



Town of Seabrook
Planning Board Minutes
Tuesday, January 20, 2015
NOT OFFICIAL UNTIL APPROVED

Members Present: Donald Hawkins, Chair; Jason Janvrin, Vice Chair; Roger Frazee, Michael Lowry, Francis Chase, Ivan Eaton III, Edward Hess, Ex-Officio; David Baxter; Alternate, Tom Morgan, Town Planner; Barbara Kravitz, Secretary; Steve Zalewski, Building Inspector; Rick Friberg, engineering peer reviewer, TEC; Curtis Slayton, Superintendent, Water Department;

Members Absent: Sue Foote, Alternate; Paula Wood, Alternate,

Hawkins opened the meeting at 6:30 PM.

MINUTES OF JANUARY 06, 2015

Hawkins asked for comments on the January 6, 2015 Minutes. Janvrin asked that the Motion on page 4 be clarified to state that the approved changes were made to Section 2 – definition and Section 16. The correct designation on page 3 would be Bruce Brown.

MOTION:	Chase	to approve the Minutes of January 6, 2015 as amended.
SECOND:	Hawkins	Approved: Unanimous Abstained: Baxter, Eaton

PUBLIC HEARINGS

Hawkins opened the Public Hearings at 7 PM; because of the Warrant Article deadlines, they would be taken up first.

2015 POTENTIAL WARRANT ARTICLES

Proposed 2015 Zoning Map Update

Map Graphic

Hawkins explained that this would be the final meeting for making any change to the proposed map update. Morgan would project the map on the wall and could zoom in on a particular parcel. The Board wanted to hear from any owner, one by one, that had questions or did not like the change to their property line. Larry Douglas (and wife Ann) of 14 Railroad Avenue bought their property in 1980 and felt the commercial designation was desirable. He noted that his sister living at 18 Railroad Avenue felt the same. While this was his home, he did not want to restrict his children's options. Hawkins explained that the update was to reflect what was on the ground; some zoning lines were moved to the closest lot line, particularly with residential lots. There was no problem if an owner didn't want the change, in this case to put the properties back into commercial. Douglas' sister wanted assurance that the same would apply to her lot.

.George Filippone, owner of 20 and 26 Railroad Avenue, had cleaned up and improved his lots. He was aiming to create a small commercial development, and wanted to retain the commercial designation. Hawkins said that was not a problem. Morgan recalled that another owner near Worthly Avenue also had a problem that had been adjusted. Hawkins emphasized that no rezoning was attempted; when a boundary was moved it was to the closest lot line. He called attention to a similar situation in the Route 1 – Auburn Way area. He felt that if people bought commercial property the property line should be retained, and identified the boundaries that



should be moved back. Janvrin noted that if a particular parcel had split zones, the Planning Board could have input. He noted that along Route 107 certain parcels remained split by two zones. Hawkins asked for further comments in re the zoning map; there being none.

MOTION:	Janvrin	to forward the proposed updated zoning map as revised at the January 20, 2015 Planning Board Meeting to the 2015 Town Meeting.
SECOND:	Lowry	Approved: Unanimous

MOTION:	Janvrin	to find the changes proposed for updated zoning map at the January 20, 2015 Planning Board Meeting to be minor and immaterial.
SECOND:	Lowry	Approved: Unanimous

NEW CASE

Case #2015-01 RMD Inc. and Delta & Delta Realty Trust to establish a 3,253 square foot dental office at the Southgate Plaza, 380 Lafayette Road, Tax Map 9, Lot 1.

Attending, Jim Lamp, J & Company

Lamp said that the prospective dental office tenant would occupy 3,250 square feet at the corner of the existing 13,000 square foot stand alone building approved for retail space. As this is office space, they changed the parking count to 5 spaces per 1,000 square feet. Janvrin asked about the signage. Lamp said it would be consistent with the new façade. Hawkins asked for Morgan's view. Morgan had no problems on the siteplan, but called attention to the request for a waiver in re the application fee. Hawkins said the fee would be the same as with all comparable applications and recommended not approving the waiver. Chase said it would be a bad precedent.

MOTION:	Lowry	to accept Case #2015-01 as administratively complete for jurisdiction and deliberation.
SECOND:	Eaton	Approved: Unanimous

MOTION:	Lowry	to deny the waiver request for a reduction in the application fee for Case #2015-01
SECOND:	Janvrin	Approved: Unanimous

Janvrin recalled that in connection with the overall Southgate approval a bike rack was to be provided. Lamp said he would take care of this. Chase asked why this case came to the Planning Board. Hawkins said it was going from retail to office space. Zalewski requested that the Board evaluate the criteria for a change of use application.



MOTION:	Janvrin	to approve Case #2015-01 - RMD Inc. and Delta & Delta Realty Trust to establish a 3,253 square foot dental office at the Southgate Plaza, 380 Lafayette Road, Tax Map 9, Lot 1, conditioned on (i) open invoices being paid; (ii) installation of a bike rack for the plaza; and (iii) no security would be required.
SECOND:	Lowry	Approved: Unanimous

ONGOING CASES

Case 2014-13 – Proposal by M & K Complex and Timothy Johnson for a condominium conversion at 920 Lafayette Road, Tax Map 7, Lots 91-201 thru 91-205, continued from May 20, 2014, July 15, 2014; August 19, 2014, September 16, 2014, October 7, 2014; October 21, 2014; November 18, 2014, December 16, 2014; January 6, 2015 resumption of deliberation; parties in interest resolution;

Attending: Curtis Slayton, Water Department Superintendent

Hawkins said that letters had been received from Johnson and the other 920 Lafayette Road owners in re agreement on the revised site plan of 12-10-14. Eaton entered a motion for approval. Slayton said that the water issues had not been proved out. Eaton withdrew his motion. Hawkins understood that the water shutoffs would be inside with access from the outside. Slayton wanted to check that there was a dedicated shutoff for each unit, so that shutting off one would not affect any other service. .

MOTION:	Eaton	to approve Case 2014-13 – M & K Complex and Timothy Johnson for a condominium conversion at 920 Lafayette Road, Tax Map 7, Lots 91-201 thru 91-205, conditioned on (i) the site plan and condominium documents are entirely acceptable to the Town Planner; (ii) the set up system for the water shutoffs be entirely satisfactory to the Water Superintendent; and (iii) no security shall be required.
SECOND:	Janvrin	Approved: Unanimous



Case #2014-29 Proposal by A-1 Storage and Greenhead Lobster LLC to construct a 20,000 square foot industrial building at 25 London Lane, Tax Map 5, Lot 8-20 continued from December 16, 2014;

Attending: Hugh Reynolds, Boyd Dodge, Greenhead Lobster;
Appearing for the Applicant: Wayne Morrill, Jones & Beach Engineers;
Attending for the Town: Curtis Slayton, Water Superintendent; Rick Friberg, engineering peer review, TEC;

Morrill said a revised planset had been updated and submitted to the Planning Board with changes made following the Technical Review Committee Meeting. The 100 foot no-cut buffer along the residential side, and the 50-foot no-cut buffer along Ledge road, were added. The snow storage area was revised; the shipping and receiving accesses were reversed, and shipping would be done during normal hours in consideration of the neighbors. There would be a 30,000 gallon holding tank in the floor. The operation was comprised of receiving the lobsters, washing them down, and packaging and shipping product internationally. There would be no retail sales.

Morrill said at the TRC meeting the DPW Manager was concerned about the origin of the sea water, and called attention to Note #6 requiring DPW Manager approval if sea water was to be accessed from any location in Seabrook. He pointed out the pond on the south end which was meant to become a permanently filled pocket pond. The silt fence was updated; overflow is shown directed to the catch-basin which had been submitted to the NH Department of Environmental Services for the Alteration of Terrain permit. The propane tank is sited and above ground; bollards are protective. Water usage is estimated at a total of 715 gallons per day of which 375 are for processing and 340 are for domestic use; all water connections will be 2 inch poly. Outdoor lighting in the back of the building will be off during non-operational hours when there would be no light trespass. Chase asked Slayton if there were a blow-off at the street. Slayton said there would be a hydrant at the end of the street. Lowry noted that the dumpster was behind the building, and no pick-up or drop-off from 7PM to 7AM would be allowed. Morrill said that would be notated. Zalewski wanted the shipping and delivery hours notated on the plan because he would get the calls from neighbors. Morrill said they were restricting the shipping hours on the neighbor side from 11 PM to 7 AM; delivery hours would not be restricted on the receiving doors because that was blocked from the residential area. Morrill said they would work on being specific about the hours.

Zalewski said to consult the wastewater department staff in re their requirements including the grease interceptor for the wash-down operation, and the periodic testing. Morrill said the contractor would contact the Sewer Superintendent to be sure that their concerns were met. Zalewski asked how the flooring would be washed, and how the sea water would be disposed. Reynolds described the 3 container compartments of the holding system with enough cubic volume to move between compartments for cleaning; there was a biological filter at the bottom. They don't get rid of sea water; it is recycled through the basement back into the seawater system. The processing area would be washed with fresh water. Janvrin asked if the floor drains on the sea water side would go back into the basement. Reynolds confirmed this. Zalewski asked if there would be an outside manhole for testing and sampling. Morrill said they provided a doghouse manhole; they will provide a detail of the testing and sampling procedure. Chase asked if that would be on the applicant's property; Morrill will check on this.



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Hawkins wanted the dumpster, shipping, and receiving hours stated on the plan. Eaton asked how the smell of dead lobsters would be controlled. Morrill commented that at the TRC meeting Henry Boyd of Millennium Engineering said this goes back into the tank to be eaten by other lobsters. Reynolds said any such residue would be frozen and sent back to be purchased (for \$1.), so there would be no odor.

Janvrin was concerned about trucks, which he thought would be 36 foot boxes, turning into the receiving area and then backing into the dock; he suggested routing the trucks around the building to London Lane to pull into the first entrance and then backing in. Morrill said this did not work well with the large WB 67 size trucks, which had to go around through the cul de sac. Janvrin wanted a stockade fence to block out the truck lights from neighboring homes. Morrill said they were planting 6 foot evergreens to block that light. Also, the refrigeration units would be shut off during deliveries. Morrill said the majority of deliveries would be box trucks.

Hess asked whether there would be a filtering system to prevent outdoor ventilation and odors; there would have to be some type of air to the outdoors that people would smell. Reynolds said there would be no smell; they keep the biology of the water in the lobster system in balance without problems. Hess said then neighbors should not have any problems. Reynolds said as an exporting company they are also held to the international food standards. The Company is based in Maine and exports to 25 countries and will have 25 employees in Seabrook; the logistics were the perfect location for the packaging and shipping - a 10 hour round trip from the Maine fishing grounds. They were also looking forward to building a working relationship with the local fishing community. Hess said it would be great to talk with this area fishermen. Janvrin reminded that they would be in the aquifer protection district and asked if they would use a Freon-based refrigeration unit. Reynolds said they use a Freon based air-handling system with titanium barrels inside; their current warehouse location was in a housing area. Janvrin said there would have to be utility easements in re the MS-4 required inspection of outfalls and for water and sewer access. He suggested checking with the town about its mosquito control program given there would be standing water and the mosquito presence on the west side of town is heavy at times. He wondered if they would extend the easement to the town contractor. Morrill will check on this with the DPW Manager.

Friberg described his comments as minor conditions. There was a need for 2 feet of cover over the culvert at the northern driveway so the pipes don't get crushed. He understood that the detention pond was being described as a pocket pond, but to get credit for infiltration there needed to be a separation between the high water and the bottom. They would need to revise the infiltration calculations or require a test pit a few feet away.

The methodology for keeping standing water clean and the mosquito control plan should be shown in the Operations and Maintenance plan and in the siteplan. Also the differing treatments for standing water and vegetation should be detailed in the O & M and shown on the plan. A letter would be needed from the NHDES indicating satisfaction in re the AOT. Hawkins asked if there would be an AOT permit. Morrill said yes. Friberg would support the requested waivers for the granite curbing and the landscape architect's stamp. Hawkins asked if the security amount had been calculated. Friberg will have that prior to the next meeting. Janvrin asked about the cape cod berm. Morrill said it would be in the back; granite curbing in the front; employees would park at the cul de sac. Chase asked if a safety barrier would be needed for the culvert. Morrill said it would be 2 feet and there were no corners; they would change the swale a little bit. The Company was agreeable to a security amount. Janvrin asked about utility easements, suggesting that the applicant could agree to this. Hawkins asked for further comments from Morgan; there being none; there being no comments from abutters



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MOTION:	Lowry	to grant the Case #2014-29 landscape waiver request.
SECOND:	Eaton	Approved: Unanimous

MOTION:	Lowry	to grant the Case #2014-29 waiver request for installation of a cape cod berm.
SECOND:	Eaton	Approved: Unanimous

MOTION:	Lowry	to grant the Case #2014-29 waiver request in re a portion of the granite curbing.
SECOND:	Chase	Approved: Unanimous

MOTION:	Janvrin	<p>to approve Case #2014-29 - A-1 Storage and Greenhead Lobster LLC to construct a 20,000 square foot industrial building at 25 London Lane, Tax Map 5, Lot 8-20; conditioned on</p> <ul style="list-style-type: none"> (i) payment of the security amount specified by the town's engineering peer reviewer; (ii) the NHDES/AOT permit with comments; (iii) the dumpster, receiving and shipping hours of operation listed on the siteplan; (iv) the siteplan detail to meet the requirements of the Wastewater Treatment Department as stated in the letter of 01-19-15; (v) meeting the peer review engineer's stipulations for a 2 foot cover over the culvert on the north side, revised drainage calculations for the bottom of the detention pond, <u>or</u> show a 2 feet of separation with a test pit; (vi) the Operations and Maintenance Plan to provide the treatment of standing water, mosquitoes and grassy areas; (vii) depicting the doghouse manhole and lighting details on the west side, (viii) notating the agreed utility easements allowing town employees access for water shutoffs, sewer lines and groundwater sampling; (ix) the siteplan and documentation to be entirely satisfactory to the town planner and the consulting engineer; (x) the applicant providing a letter with the back-up detail stating that all conditions of approval have been
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		met; (xi) expiration of the siteplan approval if the conditions of approval are not met within 180 days; and (xii) payment of outstanding invoices prior to the chair signing the siteplan.
SECOND:	Lowry	Approved: Unanimous

ONGOING CASES - UPDATES

**Case #2013-19 US Foods redevelopment of 100 Ledge Road;
 NHDES Response in re Fueling Facility;**

Attending: Alexander Raine, Vice President, John Glynn; Art Roman, Construction Director;

Appearing for US Foods: Dan Frigge, Dan Rousseau, David Bye, Construction Manager, ESI Group; Charles Wilson, Portland Pump; Mark Antonia; Antonia Design;

Attending for the Town of Seabrook: Curtis Slayton, Water Department Supervisor; Rick Friberg, engineering peer review, TEC;

Attending for State of New Hampshire: Michael Bergeron, DRED; Mike Juranty, Supervisor of Compliance, NHDES,

Hawkins explained that US Foods had encountered a construction problem because the NH Department of Environmental Services had raised issues with the design of the fueling and maintenance facility. He asked for a detail of the problem to be presented to the Board.

Raine thanked the Board and the Town for very quickly cooperating in addressing the project and the problem raised by the NHDES. They had applied for the fueling permit from the state which required some tweaking of the plans. He asked Frigge to present the issues. Frigge displayed diagrams comparing the fueling and truck washing facility design, as it was first submitted to the Board, with the revised depiction in response to the NHDES requisites. Originally the drain culverts were directed to the oil separator, out through the special manhole with the SPI media to the storm drain and then a vortex with a shut-off valve, and then to the detention pond. The NHDEA did not want the underground system connected to the surface. Frigge said that Portland Pump had come up with an acceptable solution – groves would be added to the concrete pad surrounding the fueling area leading to 5 gallon pumps that could hold 35 gallons of spill. Internal drains would be raised up to the concrete platform but could not enter into the sealed manhole. As an overflow catchment for the groves, they would add 2 inlet structures to catch drips from the concrete and route this through the original underground facility. Because the fueling mechanism could actually swing around to the other side (of trucks) they added hatching and signage designating a no-fueling area. Frigge believed that these adjustments were now acceptable to the NHDES.

Janvrin asked if the fueling facility would be lower than the surrounding edges. Frigge said that everything within the basin would be controllable by a shut-off valve. . Hess said this looked like a dual containment; if one part failed the other would take over. Frigge added that there was still 110 percent containment at the fuel islands



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Hawkins asked why this approach was preferred to the original design. Frigge said there was a difference of opinion. Juranty said the original dispensing would not be approved because the oil-water separator could not remove certain soluble components from the drips and drabs from the refueling e.g. benzene before going into the outfall. This would be deemed a reportable discharge forcing immediate reporting to NHDES (several times a day) and cleaning of the oil-water separator. In a gas station absorption could be applied to catch the spill. In a catastrophic spill the valves would be shut first.

Hawkins asked if there would be time to clean the oil separator immediately in a new maintenance system before there was penetration. Juranty said a catastrophic situation would occur if soluble items got through the drain to the oil separator and would be a reportable discharge. Hawkins asked if that would be the case with the three original drains on the pad. Juranty said it would. Hawkins asked if taking out those drains meant they did not have to report small spills. Juranty confirmed that discharges under .5 gallons that could be cleaned up quickly would not have to be reported. Hawkins asked if in the event of a catastrophic spill it would drain into the multiple levels of protection before the outfall. Juranty said it would be a reportable discharge but the oil separator would be the first level of cleansing and collect most of the discharge. Hawkins asked if NHDES required a cleanup after the fact, would that be of the whole piping system. Juranty said it would.

Frigge said in a catastrophic event soluble(s) that got into that system would stop at the SPI media; everything before it would have to be cleaned out and/or replaced. Canisters were recyclable and had to be inspected; they would keep a spare canister on site. Cleaning is done on a regular schedule year-round. Hawkins asked if under the original system there would have been cleaning at the oil separator every time something got to it. Frigge said small spills would be picked up before hitting that point so cleaning would not have to happen every time. Juranty said oil sitting there would become problematic. Hawkins asked if the proposed methodology was preferable on small spills to the original design, and on large spills the same system would be used. Janvrin asked what would reportable mean. Juranty said there were different protocols. Over 50 gallons is reportable in any case. At a gas station a fueling spill drained and cleaned immediately would not be reportable if less than 25 gallons. The aim is utilizing the groves day-to-day. Frigge noted that they would have 5 gallon pumps so there would be more coverage that the state required.

Chase referenced the area to be striped and asked why they would not put up a fence so it would be non-accessible. Frigge said originally the design had not intended fueling on that side, but one of the Zoning Board of Adjustment requirements was that specific personnel had to be trained and operating the fueling island so encroachment would not happen. Chase asked if it would be better to make that pump unable to service on that side – a shorter hose or something in the way because the area was unprotected. The yellow striping was not adequate. Frigge said this was a private site being fueled by private personnel. Hess commented that there should be an automatic shut-off if there were a fuel leak.

Hawkins asked if everything the NHDES wanted done was satisfied with the changes discussed.

Juranty said that other than a couple of easy adjustments, the direct drainage to the oil-water separator, which was the main item, as proposed with the added protection would be ok and would be above and beyond the state's requirements. Hawkins said the Board was very sensitive because this is in the aquifer protection zone comprising all of the town wells. There would be no options. US Foods was asked to be as thorough as they could possibly be to



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guarantee that there would never be a spill that couldn't be contained ergo the multiple levels of protection. He asked if with the changes proposed the requirements would be met so that there wasn't more to discuss. Juranty said as proposed, they were done. Baxter asked about the minor issues. Juranty said one was the markings and signage at the end dispensing pad which they would accept with trained personnel. Baxter asked if there was a better solution. Juranty suggested a physical barrier; fencing did not seem to be a solution because of the driving pattern, controlling the nozzle also, but they wouldn't require that. Janvrin said a physical barrier would also present a barrier to firefighting; he thought 15 feet would have to be added for the width of the vehicle. Frigge said the length of the hose could be looked at. Hess asked if something would be around the cement pad to catch a spill. Janvrin thought again about 8 feet. Frigge said that state had suggested grass, which he thought was of greater concern. Juranty said there would be no mistake in recognizing grass. Raine said they would extend the concrete.

Hawkins asked Friberg for further comments. Friberg said the changes were a different way to achieve the same result with another level of protection. There was a better understanding of what the NHDES wanted. He noted that no abutters had attended. Friberg felt the changes were inconsequential. Hawkins asked Slayton for comments. Slayton was concerned that if the pad was extended, it would be an invitation for drivers to fuel from that side; with trained professionals, the striped area would be enough. If the concrete pad were extended would they be able to fill from that side, and would the canopy be extended. Chase again said that a stockade fenced would stop unwanted fueling, and still have the striping. Raine said they need transit around the building. Lowry suggested running a chain link fence on the outside of the pad. Lowry said chain link would allow fire access. Hawkins asked for Friberg's view. Friberg said the concrete pad and striping would be sufficient protection.

Wilson explained that the pump in question was a satellite. It would take two or three steps to get to a vehicle from an outside position. Hawkins asked if Wilson thought it unnecessary Wilson thought the concrete pad solved the problem, and there would be access. Hawkins asked for Friberg's comments. Friberg said the concrete pad and striping would be an extra level of protection. Hawkins asked Morgan for the procedure. Morgan said the Board had to decide if the changes were a significant alteration asked if this redesign was a significant alternative; if so a public hearing would be required. If the change was not of much consequence, the Board should make that finding at this meeting. Chase asked if the concrete was the same. Frigge noted that it would be flat, not concave, and there would be groves. Baxter asked for Friberg's testimony. Friberg's finding was that this would be an immaterial change, but it would be the Planning Board's decision. Part of the reason they recommended coming to the Planning Board was because of the aquifer protection area. Hess asked if this was one of the best system for fueling safety. Juranty agreed that as far as the state was concerned, this dispensing system would go above and beyond the state's requirements. Hess asked if they were working with US Foods to achieve the best system possible. Juranty said that was discussed in their meetings with US Foods.

Glynn said that only qualified trained drivers would move the trucks during fueling. The Company had decided that there would be a facilities manager on site for fueling facility, as well as a facilities manager for the building. That would give great oversight. His commitment, as the person running the operation, was that no one would just pull up and start the refueling. Hawkins said US Foods' recognition of the importance of the fueling operation to the town was appreciated.



MOTION:	Hess	to find the changes to the Case #2013-19 US Foods siteplan maintenance and fueling design as specified by the NHDES and presented to the Planning Board on January 20, 2015 as not significant, conditioned on (i) the revised design being satisfactory to the NHDES and the Planning Board engineering peer review consultant, and (ii) extending the concrete pad on the western side a minimum of 8 feet.
SECOND:	Eaton	Approved: Unanimous

SECURITY

Eaton recused himself from Case #2010-24.

Case #2010-24 33-35 Gove Road Trust Jean Drive Extension - Gove Road, Jean Drive

Attending: Ivan Eaton III

Hawkins recalled that the request for release of security for Case #2010-24 had been made in October of 2014. After discussion at several Board meetings, the Secretary was asked to send the Security Reduction Checklist to the Department Heads and the consulting engineer for their signoff. The DPW Manager wanted \$33,388 retained for several items including an as-built, street light moved, easements, drainage, topcoat and certain driveway repairs, and wanted no less than 10 percent held for the usual roadway maintenance amount. The Sewer Department wanted \$2,000 to be retained, and the Water Department wanted \$1,000. The engineer's figure was \$38,588. Hawkins thought these figures did not recognize that there were 3 resident driveways to be resurfaced (not 1), and recommended that \$43,338 be the amount to be held by the town. After the open items were completed and signed off on by the department heads, the 10 percent retention for maintenance would be \$22,250.

Hawkins explained that efforts to resolve the homeowner issues had been unsuccessful. The property owners complain the Jean Drive extension had a truck across it and was not open, even for an emergency lane. This type of situation had never happened before. He asked for Morgan's view. Morgan said that when a developer submits a proposal to the Planning Board that includes a roadway, an implied dedication to public use was a part of the subdivision application. The public had the right to pass back and forth. Janvrin asked if there could be a cease and desist. Chase said the extension could be reached from Gove Road, but trucks could not turn around. Morgan said to make keeping the road open a condition of releasing any security. Hawkins asked Morgan to consult with the Board's attorney as to what the town could enforce. Janvrin said the emergency lane would be a Board of Selectmen issue. Hess said the vehicle is on the owner's land. Hawkins said it was parked in the middle of the road; no one could get through without going off the road.

Eaton said people went on the dirt road and damaged it, therefore the truck stopped passage. Hawkins said it was now paved road that they are saying is done. Security was being held. Eaton said the owner did not want any more damage before the road was accepted. Hess noted there were 3 houses and asked if police, ambulance and fire vehicles could get through. Eaton said not on the main road; homeowners could plow the gravel section. Eaton said to talk with Bill Walsh to move the truck to the side. Hawkins asked how the road could be accepted if it had not



been driven on. Morgan called attention to the regulation requiring 10 percent of the original security amount to be held for maintenance for 2 years to see that the road held up before acceptance was considered. Chase clarified that the road had to be done. Hawkins noted that the pavement companies were closed until about May, and that approximately \$164,000 was now held for security. Chase thought that the cost for the finish coat had been underpriced as the figures were 5 years old. Eaton said the top coat was done, and that Walsh would be held responsible for the Trust. He asked who would have the liability. Walsh would move the truck if the road were accepted, and thought that the town would be responsible for an emergency lane.

Hawkins reminded that the regulation called for holding security for 2 years, although the Board could decide on 1 year. This was premature because the project had to be completed and the road had to be used through the winter.

MOTION:	Hawkins	to retain \$43,338 of the security held for Case #2010-24 and release the balance conditioned on evidence that the road would be opened and remain open for public use.
SECOND:	Janvrin	Approved: Unanimous

Kravitz noted that the Planning Board would not address approving the Minutes until February 17.

MOTION:	Janvrin	to authorize the Chair to approve the January 20, 2015 Minutes with respect to Case #2010-24 for the purpose of providing notice to the Town Treasurer.
SECOND:	Hawkins	Approved: Unanimous

CORRESPONDENCE AND ANNOUNCEMENTS
Capital Improvement Program
Fire Department Request

Hawkins referenced the Fire Chief's letter requesting to update the figures in the CIP for the aerial fire truck. Janvrin said the figures in the CIP were outdated. The town Manager was asked to request the update prior to the Town Meeting. Hawkins said the DIP is a guide for the town – a living document that could be modified. Chase thought that the Budget Committee as well as the Planning Board should discuss this together. Hawkins said he could understand the Budget Committee concern about figures, but felt that the CIP should be updated as needed. Hess commented that the Fire Chief had done a good job in researching this matter. Kravitz asked if the CIP needed to be republished. Hawkins recommended that the CIP Book not be reprinted every time there was a change. The Town Manager would create an addendum in the back of the book; they could include a summary, but there was no need to republish.

MOTION:	Lowry	to amend the Capital Improvement Program to accommodate updating the figures for the aerial fire truck as requested by the Fire Chief in his letter to the Planning Board dated January 2, 2015.
SECOND:	Hess	Approved: Unanimous



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OTHER BUSINESS

Town Report – Planning Board

Chase asked if the Town Report would be discussed. Hawkins said that Kravitz had written up a summary of 2014, and did a very nice job as she does every year. It was a very active year and was in the packet for the Board's information. It will appear in the Town of Seabrook Annual Report.

Hawkins continued discussion of the proposed revisions to the siteplan and subdivision Regulations (Spill Prevention and Stormwater Management Standards) to the next meeting, February 17, 2015 at 6:30PM in Seabrook Town Hall.

There will be no Planning Board Meeting on February 3, 2015, the date of the Deliberative session

Hawkins adjourned the meeting at 9:20 PM.

Respectfully Submitted
Barbara Kravitz, Secretary
Seabrook Planning Board