

**Brentwood Planning Board
Minutes
February 21, 2019**

Members Present:

Bruce Stevens, Chairman	Steve Hamilton
Mark Kennedy	Lorraine Wells, Alternate
Kevin Johnston	Brian West, Alternate
David Mentor, BOS rep	
	Town Planner Glenn Greenwood

Open

Chairman Stevens opened the meeting at 7:00 pm.

Motion made by Hamilton, 2nd by Johnston to give Wells and West voting rights: All were in favor. Motion carried.

7:00 Public Hearings

7:00 pm – Continued Hearing: Amendment to a previously approved site plan: Bob Bent (ECS) tax map 209.011. Extension request to March 7, 2019 at 7:00 pm.

Motion made by Hamilton, 2nd by Menter, to continue the hearing to March 7, 2019 at 7:00 pm per the applicant's request. All were in favor. Motion carried.

7:00 pm – New Design Review Hearing: Applicant: Trident Project Advantage Group to discuss their proposal for a new 2 story building, approx. 46,800 sq ft for an educational facility and commercial/retail space(s) in the comm./ind. zone. Tax Map 223 Lot 063; Location is 316 South Road; Owner: Emma Brentwood Realty, LLC.

Present: Frank Montero with MHF Design Consultants, design consultant on the project representing the owner and developer; Gino Baroni with Trident Project Advantage Group; Architect Ken Feyl; Landowner, Chuck Morse; Kathy Harris of Seacoast Learning Collaborative (SLC); Patrice Chandler of SLC; Mike Hureau of Crawley Falls; Abutter Joshua Cooper of Autumn Lane; Abutter James Goodwin of South Road; Abutter Matt Lachoney of Autumn Lane; Kurt Culligan of South Road; Lisa Lewis of Lewis Motors; Doug Finan.

Stevens commented abutters have been noticed, paperwork is in order for informational purposes. There are no Planning Board decisions tonight.

Montero handed out preliminary building elevations and 11 x 17's of the existing condition's plan of the lot, which is located at 125 and South Road, currently used by Granite Creek Farms. Montero gave an overview of the proposal. The wetlands were re-delineated by Jim Gove and the green shaded areas on the plan show the wetland pockets. The lot is just over 7 acres. When the site was developed for the nursery, there was underground piping put in to connect the roadside ditch to the wetlands in the back, a detention system.

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The proposal is to build a new 2-story building, 46,800 sq ft with the long side of the building facing 125. Access is strictly from South Road. One access point would shift down slightly from the existing, further from the intersection and there is a secondary access point. There would be a circular pattern around the building; a multi-tenant facility with a majority of the building being a 30,000 sq ft 2-story unit and then a second portion that would be a 2-story, 16,800 sq ft for a single tenant or multiple tenants.

The developer, Trident, has a proposed tenant for the 30,000 sq ft portion; Seacoast Learning Collaborative (SLC). Gino Baroni with Trident is here; Chuck Morse the landowner; SLC representatives; and Architect Ken Feyl. SLC would occupy this first structure. A parking lot for this tenant would include 40 staff and visitor spaces and 12 bus spaces. Visitor parking would be near the front and buses to the rear with a drop off area on the side of the building for the buses. The back side would be other tenant space with a parking lot on this back side and spaces along the 125 side. For this portion, we're using 1 space per 300 sq ft for that type of use, which is 56 spaces. We comply with all wetlands and town setbacks. A 25' no disturb wetland buffer to remain untouched; 50' building setback from poorly drained soils; 75' for septic; no test pits yet. A potential leach field close to the existing system and intend to design a system for each user in the building (2). We'd drill a new well with a 125' protective well radius. Stormwater management; no design yet but with a potential detention pond or two on site to contain any additional runoff.

Stevens opened it up to abutters to ask questions.

Mike Hureau of Crawley Falls Road (not an immediate abutter). His main concern is the stream. It goes into a culvert right across the property. That stream is spring fed from the next piece of property, it comes across 125, across 2 or 3 more properties, into his pond and continues to Little River at the Kingston line. He wants to make sure this building doesn't impact that flowing stream and the wetlands. His second concern is the amount of traffic in and out of that intersection especially with buses going in and out. A traffic light will have to be put there eventually.

Many residents and abutters present commented about their concerns with traffic and would like a traffic light there (*Josh Cooper of Autumn Lane, James Goodwin of South Rd, Lisa Lewis of Lewis Motors, Kurt Culligan, Matt Lachoney*).

Stevens said once we get into the application process, the Town would most likely entertain a traffic consultant/engineer from Rockingham Planning Commission to review and see if a traffic study is warranted. Once an application is submitted, more detailed engineering etc., such as drainage, stormwater etc. will be reviewed.

Abutter James Goodwin of South Road was concerned with traffic; lighting – shining onto his residential property; noise from buses backing up – a daily disturbance. He suggested a wall like on the highway to buffer lights and bus noise. He commented that he knew buying his property

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near 125 it would eventually be like Route 1 in Seabrook but understands that Brentwood needs growth but also sustainability but has his concerns.

Hamilton asked the age of the students that would attend. Kathy Harris from Seacoast Learning Collaborative (SLC) replied students range in age from age 6 through 21. Maximum capacity is 65 students and the buses are all small. They are all transported to school. Occasionally some parents may pick up and drop off but out of 65 students it's probably no more than 5 daily. In response to a question about 50 buses, Patrice Chandler, co-director of SLC said no, not that many. Students are transported and it might be Durham, Safeway or our buses; they are all small buses and mini-vans. Harris added you rarely see a bus back up, usually they're coming through to pick up/drop off and then leave.

Kurt Culligan of South Road asked about the hours of operation and special events. Chandler replied the High School kids arrive for 7:15 am and the youngest kids leave by 3:00 pm. There are no after school or weekend activities.

In response to another traffic light comment, Greenwood said the Town has no ability to require a light there because it's a state road, NHDOT, Division 6 from Durham (residents can call NHDOT to inquire). NHDOT would be aware of the project when it comes in because they are an abutter however the proposed entryway is not on 125, it's on South Road so their interaction may be limited. NHDOT is not responsible for the driveway access on South Road. If the decision is made to do a transportation study, DOT would have to be involved.

Abutter Matt Lachoney of Autumn Lane asked whether it comes down to cost to put a light there and can the developer pay for a traffic light to be put in. Greenwood replied no, the harder thing to overcome in this case are the warrants for putting in a light. The perception is that traffic volume will increase with this activity but the warrants that DOT has for lighting will far exceed what this development adds to the transportation network. Is there an adequate history of accidents there to create a safety issue? The traffic lights on Middle Road and North Road were put in using safety funds from DOT as there were adequate accident reports at those sites for DOT to install lights.

Abutters were adamant about a traffic light being put in. Stevens encouraged residents to come back for the hearing once they submit a formal plan and application. Regarding a traffic light, the Town cannot force them to do that but the Town could deny the application if it were proven through a traffic study that it was inherently dangerous. Having a traffic study done will give the Board more information. They want to make it as safe as possible.

It was suggested by Doug Finan that if no traffic light goes in that a traffic officer help with traffic flow in the am and pm hours. Kennedy liked the idea but didn't think the Town of Brentwood should have to bear that burden. It's up to the State of NH. He encouraged anyone with concerns to write to the State.

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Greenwood's comments:

- The Town requires 125' setback from NH Route 125 but not from South Road, on future plans there's no need to show that as a required setback.
- The property directly to the west, is Residential/Agricultural not Commercial/Industrial. There is a difference between the ordinance and the zoning map. The boundary (for Commercial) is the property owned by Mr. Morse. Greenwood to clarify and then have Carto-graphics change that.
- The parking areas and driveways incur into wetland setback areas but the Town has a conditional use permit process which allows accessways to incur into the setback areas so that needs to be addressed when an application is submitted.
- No snow storage indicated; plan for and keep away from wetland areas.
- Lighting: Dark sky compliant lighting regulation. Lighting on the building will have to be downcast and this should be addressed during the SP application and review process.

A question was asked about building aesthetics and the process. Greenwood replied the Town has not adopted architectural standards for buildings. There is the requirement that every applicant show the Board what the building will look like and during the site plan review process the Board can negotiate things like landscaping to soften the appearance of buildings.

Stevens read a letter submitted by the Police Chief Ellen Arcieri submitted to the Board of Selectmen on February 5, 2019: *"To go on official record that I do not support or endorse the placement of the Seacoast Learning Collaborative School to be in the Town of Brentwood in the present staffing capacity of the Brentwood Police Department."* We do know that SLC had a school in Brentwood before and it required a lot of police presence at certain times. We need to have the Police Chief come and elaborate on that. The Town doesn't want any costs incurred for police action on site. Maybe it needs some sort of police officer on site but Brentwood is not going to pay for it; any associated safety costs are part of the school and will not be funded by the Town of Brentwood.

Hamilton wanted to know the history of the frequency of Brentwood police activity at the school. Harris replied that they were at the Castles for 17 years. They follow the safe schools act so if a student leaves the property or feels unsafe, they're required to notify the police. In 17 years, they only had 5 incidents which warranted any type of formal charge against a student. Hamilton and Stevens reiterated the number of times police responded, the activity, not formal charges. Chandler replied we did a 5-year study recently and there were calls, the Chief has a copy of this, sometimes it was once a week and then maybe months where we didn't see the police at all. We work with kids that have emotional, behavioral and mental health issues. We have not had any violent incidences (like weapons in school), this could have been a student who was with us for months and we had some difficulty and having the police come over to talk might settle it down. Follow up calls were usually about 5 minutes to settle things down and we would send a report over to the police to keep on file.

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Stevens said there is a concern there and it could also affect ambulance service and Fire Department that might have to respond and we need take that into account. The Board wanted to share the Police Chief's concerns and that costs are not to be borne by the taxpayers of the Town of Brentwood. Resources may need to be discussed.

A resident asked how it would be taxed, as a commercial property? SLC is a non-profit. Stevens said it's a lease; a rental situation. Montero clarified it's one large building that would be taxed and one of the tenants proposed would be SLC; lease is under negotiation.

Montero said his team will discuss the comments and then file an application with the Town. They'll talk to DOT, have a traffic consultant look at it. Greenwood commented a third-party consultant to review their traffic consultants work would be required. Montero agreed; do the study and then peer review it with the consultant. Hamilton asked about the timeline to build it if approved: 8-10 months.

Board Business:

MTI Bond release update: Greenwood's site walk on Feb. 13, 2019 verified that the shingles have been covered & tarped. The facilities manager, Sarah, has a plan to remove them all from the site within a year as RAS-Tech is leaving and the new owners don't want to deal with it. Planning Board's perspective; it's fine but there's still an outstanding issue with the Fire Department. Stevens read the email from the Jason Grant, Fire Inspector: *"The only unresolved issue for us is the emergency lighting. We met with Sarah two weeks ago. We're still waiting for the results from independent consultants to finalize our requirements. We have not heard from Sarah."* Stevens said we won't release anything until everyone signs off.

Craig Difeo: Release of remaining construction bond escrow account for DiFeo site on Route 125 from 2001. Amount due to be released is approximately \$2,902.59 plus any accrued interest subsequent to the January 2019 bank statement.

Motion made by Hamilton, 2nd by Wells, to release the funds back to Brentwood Trust (Difeo). All were in favor. Motion carried.

Alternates: Stevens asked Greenwood how many alternates the Planning Board had voted on to have? Greenwood thought it was 5 but would research and have for the next meeting. It was suggested to have alternates that aren't voting sit by Greenwood and not at the table.

Highway Department and Conservation Commission Input:

Kennedy wants all plans submitted to be sent via email and to be put in the mailbox of the Brentwood Highway Department and the Conservation Commission in order to receive comment letters back for every project coming before the Planning Board. Greenwood noted that the Highway Department would only have jurisdiction on Town Roads or subdivisions that would become Town roads. The Conservation Commission should also be involved. It was noted that plans previously went in the mailboxes of these departments and stopped due to

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inactivity. Kennedy said if these departments have an email address, I want them sent by email and I would also like them put in their mailbox. I want a letter back with their input.

Motion made by Kennedy, 2nd by Hamilton, that all project plans be sent to Brentwood Highway Department and the Conservation Commission for their input by way of a comment letter for any project that comes before the Board. All were in favor. Motion carried.

Fire Ponds: List of Fire Ponds - West said he thought that the Highway Department was supposed to clean up the snow to make them accessible. The Fire Department cleans out debris. They have a list and try to go around to hit all of them but it's a full-time job. The purpose is to blow them out and test them but if there is a failure, who's responsible? No resolution. There was also a brief discussion on 3 Ponds regarding hydrants, which is now being proposed in lieu of the cistern.

(Note after this meeting the PB office did receive a letter from the Fire Chief signing off on the hydrants for 3 Ponds in lieu of the cistern. (Letter on file).

Approval of Minutes:

Motion made by Kennedy, 2nd by Hamilton, to approve the minutes of February 7, 2019 as presented. Wells abstained. All were in favor. Motion carried.

Motion made by Hamilton, 2nd by Wells, to adjourn at approximately 8:05: All were in favor. Motion carried.

Respectfully submitted,

Andrea Bickum
Administrative Assistant,
Brentwood Planning Board