



Technical Review Committee Minutes

July 23, 2007

NOT OFFICIAL UNTIL APPROVED

Members Present: Tom Morgan, Town Planner; Sue Foote, Conservation Commission; Paul Garand, Buildings, Code Enforcement; John Starkey, Department of Public Works Manager; David Currier, Chief, Police Department; Jeff Brown, Chief, Fire Department; Warner Knowles, Sewer Department Superintendent; Michael Jeffers, Water Department Superintendent; Barbara Kravitz, Secretary;

Morgan opened the meeting at 10:10AM

MINUTES OF July 9, 2007

Motion:	Currier	to accept the Minutes of July 9, 2007 as written.
Second:	Foote	Approved: Unanimous

CASES FOR REVIEW

Case #2007-11 - Proposal by Frank H. Beckman, Jr., Bruce & Cynthia Brown, and Sunk Rock Real Estate, LLC for a 54-lot subdivision between Farm Lane and Causeway Street, Tax Map 13, Lots 50, 51, 52, 53, 54, 67, 90 & 91, (revised plans)

Attending: Michael Green, Sunk Rock Real Estate; Brian Murray, Millennium Engineering;

Appearing for the Applicant: Henry Boyd, Millennium Engineering;

Boyd said easement sheets (7 & 8 of 31) had been added to the planset. Sheets 1-8 are to be recorded. Lot 52 has been widened. Foote said lot owners may not realize what that means. Boyd said the drainage system has long swales. Foote said to note no filling or planting in the swales; the fourteen-foot wide area is to be maintained as a lawn. Boyd said the drainage system has been finalized, after meetings with the Department of Environmental Services and the Conservation Commission, to show grass lined swales, a few catch-basins, and six manholes. Foote suggested building an apron doughnut around the swales to delay rocks and sediments; permeable would be best. Murray said a one-foot collar could be added. Starkey requested galvanized six-foot channel posts with yellow delineators for visibility be installed before owners move in. Foote noted that homeowners add stones or move them for their own landscaping. Starkey said to make the grass swales easy to maintain and avoid filling with leaves, as the DPW mows once a year. Boyd said country drainage is easier for the Town to maintain and divert the water.

Starkey asked if all driveways can be uphill, higher than the edge of the road. This is a gentle approach to drainage to keep homeowners high and dry; a little ponding in the road is ok. Boyd said all of the lots are above grade. Actually country drainage is an active approach because it excess storage flows into the marsh. It addresses water quality and dilution factors, every driveway culvert are in the right-of-way, and it doesn't take water away from the wetlands. Starkey asked if any road grade is less than one percent. Boyd said "no". Morgan asked how to assure this doesn't get changed by the owners and that the driveways are higher than the road. Boyd said they don't want water coming from the street into a house, and to have a positive draining away from the house. Driveways should pitch to the street. This would be notated. Green said the back of a house could be lower. Morgan said to bring back the note language. Starkey noted in flooding he demarcates town water from that of homeowners. Garand asked that the elevation for houses be notated. Green agreed. Starkey said hot bituminous is ok for sidewalks but there would be significant problems long



Technical Review Committee Minutes

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-term with Portland cement which they do not want. Boyd noted maintenance is easier with hot top. Morgan asked if asphalt sidewalks are ok.

Boyd showed where they would force a more defined culvert. Foote said to align this with the Felch culverts. Boyd referenced sheet 27 where each of three culverts minimize the wetlands impact, and identified the guardrails and street elevation. Foote expressed concern about the lifespan of roads over the next one hundred years. If the ocean level rising is more accelerated, roads could be under water. Boyd noted South Main Street is in the flood plain now. Foote said the roads probably can't be raised them higher artificially, or there won't be an acceptable grade. In one hundred-year storms the tides may be three-inches above the water level and the estuaries full. Garand said Hampton doesn't allow filling in the flood plain. Morgan asked about the drainage elevations for houses. Boyd said they are all above the mean high water elevation. Foote asked if an 18" pipe is sufficient for one hundred-year storms. Murray said they looked at the runoff in the entire watershed and eighteen-inches is sufficient. Starkey said this depends on whose flow calculations are used. Murray said they used Mannings. Starkey recommended using thirty-inch pipe or even two eighteen-inch pipes. Murray said they will address this.

Boyd said the catch-basins at the intersection pitch away to the street. The existing pitch will be held, the wall will be placed as discussed, and the pond pitch stays the same. He will discuss this with Green and Tom Severino. Starkey asked for red "hazard" delineations for the snowplows so they don't slip off the road. Boyd said there are curbing and guardrails, and the delineations will start at the curbing. Boyd said at the causeway eight-inch pipe there will be a 2x3 foot concrete box culvert to allow water to exit faster. Foote noted box or arch culverts are preferable for animals. Boyd said they are four-sided with baffle stone and gravel. Foote said this creates ripples making for better oxygenation, and noted the cul-de-sac screen between the roads and back of lots. Boyd said the larger, sixty-five-foot radius is for buses and fire trucks. Starkey advocated a surfaced cul-de-sac; it is easier to plow if all paved; vegetation is hard to plow. Boyd noted that runoff is greater with pavement. Garand noted the Town has paved two cul-de-sacs. Brown wanted a paved surface. Green said it is less expensive to pave; there could be a narrow border. Morgan said to tell the Board how these differing opinions are resolved. Green said planting is favorable aesthetically; paving is favorable for maintenance. Brown said straight in access is necessary in a fire, and for more than one truck. Boyd said they will use paving. Foote suggested cobblestones. Green said plows tear them up. Starkey noted that service requests by homeowners depend on department priorities; often they cannot be fulfilled. Starkey said the guardrails can be "dressed". Boyd said this must meet DES specs; used timber can look nice. Morgan said to be specific on the plans. Foote said should this become a town road, it wouldn't want to pay for a high-end guardrail if damaged.

Jeffers said he will write a specific memo. Boyd noted the hydrants. Brown said adaptors are now required. Carrier noted the water ban. Jeffers said well cleaning and replacing pumps are going on now; usage depends on finding new sources. By November, the existing system will be refurbished, and test wells for planned supplemental wells (not new additional sources) will be drilled. And tentatively, new wells (test wells) for potential new water sources should be in place. Also water saver toilets said modern faucets will help. Usage is figured at 75 gallons per person - 22,000 gallons/day. Carrier asked how this will affect removing the water ban. Jeffers said until new water sources are approved, the proposed Beckman Woods usage would make it more difficult to raise the ban because it would put greater demand on the existing sources of



Technical Review Committee Minutes

July 23, 2007

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water. Brown said there will be no burning permits. Currier asked if the infrastructure is large enough for fire flows. Jeffers said there are adequate flows even for firefighting. Boyd said no sewer pump stations are needed; gravity flow is sufficient. Knowles said the sixteen-foot elevation is marginal and should be raised one foot with four feet of cover at a ten percent slope. Murray said the concern is the gravity line elevation. Boyd said the elevation is eighteen feet; there will be a note as to the adequacy of the elevations. Knowles said the manhole rim is higher than the pavement. Murray said they will reverse this. Knowles said stone, not gravel is needed under the pipes. Murray asked about cut-off trenches. Knowles said they need dams. Foote noted that some specs won't be on the plan but will be picked up at the pre-construction meeting, and suggested putting an extra conduit now when the trench is open. Knowles said to fix where an eight-inch line taps into an eighteen inch line. He will go over this with Boyd.

Brown was highly critical of the traffic study peer review. Currier said a traffic counter was there for a day. Brown asked about the school study and the environmental study. Boyd said he has provided some data on schools but doesn't know how to be more in depth. Foote said Bruce Casassa has been assigned to provide documentation on this. Starkey asked about limiting to individuals over fifty. Brown said cluster housing and impact fees would have helped. Foote suggested checking the State RSA's for urban sprawl. Brown asked about Franks Pond and if an easement is needed. Foote said an easement is needed for maintenance. If sectioned out for the Town there could be liability; there may be a problem in getting clear title to do maintenance. Brown said if homeowners won't maintain it - fill it in. Foote noted two houses own the pond. Starkey said he is hoping the Town would purchase one lot. He also sees traffic as a big issue. Brown asked if a roadway is needed for a possible Phase 2 and/or 3. Morgan asked for a sketch and potential "future" easement outlining Phase 2 & 3. Foote noted a gap at lot 49. Green said Nash won't sell. Brown expressed concern about off-site improvements. Green asked if this development should be burdened for something yet to come.

Brown said the traffic study (Vanasse & Associates, Inc.) did not address Centennial & Railroad Avenue which is a major fire access, not even with a blinking light. Currier asked who did the work. Murray said the traffic studies go through Giles. Brown said lights are needed. Currier again questioned the counter, and said state standards must be met; 25 miles per hour is the least that can be posted. Boyd said they got a mean speed. Currier said there ought to be sidewalks on Causeway Street when school buses discharge students. Foote agreed, noting many people walk after supper. Starkey said he discussed the bridge with Norman Brown, and said he would set the numbers for outfall signs. Boyd said the outfall pipes at lots #6 & 7 are one hundred feet from the street. Starkey said they should start at # 10. Currier recommended additional Tech Review after traffic peer review.

Foote referenced possible nature trails through the conservation easement so people stay on trails, and perhaps a bird-watch platform. The area would not be exclusive to the Beckman houses and would need access and parking. Green said the objective with the DES is to preserve sensitive areas and trails destroy that. Foote said peer pressure helps to keep ATV's out and calms lively children. Currier agreed. Foote noted the ATV's are ten times worse at Pineo. Green said these are not Pineo residents. Boyd said conservation land has gone from 2 to 6 acres. Trails with wood chips are not intrusive. They have tried to be environmentally sensitive. Morgan expressed thanks for the increase in conservation land. Starkey asked if the over "50" market had been considered. Green said there is overbuilding in that market. Foote noted that children live with grandparents, and there would be no clubhouse. Boyd said the Town needs to put something in place



Technical Review Committee Minutes

July 23, 2007

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overall. Brown said he is not happy but others did not want to use eminent domain. He recommends his main route for 60-70 percent of calls handles 120 cars. Starkey said Altus (Kerrivan) is reviewing the Stormwater Plan.

Morgan said to list the waivers and variances. Boyd noted the variance for the lot width on lot 39. Foote asked about access. Green said there are upland pockets. Boyd said the residents have the right to access. Morgan asked about parking. Green said this would be a public road. Boyd said the drainage easement is twenty feet of which ten feet is for pedestrians only. Currier asked about a barrier at the entrance. Boyd suggested a small piece of fence. Morgan said to review lot #49 for a waiver - it could need a lot-line adjustment. Morgan asked about a stand of trees shielding residents of Causeway Street. Boyd said they are pine and beech. Morgan said they would be in the conservation area. Boyd said they are still speaking about the language. Currier asked if this would be open for hunting. Boyd said there is not enough depth from the houses. Foote noted the town potash is open to legal use. Boyd said they want to protect the marsh and wetlands. Foote said to adhere to the strictest restrictions in the Shoreland Protection Act. Morgan asked if there would be an association. Green said there would be covenants and no association; it would be monitored for a time.

Foote said there should be full-shielded lights on the backs of houses, no floodlights toward the marsh. Boyd said it would be 200 feet from the tide. Foote asked about conditions of approval in the deeds. Green said even if they are in the deed, what's to prevent violations. Currier asked about the enforceability. Morgan said this is usually in an association. Green said an association creates issues. Brown noted if land is deeded to the Town, it would be the landowner and could pursue a common subdivision. Green asked how the shoreline is monitored, and if there could be a lien. Morgan said to return with an enforcement mechanism. Boyd said they will do a delineation with the Conservation Commission. Foote said to present that plan and noted that traffic and schools still need to be discussed.

Tech Review recommends the Applicant:

- (i) describe restrictions in re the swales including no filling or planting; make them easier to maintain; consider an apron doughnut around the swales to delay rocks and sediment accumulation;
- (ii) add channel posts with yellow delineators; add red "hazard" delineators for snow plows;
- (iii) notate that driveways are to be above grade and higher than the road, and pitched away from the houses;
- (iv) depict house elevations;
- (v) consider hard-top rather than cement for sidewalks;
- (vi) align culverts with the Felch culverts;
- (vii) consider using 30" or 2x18 " pipes to acknowledge potential for 100 year storms;
- (viii) review catch-basin pitch;
- (ix) resolve the extent to which plantings and/or paving is used in the cul-de-sacs;
- (x) provide straight access for fire trucks;
- (xi) resolve materials selection for guardrails and notate on plan;
- (xii) consider the written comments to be provided by the Water Commissioner;
- (xiii) consider recommendations of the Sewer Superintendent on elevations, and check the height of the manhole; align the 8"/18" pipe connection;
- (xiv) consider extra conduits while the trench is open;



Technical Review Committee Minutes

July 23, 2007

NOT OFFICIAL UNTIL APPROVED

- (xv) provide an adequate study on schools impact;
- (xvi) check Frank's Pond easement(s) and ownership;
- (xvii) provide the environmental impact study;
- (xviii) supply sketch of Potential "future" easements;
- (xix) provide offsite-impact study;
- (xx) address "gap" at lot #49;
- (xxi) address fire access and lights at Centennial Street and Railroad Avenue;
- (xxii) put sidewalks along Causeway Street;
- (xxiii) add "outfall" signs and check start position;
- (xxiv) consider marked nature trails; address access and parking;
- (xxv) list all waivers, easements and variances;
- (xxvi) supply language for conservation area;
- (xxvii) adhere to strictest Shoreline Protection Act standards;
- (xxviii) shield lights on backs of housing; no floodlights toward the marsh;
- (xxix) provide covenants and enforcement mechanism for same;
- (xxx) address traffic issues.

Tech Review recommends the Planning Board initiate Peer review of the traffic study.

Case #2007-15, a proposal by the Town of Seabrook and James & Jessica Walsh for a lot line adjustment and public right-of-way relocation at 10 Timber Court, Tax Map 9, Lot 110.

Footo explained this case is for approval of a lot line adjustment that corrects a discrepancy. A warrant article approved the transfer of a small portion of Town land to the Walshes to make that correction. Kravitz said the Town Manager is working through the deed and easement language with Attorney Mary Ganz. The Town Engineer's approval is in hand and the Town Planner will review the documents for the metes and bounds. The Planning Board had previously agreed to waive the lot line adjustment fee, but the Walshes must pay for the filings and abutter notice. Footo asked why the paved driveway goes to one side and the garage is on the other side.

Tech Review Committee recommends the applicant clarify the driveway positioning.

Morgan adjourned the meeting at 12:25

Respectfully submitted,
Barbara Kravitz, Secretary
Seabrook Planning Board