a vote of 7-0-0, on a motion made by Alastair Millns and seconded by Desirea Falt