



Town of Seabrook
Planning Board Minutes
Tuesday, January 30, 2018 @ 6:30pm
Seabrook Town Hall, 99 Lafayette Road
603-474-5605

PUBLIC HEARING

MEMBERS PRESENT

Jason Janvrin, Chairman, Michael Rabideau, Vice Chairman, James Sanborn III, Francis Chase, Teresa Kyle, Ex-Officio, David Baxter, Alternate-Voting Member tonight, Tom Morgan, Town Planner, Rick Friberg, TEC, Christopher Raymond, TEC, Stephen Zalewski, Building Inspector, Maria Brown, Planning Board Secretary

MEMBERS ABSENT

Paul Knowles, Michael Lowry

Janvrin called the January 16, 2018 recessed meeting to order at 6:37PM.

MINUTES

Motion:	Chase	To Approve January 2, 2018 and January 16, 2018
Second:	Sanborn	Approved: Chase, Kyle, Janvrin, Sanborn, Baxter, Rabideau

CORRESPONDENCE/ANNOUNCEMENTS/ INFORMAL HEARING

Economic Development Training, February 14, 2018 at the University of NH.

Janvrin stated that Seabrook doesn't have anyone tracking or driving economic development. Janvrin stated that if we can ask the Board of Selectmen to add an Economic Development Committee in Seabrook.

Office of Strategic initiatives will hold their annual Planning Conference on April 28, 2018 at the Courtyard Marriot in Concord, NH. They will open reservation on February 27, 2018. This is an all day event and they provide breakfast and lunch. Janvrin stated we have money in our Budget and let the Secretary know if you're going. Janvrin also advised that members can use the bill me option and the Town will pay the invoice.

Mr. Connor Tom, C.T. Tree Service LLC and his attorney presented their questions to the Board.

Morgan stated that Mr. Tom ran into an issue with vehicle registration and he suggested to the Town Clerk that it should be ok to register his vehicle and let the Planning Board handling it from that point on.

Morgan stated that Mr. Tom applied for a Business license in early December. Both Morgan and Zalewski suggested that this case come in under Conditional Use. Morgan asked the Board if they feel that this application requires a review by them or should the Board send him back to the Building Office.

The representative for Mr. Tom stated that he will not be working on the premises. He parks his work truck at this location.

Zalewski stated that this doesn't meet the definition of a Home Office. Zalewski had no idea this was a home office no business license has been issued. The property is in zone 2R residential and this request is allowed by the zoning. Zalewski would like the Planning Board to know what will be outside on the property. The equipment should honor setbacks. Janvrin stated a conditional use permit is what we are looking for and we will have to notify abutters, file a public notice, and we will not charge any administration fees. Janvrin neighbors may have an issue and they have the right to be heard. Janvrin recommended that the applicant meet with Brown on Thursday.

Case # 2016-14, Mr. Ken Sweet, 72 New Zealand Road, Close

Friberg suggests the Board return 90% of security and retain 10% for topcoat and landscape.

Motion:	Rabideau	To return 90% of the security and retain 10%.
Second:	Kyle	Approved: Chase, Kyle, Janvrin, Sanborn, Baxter, Rabideau

Case #2016-12, 603 Lafayette Road, Seabrook Emergency Room, Waterstone, Close

Rabideau stated that right turn only sign is missing. Friberg is looking into the right hand turn sign. Hold on agenda under close

Case #2003-48, 443 State Route 286 East, Mr. Tony Rizzo, Security Reduction

This sight has multiple stores opened and operating with no issues. Friberg checked with all department heads and no one has issues with the sight. This property has been in business for 15 years or more. Friberg asked if in 2003 if the applicant was required to provide as built plans. Morgan would have to look at that. Friberg suggested that the Board release security contingent on as built if required. Kyle asked if we look to see if the property has any lien from the tax office. Friberg doesn't typically do that in his review. He doesn't have access to tax records. Maybe we should look at the taxes owed and the owner of this property owed 30,000.00 and is paying it down. Morgan will look into that. Morgan will also check on as built requirement. Janvrin stated that the property is subject to the Building Office and has a helicopter landing in the back of the building. Keep on agenda.

Case #2017-01, 147 Lafayette Road, F.W. Webb Company and Seksea Sadie LLC, Security Reduction

Friberg suggested that the Board return 90% of security and retain 10% for vegetation. Friberg is satisfied with the final as built.

Motion:	Rabideau	To return 90% of the security and retain 10% for vegetation.
Second:	Sanborn	Approved: Chase, Kyle, Janvrin, Sanborn, Baxter, Rabideau

Case #2017-26, Waterstone Retail Development, Seabrook Development Association, LLC, Sherry Cadell, 603 Lafayette Road and 20 Perkins Ave, Site Plan, The intent of the Plan is to construct a 89,770 S.F. retail building & future 200 seat restaurant, Tax Map #8, Lot # 1 & 8.

Janvrin asks that the Abutters talk directly to the Board not the developers. Be respectful of others. Wayne Morrill and his assistant Eric Poulin, Doug Richardson, Stephen Pernough Traffic Engineer, presented the case to the Planning Board.

This is a second phase of the development on 603 Lafayette Road behind the Seabrook Emergency Center which sits on 2 acres of the roughly 23 acres of this parcel. The entire parcel is commercially zoned. Perkins Ave is a straight shot now and the applicant will use Tax Map #8, Lot #8 as an entrance into the actual development. The applicant is requested all uses that fall within the commercial zoning regulations. The applicant has had a few TRC meetings already. They applicant has had roughly 5 or 6

meetings with Army Corp and NHDES, and a scoping session with NHDOT. The applicant has been to the Conservation Commission and presented the same plan they are showing tonight. The applicant at this point is ready to move forward. The proposal is to construct 3 buildings; 1. A warehouse/retail 89,770 square feet, 2. The pad is for a 4,990 Square feet for a restaurant. 3. The other retail building is 7,520 square feet. This project will have the maximum 440 parking spaces which are for all 3 spaces to utilize as a shared area. They applicant has added landscaped islands to break up the parking area. They will have a vehicular access between the two uses and they will provide pedestrian access and crosswalks to connect the two included a cross connection to the North. The entire site will have vertical granite curbs. The North of the parking lot is designated for employee parking. The front of the building is for a propane filling area with designated parking spots fenced in. They will add bike racks and they will use a shared pylon sign at the front of the Emergency Room Entrance.

The applicant will be using 20 Perkins Ave as the main entrance instead of the straight shot down Perkins Ave. They would like to provide the coop with a gated access and landscaped with stonewalls on both sides of the entrance. In hopes that this will stop traffic from attempted to go into the trailer park thinking they could go out another way. They will have a 500' radius curve coming into that site that will help the flow come in. They will add sidewalks along the northerly side, the road will be 30' wide, and the applicant will be extended the sidewalk into the trailer park so the residents can also use the pedestrian sidewalk network.

The green space is graveled and stabilized will be for future development. Due to DES and Army Corp has to be incorporated in one wetland permit. The traffic numbers are incorporated for the entire project.

The pond in shown in blue is historical known as Benny's Pond as that area sometimes dries out and sometimes has water. The applicant will make the pond into a real pond. A depth of 1'-3' water in some areas at some time and a little bit of fish and ducks. They honored the suggestion of the Conservation Commission they will have a multi level fish in the pond and some holes will be 11', 12', 13' feet deep. The whole area will be a permanent pond will have buffers. The function of the pond has a trail that runs along Perkins Ave and will be continued around the pond adding a seating area to overlook the pond. The pond area and trail will be open for public access and easement may be needed. The discharge from Route 95 was running in the pond and it never really froze. They will create 2 discharge points coming from route 95 grab the water and treat it so that no salts can run into the pond. The pond will be an amenity of the sight. The Fire Department has been looking to put in a dry hydrant. The applicant will be placing a dry hydrant so that they can draw water out of the pond anytime they needed to. The hours of operations for the ER is 24/7 and the retail/restaurant will not be 24/7 with a note for this added to the plans. Utilities for the

project will be serviced by municipal facilities. The gate valve will allow uninterrupted flow of water for the hospital.

Water would extend into the parking lot and around the building. They want to make sure that they can blow off water to drain into the pond where it will be treated. Sewer will do the same. Gas is on the North side of the ER. Underground electric on the north side and they will not have to go out onto Perkins Ave. The lights will be 20 foot mounted LED lights. Access poles will light and illuminate. All lights will meet the town requirements. The lights will have timers on them so they will dim during down time. They will add Trees, landscape, and two different types of grasses. As you go along Perkins Ave evergreens will be planted inside the tree line. The applicant shared the example of the Hobby Lobby. They worked on Dwight Ave and put 3 different species of trees now you can hardly see the development. The buildings in front will be standard type elevations. The applicant has addressed the issues of the concerned property owner directly across from the entrance. The Town maintains the Road all the way to Birch Street and the Coop maintains from that point on.

Eric from Jones and Beach

Eric sited Sheet C3 - They pull in a lot of water and will treat it which was not done prior to. The water jumps underneath Stacy Ave and goes under the coop to Cains Brook. They will treat drainage and it will be salt free. They will be bypassing Benny's Pond with the drainage coming off of Route 95. They have 2 treatment areas added for drainage. The smaller of the two is just for the roof and is considered to be cleaner. It will infiltrate and goes into Benny's Pond. The smaller wet pond will be looking to expand. The other two smaller ones will tackle the 500' radius. The back area is being considered impervious area.

Morgan asked about the additional amount of waste leaving the property both post and preconditions. The post condition is smaller than all the preconditions. Volume was counteracted by adding detention ponds and not just treatment. Benny's Pond is not being used for treatment but will discharge water into it. Benny's was tested and shown that during a 200 year storm it had no breaching. After the impervious area is developed it will have more run off as it is not going into the ground. Morgan would like us to address where the water is going in and how the pipe going under the Coop is condition wise.

The Traffic Overview

Steven Pernaugh, from Pernaugh and Company he has a reader's digest version of the study. The DOT, Town Planner, and Town Officials met in early August 2017. They looked at 5 study areas and they have data for all five. What is before you tonight are 3 buildings the traffic study assumed a possible hotel and storage facility. Primary access

in and out of development is by way of Perkins Ave. They added a possible slip ramp from right turn off of 107 which would be years down the road. They looked at peak periods during August 2017. They looked at evenings 3:00PM- 5:00PM and Saturdays 10:00AM – 2:00PM. The highest traffic volume occurred on Route 107 east. The development will generate 500 trips in pm peak hours. Morgan asked what each area will be graded during peak times. Route 1 and Route 107 is a D, Perkins Ave is a C, North Bound and South Bound Route 95 is a C. This is based on both peak times. It will be critical that for the access to the project Perkins Ave will require upgrades.

Noted temporary condition intersections were not coordinating during this analysis. This will be taking care of. The slip ramp is not part of the application request tonight although it is being explored. Residents go out on Perkins Ave could also use the slip ramp off Route 107 to get home. Morrill stated that they will need Town support to have the DOT approve the slip ramp and it is a lengthy process. If the Town is not on board it will not happen. Most traffic will be coming from the south on Route 95.

TEC will review the traffic study and work on the exaction fees. Peak hour weekend Saturday 600 trips at peak will be billed for 550 trips for exactions.

Morgan asked about the differences between pre-development and post-development. Figure 9 Route 1 and Route 107 is plus 8% during peak hour and 11% on the weekend peak. Projecting D and is a D now. What kind of change at Perkins. Perkins cycle length will be increased by adding the lane. It is a level C in pm peak and D in the Saturday peak. Those cycle lane may change when road is updated.

Morrill understands this is a large project and is looking for application acceptance only tonight. They have received DOT comments. Army Corp has come up with a mitigation plan for this project. The DOT study is complete going in for review. TEC is reviewing the traffic study and the applicant is also looking for their comments.

Janvrin asked Morgan about his concerns or comments relative to completeness. Morgan stated that the application has a lot of issues but is complete.

Motion:	Chase	To Approve Case #2017-26 as complete.
Second:	Rabideau	Approved: Chase, Kyle, Janvrin, Sanborn, Baxter, Rabideau

Rabideau asked if they will have lightening on the trail. Morrill stated at this point no lightening but they can look at lightening on the trail. Janvrin asked about the pylon sign

on Route 1 and Lafayette Road. Janvrin stated that the ER is taking almost 50% of the sign doesn't leave much space for another sign.

The Zoning Board of Adjustment allowed a variance to allow a second sign on Perkins Ave. Morrill stated they have space on the pylon sign on Route 1. They would need to go through zoning to get additional signage. The buildings themselves will have signs. Look at 107 maybe for signs.

Janvrin doesn't see loading docks. Morrill the loading operations happens in the back corner. The truck will come in and back in this area the building and the highway protects the area with no abutter. Not the most attractive area but is best for noise pollution. Some of the slope is vegetated and the new swale comes down grabbing all discharged on the new swale. It will have landscape and grass.

Janvrin stated that the lot abuts Route 1 which allows higher buildings than normal. The building will be 28.8' the top of corners will be 39'. Janvrin stated that the Board has 65 days to make a decision and they can petition the selectmen to allow 30 more days.

Janvrin suggested that abutters meet with owners. Morrill will work with Mr. Bragg to set up a meeting time.

Janvrin asked if abutters wish to speak and he would ask that you be respectful. He doesn't want to plow the same field twice. Janvrin stated that we all have concerns.

Keith Sanborn, longtime resident of Perkins Ave stated that he is the great grandson of Benny who the pond is named after. They have not come to the School Board about the safety of the kids on that road that catches the bus. The second thing is he cannot see the second pond on the plans that the state dug and threw contaminated pipe into back in 1950. Mr. Sanborn would like soil samples to be taken and tested. The dam and bridge was put years ago by his grandparent tried taken it down before and it flooded everywhere. Benny's Pond is not manmade. It has 3 natural springs in the other pond. The traffic coming off Perkins Ave is a safety issue for the kids in trailer park and houses if you add another 50 cars on that road. Why shouldn't they come off Route 95 or Route 107? Sanborn stated it is landlocked. The fire hydrant is plenty of fire suppression already. The drainage is awful now the cellars flood and they will flood more due to this project. This project should not be allowed to enter on Perkins Ave. They can go in through Route 107. He has a hard time getting out now just getting out his mother's yard and normally they come right at you. They have little kids walking on that road and safety is a concern for them. They made the pond looked beautiful so the selectmen would accept it and that is all they did. One pond is manmade and one is not, don't let them tell you anything different.

Mr. Terry Bragg, President of the Seabrook Village Cooperative.

Mr. Bragg asked how the developer is going to change the way they get out of Perkins Ave. They want to divert them through the through way in there development. That has always been our service road and they have large dump trucks coming through to do our servicing. They do not want a gate added they have a gate. It would be nice if the owner of the project could reimburse the cost of the gate. Mr. Bragg put a game camera in 3 weeks they had 3000 vehicles go through Pine Street through the Park to Perkins Ave. The gate knocked it down to a little over 200 they have a lot of residents that come through there. Adding a gate on Perkins Ave does not work for them. They have children that walk through there. The Town Road abuts the coop. He asked if they will be at the mercy of the Land owner and no longer the town. At this time the town does a great job maintaining Perkins Ave. They would need a deeded right of way and they don't want to put the park in a situation where they are at the mercy of the developer.

To go through another land owner's property is not fair to the residents. They are a nonprofit coop. They have a little over 100 homes. The area that has been cut has it very opened. Come in a take a look at how open it is. Residents are looking all the way up to Route 107. The value of the homes will go down. They are not against development he understands things need to be done in Town to rebuild the tax base. Shrubs are great but they need a fence also. The lights will be on their houses from every car also they go to bed early. Positive to every development and he wants the board to consider how it will impact them and they also have negatives. The Board needs to consider in a big way the impact on the Coop residents. They have always had a straight through to Route 1 and traffic is backed up now. Concerned he will be sitting for hours backed up over the Route 95 Bridge trying to get home. Changing the way they egress on Perkins Ave is not acceptable. They should have a right of way. The resident's should not have to stop for the developer's traffic they should have to stop for the resident's traffic. If the drainage is off a bit the water can come over there roads. The culvert is very small. Janvrin assures them our Engineer and DPW will look at that and a safety net along with the DPW Manager. Cinder blocks were put up to back it up and made a man made pond and that has caused problems. Mr. Bragg asked how the Board weighs this out and the impact.

Janvrin discuss about turn left into development thought it should be deeded to the town or an easement. Would a deed made out to the Town help. Would to a certain degree and put a stop sign north of them to give the residents the right of way instead of the traffic coming out of the development.

Mr. Bragg asked about the signage for the park so to divert traffic before they go that far. They stuck one mobile home kind of with the park. The home near Birch Drive is of

concern. As a neighbor Bragg is concerned for him. Janvrin asked if you have a sign in that area. They have one at Birch Drive and the Coop owns right down the middle of Perkins Ave. A stop sign may also help. When residents come in to take a left the traffic from development would have to stop or vice versa if residents were coming out it would also help them. Rabideau stated that there is a crosswalk going from the Coop to the sidewalk going down Perkins Ave so just having one stop sign may not be adequate. Rabideau feels that you want to control the traffic coming in and out. This would also give the right of way to the residents wanting to go into this development. Rabideau is not sure how they would place the signs but feels that it is up to the Engineering firm to bring back something that would be acceptable. Mr. Bragg also stated that signage will be needed to let people know that the park is not a way out. Mr. Bragg stated they had a big impact from the cost of the gate and it would be nice for the developer to reimburse the park for that cost.

Janvrin stated that one factor is the fact that the lights on Route 1 are not coordinated still and how they do that is go 50 miles an hour through the Coop to avoid them. Janvrin feels if the traffic signals were coordinated correctly you would not have that issue and he thinks the engineer would agree with that.

Mr. Bragg wrapped up asking who is going to care of the turn left issue, signage, and stop signs so the residents of the coop have the right of way, signage that this is a mobile home park to divert traffic from entering the park. He is also concerned for the property owner that is on Paul Lepere property kind of with the park who has a driveway that kind of puts him in no man's land. Mr. Bragg is concerned as a neighbor for this resident whose property is just after Birch Drive. They have a sign for the mobile home village. The coop owns right down the middle of Perkins Ave up to Birch Drive. The signage at the emergency room was never followed through. Mr. Bragg thanked the Board for hearing them and realizes they are volunteers.

Mr. John Sweet, Abutter and one of the founding officers of the coop and has lived here since 1983.

Entire property is clear cut including the area not being presently going to be utilized. They have a great deal of noise pollution coming in to their homes because of the cut. The State built a wall but it ends at the corner of the property of an abutter. The clear cut area is bringing an increase in noise from the highway. He sees the developer is trying to beautify and making the pond nice. The area directly adjacent to where the buffer stops at the beginning of Scott Avenue is the closet point to the coop next to Ruth's house. The trees and bushes need to be extended to the end to assist with some type of buffer against the noise pollution. The area that is not cut is all swamp with a big divot many trees left flat on the ground rotting by the current owner. That needs to be cleaned up. He agrees with Morgan and has concerns with outflow and

access water as well. The little brook will not be able to handle the outflow. It may drive it past a small area before it opens up. They have had flooding issues. Janvrin has issue with the comment about not have a bus stop in the park it is at the end of Perkins Ave on Route 1. Due to the Coop being private property the bus doesn't go through the park and they do have students that live there. Mr. Sweet stated they would like the Town to take over the Roads. Janvrin stated the Roads would have to meet the Town's specs and he is certain they do not. They have to be 25' with a lot of build up and drainage.

Janvrin asked if the applicant has had any thought process to putting an actual bus stop in on Pine Street. Mr. Sanborn stated they have to go door to door that goes by age and bus stop should be on Perkins Ave also. Mr. Sanborn stated that without the second pond shown on plan it would be an incomplete application. The pond is showing on another sheet. Mr. Sweet also stated that the pipes are concrete and are of concern. Mr. Sweet asks that the developer meet with Seabrook Village residents so we can go over some of the concerns and it appears he is willing to work with us. Morrill will reach out to Bragg to meet with the residents of Seabrook Village. Rabideau asked to explain why they stopped the vegetation that area with the cul-de-sac. It stops because they do not own that cul-de-sac and it actually belongs to the Coop. Mr. Bragg stated that they own half of it and half of the Road all the way up Perkins Ave. This is the actual a turn around and the Coop owns it by deed. The park only owns half of the road all the way up on the south side the developer owns the other half. Mr. Sweet stated that they seriously need a sound barrier and to their knowledge it is the developer's property.

Mr. Paul Leper owns the park at the entrance of Perkins Ave known as Caroline Mobile Home Park. The developer is widening the road and putting a sidewalk in. Who owns the land that is going to be widening at the sidewalk. Is one property being purchased on the other side? Janvrin stated that 20 Perkins will be purchased with no others purchased that he knows of. On traffic study let us put it in laymen's terms. If there were no other exits or entrance other than Perkins Ave based on a building going up of 89,000 square Feet or the entire project. Chase stated that it was based on the entire build out. Mr. Lepere stated that there are plans in the future to build more buildings but no one knows at this time how much. Based on the unknown we are saying they may be an additional 550 cars per hour at peak on Perkins Ave. There is a lot of land there and no doubt the Town needs the tax base. The easiest thing to say is let's throw this out the window it is too much. There is a lot of land within the project area and the Planning Board said during the ER project that they picked the worst possible location they could have picked. The Board worked with the applicant and approved it. This is not the best location and the Board knows it. Mr. Lepere stated that if this was in another location like the dog track you would probably have 2 people here or at Sam's

Club probably no one would be here. The elephant in the room is traffic. Mr. Lepere feels the road cannot handle this type of traffic. The question is do we throw the whole project out the window or does the Board work with them. Mr. Lepere feels you need another entrance possibly off of Route 107 and this project is screaming for one. What comes first the State approval for an entrance off of Route 107 or the Planning Board approval? Mr. Lepere stated that he feels Arleigh Greene would agree they need some type of relief from all this traffic coming onto Perkins Ave along with everyone in this room. Mr. Lepere is not here objecting to this project by any means he is simple saying the Town, the Developer, and the Engineers need to together in coming up with a way to decrease the traffic on Perkins Ave it just cannot handle it.

Rabideau stated back in August 2017 they brought a proposal to have an entrance off Route 107 and an intersection across from Spur Road with signals. The DOT completely shot down the intersection due to stacking on Route 95. It is real easy coming in off a ramp but trying to get back out is an issue also. The Town needs to back this idea or it will not happen.

Janvrin stated that if you include the Rockingham Planning Commission, the Town, the Planning Board it may be a regional impact. Baxter asked if they spoke about a right in and right out and they did. DOT usual wouldn't give that proposal the time of day and they did. Morrill stated that the right in off Route 107 is not showing on the plan it is a community effort to do that. It will take about 3 years to get possible approval and they need the towns help to get there. Baxter stated that it is the same thing they are going through and the process will be 6 years to date.

Mr. Tom Small

Mr. Small thought Perkins Ave stopped by the Cadell's. Mr. Smalls place starts at Birch and the rest is a class 5 road. Janvrin stated you cannot use private property to avoid an intersection. Why have a light if we don't need it. It is a sad day in Seabrook and we are ruining our Town by being greedy. He remembers Howard Johnsons and Prescott Farms. He sees the fishing place will be cleaned up. How many are getting tax exemptions? How many developers have put money toward finding new water as we don't have enough now? The widening of the road will not help. He has 22 wheelers coming in now. He is concerned with the children's safety. Mr. Small feels for the young ones that live on that street.

Mr. Small stated that it is a sad day in Seabrook and we have gotten greedy. Seabrook use to be a nice little town and it is gotten too greedy for itself.

Another abutter spoke and shared his concerns. He stated that when he tries to leave in the summer it is gridlocked. He wonders what it will be like as it is already grid locked access now. More traffic and more grid locke the closer we get to the intersections.

Janvrin shares his concern with traffic lights not being coordinating probably the 5th time he heard that tonight.

Mrs. Jamie McDonald resident

Mrs. McDonald is speaking on behalf of Emily Sanborn, 16 Perkins Ave. They have two white spots left on the north side of the street. The north side will be impacted greatly and she wants to note the impact they also have a far greater impact than they original thought with the emergency room. The lighting and noise is a problem. The one thing you don't think about is the plows they wake her grandmother up at all hours. The abutter wanted to make a note to everybody that she is not ok with the plans as they are seen here. She is concerned with her property and the impact of the increased traffic along with the widening of the road. The impact that has already occurred with the emergency room. Jamie McDonald moved from her home so to sell the lot to the ER for the driveway to get in and mitigate the traffic heading down Perkins Ave. Phase II will greatly impact the rest of the homes that are left and one home was purchased at this point. Ms. Sanborn has major concerns about the project and the impact it will have on her. Janvrin asked that the applicant reach out to Ms. Sanborn. Mrs. McDonald feels that her grandmother is in a different spot than all other abutter in the mobile home park and she feels they won't be impacted to this extent that her grandmother will be. Mrs. McDonald feels that her grandmother will get the biggest impact as this is a very unique situation. She believes there is no other property owner that is total impacted by commercial. This is a great concern and a very unique situation. Hopefully things can be worked out. The abutter is very concerned with the impact. Morgan stated that everything north of Perkins Ave is zone 2.

Katie Richter, 13 Birch Court

Mrs. Katie Richter stated that her situation is pretty unique as well she also has 2 small children. This entire intersection is very concerning to her. She is not sure what exactly can be done but the proposed wet pond. She grew up on Perkins Ave and has lived there for 25 years. The area has flooded many times. Mrs. Richter is concerned about the property value but she is more concerned about the safety of the kids. Janvrin stated that car lights will be shining in her bedroom window. She has almost been hit driving down Perkins Ave several times since the ER went in the traffic just blows out of the ER. The fence is hiding the ER sign. The school has never changed the bus stop in 25 years and she picks her kids up every day. Janvrin stated that the new zoning is proposed that no opaque fence within 15' of the road. The Board has realized that they don't have sight distance. Mrs. Richter asked if they take into account that children in that house also and consider the impact that this project will have on them to be noted.

Janvrin asked that the developer work with abutters relative to a bus stop a safe haven for those children. This may include an easement to let the school bus come down that road to pick up kids in a safe area. All the fences along the road ways and highways are flawed. They need to add a berm like DDR or mature vegetation when put in. It could be something as easy as a large pile of dirt with grass.

Janvrin stated that Mr. Lepere brought up what is phase II going to look like with the traffic and Janvrin stated they don't know. The traffic report includes everything and they should have future development square footage on the plans so that we know you have paid the exaction for that square footage and the use. The bike racks will be added at every building. Baxter stated they shouldn't pay for future development the exaction fee is for the buildings now.

Mrs. Cooper and abutter stated that she is being really impacted by the clear cutting of the trees and she lives at the end of Scotts Ave. She has been told that is the area where the tree plantings stop. Night time traffic delivering is going to be shining directly into her house. Janvrin explained the flow of the traffic. Mrs. Cooper stated she will get a lot of light pollution even if the plantings are all the way up. Mrs. Cooper asked how soon before the planting is big enough to make a difference. She pointed out water is in another area year round. To put a berm in, may or may not help. Mrs. Cooper asked if you can you fill in a natural spring. The cutting was with 30' of set back and it is much closer than that and it is awful. Mrs. Cooper stated that there is no repairing it. So close to the corner on Scotts Ave you could throw a stone very easily hit the property for the project. This is the closet point. She doesn't want to keep her drapes closed all the time. Without a fence they have a possibility of increased foot traffic coming through the park. They have enough issues with break in's already.

Janvrin asked about vertical curbing. Morrill is working with AOT to make that line a surface the turtles and such can climb up and down. Morrill stated that Benny's pond will have 3 deep holes. The applicant will stock the pond with 6-8 different species, identifying only ones that will survive. Fishing will be permitted by the public.

Morrill will meet with the Park Coop and the two houses closest to the ER. They are working on Route 107 access but they need some help.

Janvrin been on the board for 8 years never done a site visit as a board with the applicant's permission he would like to do that. If the majority of the board is on the site it would have to be posted.

On February 9, 2018 at 2:00PM to walk the property with a snow date February 12, 2018 meet at the backside of the emergency room with walking at your own risk. The public is welcome to attend. The developer is fine with that. Morrill feels that this is a good idea. Kyle would like to comment the meeting was really great tonight.

Abutter, Bruce from 79 Caroline Street inside the park. One reason he moved to the park was because they had woods. If the developer plans to do what he says he will and will work with the resident's that is good. The traffic is horrendous.

Abutter's behind the club house never hear traffic. Now they hear everything and he can see the exit ramp for Route 107 and Route 95. They now hear constant noise and even loud indoors. John asks if the state could extend the fence to cut down on noise. Janvrin stated no and it doesn't do what people think. How high would a berm have to be to cut down on the noise? DDR's berm is 50' high. The State Legislators have a requirement RSA 36-56 and ask if we feel this is a Regional impact.

Motion:	Kyle	To agree that Case #2017-26 does not impact other communities or fall under a Regional Impact.
Second:	Rabideau	Approved: Chase, Kyle, Janvrin, Sanborn, Baxter, Rabideau

Janvrin closed the public hearing at 9:16PM and recessed until February 9, 2018 @ 2:00PM at 603 Lafayette Road.

Kyle announced as a reminder that Deliberative Session is at 7:00PM next Tuesday.

Jason stated they have house bills for 2018 hearings tomorrow at 1:00PM at the State House. Janvrin will testify on behalf of our project and the 10 year plan. If no one else will attend he would like to speak on behalf of the Board.

Motion:	Baxter	To delegate the Planning Board Chair, Jason Janvrin to speak on behalf of the Board.
Second:	Kyle	Approved: Kyle, Sanborn, Baxter, Rabideau Abstain: Janvrin Chase was not present for this vote.

The comments say that the Town will do a 50% donation for the widening of Route 1. The total to complete widening of Route 1 would be 2.8 million. We would have 1.4 million capping and the rest should come from the state. The last time it was an open check.

Baxter stated that time around it cannot be an open ended commitment. It can only be the exaction fee we have in the bank. Chase stated that we did not know they were taking us to the cleaners and they will not have that happen again. It was being done behind closed doors and they were charging this town to much and there fees were a high amount.

Baxter gave a hand out from Mr. Manzi with updated exaction fees. We have just over 1.2 million total. This memo was sent to Don Hawkins to make sure everything is ok. Dave Baxter will resend to the board and print out for the next meeting. The \$200,000 deposit is still being held by the State and the project is complete. Selectmen will question it and request the money be returned.

Baxter stated that if we base the fees just for 3 buildings what would 537 trips for the total due be? Friberg is reviewing the traffic study and they will recommend what it will be. Janvrin stated that it is up the Planning Board to extend the option of a donation we don't have to offer that and can make it an exaction. Baxter stated that the cycle time of the lights may make it different. Friberg stated that when signals are all coordinated the real issues is with green time and the delay time for Perkins Ave. Morgan should send a letter concerning update from DOT. Morgan will ask that any meetings after August be discussed with him. Scoping decision is made with DOT and that is it. Janvrin would like us to look at signs for all developers.

Janvrin would like to work on the funding for the Master Plan.

Janvrin recessed the meeting at 9:37PM until February 9, 2018 at 2:00PM. The Board will hold a site walk visit at 603 Lafayette Road.

**Respectfully Submitted,
Maria Brown, Planning Board Secretary**
