



Town of Seabrook
Planning Board Minutes
Tuesday, December 3, 2013
NOT OFFICIAL UNTIL APPROVED

Members Present: Donald Hawkins, Chair; Jason Janvrin, Vice Chair; Dennis Sweeney; Roger Frazee; Michael Lowry, Aboul Khan, Ex-Officio; David Baxter, Alternate, Tom Morgan, Town Planner; Barbara Kravitz, Secretary; Paul Garand, Code Enforcement Officer;

Members Absent; Sue Foote, Alternate; Francis Chase, Paula Wood, Alternate;

Hawkins opened the meeting at 6:20PM.

MINUTES OF NOVEMBER 5, 2013

MOTION:	Khan	to accept the Minutes of November 5, 2013 as written.
SECOND:	Sweeney	Approved: Unanimous

CAPITAL IMPROVEMENT PROGRAM

Hawkins explained that it was the Planning Board's responsibility to adopt the Capital Improvement Program for the town that had been put together by Department Heads and the Town Manager. The CIP covers 6 years and included the Planning Board projects. He noted that capital items needed to be in the CIP to apply for federal or state funding. Janvrin noted that the sideway plow was not programmed for a particular year. Hawkins thought it could be in highway equipment. Janvrin asked if a sidewalk plow could be purchased out of exactions, noting that this had been rejected by the voters twice. Hawkins will contact the Town Manager, and asked Morgan to check if donated funds could be used for this purpose. Janvrin thought this might be through the Rec Department and the Town Hall budgets. Water, Sewer, Fire, and Emergency Management all have separate GIS systems. The Rockingham Planning Commission was working to consolidate and justify systems. Hawkins will speak with the Town Manager re Assessing data, which had been raised many times.

MOTION:	Janvrin	to approve the 2014-2019 Capital Improvement Program as submitted to the Planning Board on December 3, 2013.
SECOND:	Sweeney	Approved: Unanimous

CASE #2003-23 HERSEY

Morgan will write the letter.

ACCESS AGREEMENT

Hawkins called attention to the need for an access agreement allowing departments to access private property sites for water, sewer, drainage, and for repairs, monitoring, and code enforcement; also to terminate service for non-payment. This should be a standing condition. Garand said to bring this up at the TRC meeting. Janvrin thought this should be recordable. Hawkins noted that many towns record site plans. Morgan said a separate document would have the owner's signature.



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PUBLIC HEARINGS

ONGOING CASES

Case #2013-14 – Proposal by Arleigh Greene, GRA Real Estate Holdings, LLC, 492 Lafayette Road, LLC, ARG Real Estate Holdings, LLC, West River Road, LLC, and Waterstone Retail Development, Inc. to consolidate six lots in the vicinity of Lafayette Road, Chevy Chase Road, Provident Way, and the South Access Road, namely Tax Map 8, Lots 54-2, 54-4, 54-5, 54-7, 54-8 and 90, and to discontinue most of Chevy Chase Road, continued from July 2, 2013, July 16, 2013, September 3, 2013; September 17, 2013; October 1, 2013, November 5, 2013; November 19, 2013]]]

Case #2013-15 – Proposal by Arleigh Greene, GRA Real Estate Holdings, LLC and Waterstone Retail Development, Inc. to demolish existing buildings on Tax Map 8, Lots 54-2, 54-4, 54-5, 54-7, 54-8 and 90, and to construct a 168,642 square foot shopping complex with associated parking and access drives, continued from July 2, 2013, July 16, 2013, September 3, 2013; September 17, 2013, October 1, 2013, November 5, 2013; November 19, 2013.

Request for application fee reduction, continued from August 6, 2013

Chevy Chase Road Relocation Request

Attending: Arleigh Greene, GRA Real Estate Holdings; Anton Melchionda, Doug Richardson, Waterstone Retail Development;

Appearing for the Applicant: Wayne Morrill, Jones & Beach; Jeffrey Dirk, traffic engineer, Vanesse Associates; Attorney Mary Ganz, Ganz Law;

Appearing for the Planning Board: David Saladino, traffic engineer, RSG;

Hawkins said the focus of this meeting would be about the Waterstone proposed design changes, and the widening of Route 1. Morrill asked Dirk to report on the traffic status. Dirk said the new drawings would show the changes beyond those made by DDR and the state. The first round-about was a single lane which was insufficient. Saladino had recommended either a 1 ½ or 2 lane round-about for additional capacity and future expansion. It would be wide enough for trucks to drive over it, so it would not impede trucks driving or plowing. Provident Way would be 4 lanes plus a 10-12 foot stacking lane to Lafayette Road north. Two lanes entering or exiting would create more capacity at the intersection and process more than one turning lane. They would widen the DDR driveway approximately 25 feet near the intersection, and would need DDR's ok. Dirk commented that that Saladino's suggestions were of very great benefit. Janvrin asked if a signal was needed at the DDR access. Dirk said it was not a problem with 700-800 cars and an additional left turning lane. Janvrin asked if someone coming out of the CVS could turn left. Dirk said they could, but an option would be for an internal cross-connect to the round-about. They would use internal signage showing the best directional access.

Morgan asked about NextEra's response. Richardson said they had sent new drawings and the siteplan to NextEra. Dirk said there would be 2 through lanes from the Route 107 approach, and adding a 2nd left turn for Route 1 south. Morgan asked for the percentage of cars expected on Provident Way. Dirk said about 50 percent; they would be widening Provident Way on both sides, widening Route 107 to the south, and modifying the island for a through lane.



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Dirk said they wanted to avoid blocking and converging on Route 1. Chevy Chase would be right in-out. The primary access signal would be at Perkins with a left turn-lane for full utilization. Morgan asked how lefts would be done. Dirk said it would be via a pork-chop island. Hawkins asked about a center island. Dirk said possibly. Hawkins was concerned about many left turns at the signals. Dirk said the alternative was a total median. Khan asked if left turns could be made into Perkins coming from the south. Dirk said there would be a pocket for those turns. Morgan asked about the NHDOT's view of a split-phase signal. Dirk said they had some response from NHDOT. They want a Perkins signal analysis, and the Applicant was waiting for preliminary design comments. Morgan asked how far out of alignment the signal would be. Dirk said this would be about a 60-foot offset for a single split signal. As most of the traffic would be going to the shopping center, it would be similar to a cross street signal. The lanes would be wider with wider shoulders. Hawkins asked about the 2 southbound lanes. Dirk said that would not change; the narrowing to the south would begin after Staples. Waterstone would be pushing the curb to the east on the Applicant's property.

Richardson said they would be giving the land from the Staples north [to Route 107]. Janvrin asked if they would be going closer to Bob's, and said to watch the line of sight. Dirk said some sidewalk would be involved. Richardson commented that some cars would use the Staples right in-out. Janvrin asked if they would add signage at the Staples. Khan noted the 5 entrances from Staples would require additional signage.

Dirk said the exaction calculation would include all of the in and out trips, and no pass-by. Dirk said the Applicant would propose the Saladino figure, and seek credit for some of the land donation and additional offsite work including the round-about. Hawkins noted that the ordinance allowed for some right-of-way donation to be accounted for in re the exaction. Additionally, the ordinance allowed a donation in lieu of exaction. Applying credits for improvements at the front door would need discussion. Dirk will quantify the offset costs and provide them to Saladino. Melchionda asked how the costs could be agreed upon. Hawkins said the negotiation would be during public session on the Waterstone proposal. The Board would be looking at a reasonable methodology at the end of the process, and to distinguish between the front door and offsite infrastructure. Janvrin wanted to know how they would provide for pedestrian and bicyclists. Richardson said there would be 5-foot shoulders on Route 1 and for all access points. They could do internal bike racks. Morgan commented that bikers wanted to leave their bicycles near the store entrances. Richardson said they would be distributed near each building.

Morgan asked about the Rail Trail access. Greene said they to provide this. Janvrin said the Rail Trail people had met with the power plant and are in discussion about an access at the old Doris Lane crossover. Dirk suggested 10-foot sidewalks at the round-about to coalesce for bikers, pedestrians, wheelchairs etc. Morgan asked for the level of service. Dirk said it would be C or better at the round-about, B at the Perkins signal, and A at the right in-outs. The Lafayette Road Intersection would sometimes be E or F as there would be larger usage. He thought fees should be used for improvements to the corridor overall. It would absorb the additional project traffic. Janvrin asked for the current level of service. Dirk said with DDR was E or F; with the project, the level would not be worse. Morgan asked for Saladino's view. Saladino concurred with Dirk. Hawkins thought that the DDR level would be at a 1 – 1.1 level in 10 years, and would be no worse given the Waterstone improvements. The key would be the cumulative effect of corridor intersections overall. Dirk said the cross-connections would be of value, as well as the 2 left lanes. 2 straight lanes and the right turn lane at the 107 intersection.



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Morgan asked about pedestrians. Dirk said they would upgrade to current standards. the signals would have to go all red for pedestrian and bike crossings which would mean a slight delay. Now there was no accessibility; they would reconstruct or maintain the ramps. Melchionda pointed out that pedestrians could walk to the Perkins light. Hawkins asked if pedestrians had been considered a factor. Dirk said somewhat. Janvrin asked about synchronization of the signals. Dirk said whether this is wireless or not, they would synchronize. Khan noted that DDR would have to agree to certain items. Janvrin asked if there would be cameras at the Perkins signal. Melchionda commented that the cameras at the Route 107 intersection might also have that sight. Dirk said they would have to check the NHDOT policy.

Khan was concerned about blocking traffic at the Sea City site and suggested putting site boxes at Lafayette Road. Janvrin suggested no U-turn signs, but asked how this could be discouraged Dirk said with a raised median or signs. Raoul Deserres suggested signs that violators would be prosecuted or camera in use. Khan noted this would be in re u-turns. Hawkins wanted no stopping in the middle of the Perkins light area. Frazee thought that 1 accident from Route 95 would be a backup nightmare for an intersection at capacity. Dirk said they did not want too much capacity; traffic cameras could help. Dirk said that would happen in any case. Khan commented that this was exciting and nice for Seabrook, but asked if there was a Plan C. Dirk said there would be only 1 full-access on Lafayette Road that would be under signal control.

Saladino commented that, overall, his RSG recommendations had been followed. Additionally, there had been comments from the NHDOT that needed to be integrated. Hawkins said the town had been told that the widening of Route 1 south would happen one year after the Bridge construction. Now NHDOT is pushing it out to 2017 including 2 through lanes south to Market Basket. Letters asking the NHDOT to reconsider the time frame could be helpful. Saladino commented that fewer properties would be needed. Dirk said they would superimpose and adjust the Waterstone proposal on the Route 1 widening plan. Hawkins asked about the expectations at the Routes 1 and 107 intersection. Saladino said that at certain times getting through the intersection might take more than 2 minutes, which occurs at other state intersections as well. The NHDOT does not stop at 1.1 or 1.2 levels of service. With the additional traffic and additional lanes, the level of service would be status quo. Hawkins asked for examples of existing similar levels. Saladino cited the Portsmouth Rotary and Hampton Falls on Route 1. Hawkins thought Hampton Falls would do some traffic calming.

Baxter said the Applicant did an admirable job with the improvements. He called attention to the Executive Summary noting that the state's Route 1 widening south of Route 107 would not be done until 2017. Even with the state's widening of the Bridge and route 107 lanes, the bottleneck south of Route 107 at BP would remain. Two lanes going south for the project would go faster; tapering down after the Staples. Hawkins said safety was the issue because the bottleneck would be moved to the south, and was concerned about what should be done. Saladino commented that there might only have to be 6 landtakings. Hawkins said the Applicant should follow-up on this, as the state claimed it would be hard to move up the landtakings. Khan recommended letters go to Virginia Chase at NHDOT from the Board of Selectmen and the Planning Board. Possibly a meeting could be set up.

Baxter also wanted coordination for the Rocks Road intersection. Dirk said that was addressed in the traffic study. Baxter asked how the exaction fee would be allocated. Hawkins said the monies the town had been holding for the Rocks Road signal had to be returned because the time for implementation ran out. A donation gives the town flexibility, but the MOU says the town would not violate the NHDOT standard. He noted that the NHDOT must approve how the federal funds would be allocated. A meeting would be useful.



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Hawkins asked for Saladino's view about the Round-About. Saladino said it would function better with 2 lanes. Hawkins asked if the median should be extended on Route 1 south. Dirk will look at this. Janvrin wanted the round-about to accommodate bicycles. Angeljean Chiaramida asked if the DDR peak trip numbers were 1700 on weekdays and 2200 on weekends. Hawkins said the 2009 Court decision was the approval. The Planning Board denial was based on DDR not wanting to address the need for the Route 1 south widening, but this was included in the Court settlement. Chiaramida asked if this project calculations would be on top of the DDR figures. Dirk said they did not account for customers in the cross-connects. The net new peak hours for the Applicant's project would be 513 on weekdays and 791 on Saturdays. Chiaramida asked if the town would take legal action. Hawkins said that the Bridge timing committed to the Route 1 south widening taking place one year later. Now the state would not commit to a date for the Route 1 south widening if the financing was not in place. In the Memorandum of Understanding the other phases had dates.

Chiaramida asked about the Planning Board and Greene's reaction to the NHDOT moving the date from 2015 to 2017, and when the Planning Board would allow this project to open. Hawkins said the opening of this retail center could be contingent on the completion of the Route 1 south widening. Chiaramida asked at what point there would be too many lights along Route 1. Dirk said there were minimum spacing requirements that would allow interconnects and coordination for a continuous flow. Sensors would be timed for synchronization. Hawkins said the synchronization could be created between DDR and Waterstone. Exaction monies could be used for improvements (not necessarily in at their front doors. The Board's traffic study contemplated the potential for increased traffic volume for the whole corridor in Seabrook, for no more than 5 lanes and tapering down to 4 and 3 lanes at the Hampton Falls boundary.

Chiaramida asked about running a median the whole way. Hawkins said, as the Master Plan states, this is not desirable. The town's goal is for cross-connects to get vehicles out to a signal location, and right turns in and out on Lafayette Road. Also, some curb cuts should be eliminated. Baxter said the CIP contemplated the roadway improvements. Janvrin said that some trips from DDR, as well as some of the traffic from Batchelder Road would go south on Route 1 to Railroad Avenue and to the Lowes and Boynton Lane signal entrances.

Hawkins asked for questions at this time; there being none. There was a need to sit down with the NHDOT on this. Greene said they would send the Round-About design to NextEra, Hawkins wondered if the North Access Road could be utilized. Greene said the docks were not wide enough. Hawkins asked about the three abutters east of the project. Greene said they will plant trees for two of the abutters before construction begins. If these abutters are not pleased for the long run, they would put up a stockade fence. They will do plantings for the 3rd abutter. Hawkins said it would be good to show that on the siteplan. Ganz asked whether Chevy Chase Road could be addressed. Hawkins said the Planning Board would make a recommendation in re Chevy Chase Road after the plan approval. Ganz was working with the town attorney; they came to the Planning Board first. Hawkins said there was more to do for the siteplan. Ganz asked if approval could be conditional on the town agreeing to the Chevy Chase future status. Janvrin asked if it would be a public roadway. Ganz said the public would have access rights as they do now. Khan asked if this would have to go to the Town Meeting. Ganz said it would need to be a public hearing. Hawkins thought the Board might do a conditional use with the lot consolidation.

Abutter Raoul Deserres asked if they would replace a number of trees that had been uprooted. Greene said they would, and also would maintain the plantings for two years. Deserres asked



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about the runoff from the ponds. Greene said there would be no changes. Deserres said that some of the land rises, and was concerned that the slope continues. Greene said this was in the wetlands. Desseres said they had done a great job with the snow to the creek, and asked about more trees. Morrill suggested meeting on the site to discuss multi-level plantings. Greene commented that the snow gets pushed to the south. Deserres said that is sand and clay. Morrill said they would use hardy plantings. Janvrin asked that they report the outcome to the Board,

Morrill said they had responded to the engineers' comments, and asked to go back to the TRC for other items. Hawkins said the Board still would review the engineers' comments; traffic was also an open issue. Kravitz will set up a TRC meeting.

Hawkins continued Cases #2013-14 and #2013-15 to December 17, 2013

Hawkins adjourned the meeting at 9:15 PM.

Respectfully submitted,

Barbara Kravitz, Secretary,
Seabrook Planning Board