



**CITY OF DOVER**

## DOVER CONSERVATION COMMISSION – MINUTES

Meeting Type: Regular Meeting  
Meeting Location: Second Floor Conference Room, City Hall, 288 Central Avenue  
Meeting Date: Monday, January 12, 2015  
Meeting Time: 5:30 pm

**MEMBERS PRESENT:** Bill Hunt (Chair), Marcia Gasses (Vice Chair), Kevin Perron, Kristopher Houle, Richard Erickson, Michael Joyce, Nicole Andrews (Alternate), Tristan Donovan (Alternate)

**STAFF PRESENT:** Steve Bird (City Planner)

**OTHERS PRESENT:** Chad Kageleiry, Eric Weinrieb, Dean Peschel

The meeting was convened by Hunt at 5:35 PM.

Hunt: Since we have a regular member absent tonight I will have Andrews sit as a voting member.

### 1. ANNUAL NOMINATIONS AND ELECTION OF OFFICERS FOR 2015

Hunt: It is time to elect officers for this year. If you have any interest in being an officer, please indicate so now. I would be willing to serve as chair and Gasses and Houle have indicated that they would agree to serve in their current positions.

*Perron moved to elect the same slate of officers – Hunt as Chair, Gasses as Vice Chair and Houle as Secretary, Erickson seconded. Vote: Unanimous.*

### 2. APPROVAL OF THE PRIOR MEETING MINUTES

*Houle moved to approve the December 8, 2014 minutes, Erickson seconded. Vote: Unanimous.*

### 3. OLD BUSINESS

- A. NHDES Wetlands Permit for Susan von Hemert, Assessor's Map L, Lot 45-F, zoned R-20, located at 175 Spur Road. Proposal is to conduct work adjacent to the Bellamy River in a tidal wetland to construct a new fixed pier (160 sq. ft.), gangway (40 sq. ft.), and float (192 sq. ft.).

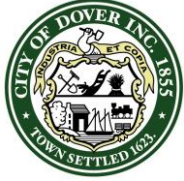
Bird: I had e-mailed the applicant last week and she indicated that an engineer had been hired to prepare more complete plans. I have not heard anything more so we will put them on the February agenda.

### 4. NEW BUSINESS

- A. City of Dover Conditional Use Permit for Summit Land Development (Owner: H53 Mast Road, LLC), Assessor's Map H, Lot 53, zoned I-4 & R-40, located on Mast Road. Proposal is for 268,998 sq. ft. manufacturing/warehouse building with 183 parking spaces. Groundwater Protection Ordinance requires CUP for proposed use in a Secondary Groundwater Protection Zone and for impervious coverage greater than 20%. Conservation District Ordinance requires CUP for impacts to 20% slopes.

Weinrieb and Kageleiry were present to explain the plans.

Weinrieb: The first phase of the building is about 74,000 sq. ft., with the maximum size of about 269,000 sq. ft. We had meetings with Ridge Mauck of DES and Dean Peschel on the Alteration of Terrain permit



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issues. We are creating an impervious liner under the truck loading area that will collect the water into a treated area. The treatment swales will also be lined.

Gasses: Is DES concerned about the rate of runoff at the discharge point?

Weinrieb: We are recharging the entire roof runoff. We have agreed to put no salt on both the road and parking lots. Emery and Garrett, the city consultant, preferred no salt. We will use sand instead with a heavy maintenance plan.

Houle: Heavy sand presents its own problems in terms of clogging catch basins.

Weinrieb: The bio retention basins will handle the runoff. We have valve systems in the drainage systems to allow the drainage to be shutoff if there was any contamination on the site.

Houle: What about the requirement for porous pavement?

Weinrieb: We are asking for a waiver to that requirement. You do not want to have contaminants running directly into the soil.

Houle: You could place a liner underneath the porous pavement.

Kageleiry: There are a number of ways the site could be designed to meet the requirements, but we worked with the city to come up with this design.

Houle: There is a likelihood that the sand will clog up the drainage system.

Weinrieb: I would rather deal with sand than salt.

Kageleiry: I will have a maintenance program that will include sweeping of sand on a regular basis.

Weinrieb: The catch basins are raised above the ground elevation to filter out the sand.

Gasses: Porous pavement would only work for the car side. What is the liner made out of?

Weinrieb: It will be a 6 inch clay soil barrier.

Houle: By lining the porous pavement you could collect the water in one place and still have the benefit of the filtering.

Hunt: The real question is does the proposed design meet the standards? I would like to invite Peschel to provide his input.

Peschel: The design has to meet the wellhead requirements and the AOT standards. This is a very important resource area for the city. This area is already being challenged environmentally. The Griffin well may be shut down in the near future. The city hired Emery and Garrett to study the area and find a new well location. One concern is the impacts of blasting that is needed to put in the building. Nitrates are a byproduct of blasting and a plan will be developed to address these concerns. The rock created by the blasting will be placed under the buildings to encapsulate it. It will be up to the Planning Board to decide on the wavier for porous pavement.

Hunt: You are at 30% impervious cover where the ordinance requires 20%

Weinrieb: If we were not creating a second lot for future development, we would not need the CUP.

Houle confirmed that the groundwater elevation is 96 feet and that the detention basin at the bottom of the road will be lined because it would not have 4 feet of separation from the water table.

There was a long discussion on the operation and maintenance plan and how the city makes sure the annual reports are filed.

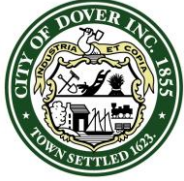
Hunt: The maintenance problem could be seasonal in nature.

Houle: I don't see how the peak flow from the parking lots will be handled if the basins are all lined.

Hunt asked about the impacts on steep slopes.

Weinrieb: The slopes are not natural. It is an existing gravel pit.

Gasses confirmed that the road will be owned and maintained by the city.



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Kageleiry: All storm water will end up in the basin near the river, including the city street and private parking lots.

Hunt: Slopes in the pit are greater than 20% but they are not natural.

Joyce: Is there any area that could run onto the site?

Weinrieb: All exposed areas up gradient will be vegetated.

Bird: The ordinance requires conditional use permits for the manufacturing use, impervious coverage above 20% and the steep slope impacts. The Conservation Commission is required to provide recommendations to the Planning Board.

Gasses: Would the Planning Board do a site walk?

Bird: I know the applicant is asking for approval due to time constraints, so I doubt one would be held.

Donovan: I am concerned about long term maintenance. A design that requires less maintenance is better. I would like to see some porous pavement.

Gasses: It is our job to make a recommendation to the Planning Board with any comments we have.

Houle: I agree, but the applicant has not documented that the design is the least impacting.

Hunt: I would like the Commission to come up with a list of recommendations with any concerns.

Gasses: We reviewed the application and can include a list of concerns.

Kageleiry: Many of the design features include changes directly from the city's consultant.

Houle: I am concerned about maintenance and the request for a waiver to porous pavement.

Joyce: is there any chance of contamination from any of the processes inside the building?

Weinrieb: No, it is a sealed building with no toxic material being used.

Hunt: I am still looking for a list of concerns.

Weinrieb: Emery and Garrett and Peschel have been involved right from the start.

Erickson: How is the alternative design suggested less impacting?

Houle: With the design I am suggesting, the swales along the building could go away. Peak flow could be controlled and less maintenance is required.

Gasses: I would like the motion to include a statement that although the design may be viable, we offer these concerns.

*Houle moved to provide the following list of recommendations and request that the Planning Board consider the following items:*

- 1. Include the consideration of a lined permeable pavement system in lieu of impervious pavement in order to reduce site impacts on the south side of the building;*
- 2. Reduce maintenance in regards to sediment;*
- 3. Add peak flow control of proposed drainage design.*

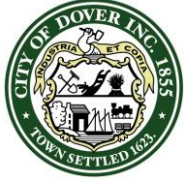
*Joyce seconded the motion.*

Gasses: I have no problem with the list, but there needs to be some statement that the proposed design is viable even though we have concerns.

Houle: I would say the design may be viable, not is viable. I do not think we have enough information to say that it is viable.

Hunt: You can propose an amendment to the motion.

*Gasses moved to amend the motion to add a statement at the beginning that says: The Conservation Commission believes the design may be viable, however we wish... Joyce seconded the motion. Vote on amendment: passes 7-0.*



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Hunt: So the amended motion now reads as follows:

*The Conservation Commission believes the design may be viable, however we wish to provide the following list of recommendations and request that the Planning Board consider the following items:*

- 1. Include the consideration of a lined permeable pavement system in lieu of impervious pavement in order to reduce site impacts on the south side of the building;*
- 2. Reduce maintenance in regards to sediment;*
- 3. Add peak flow control of proposed drainage design.*

*Vote on main motion as amended: passes 7-0.*

### **5. REPORT FROM THE CHAIR**

#### **A. Review of Correspondence Received From NH Department of Environmental Services**

Bird reviewed the following letters from DES Wetlands Bureau:

1. Shoreland Permit for West Environmental on Glen Hill Road – Request for more information.
2. Approval of Wetlands Permit for dock for David Lemieux off Spur Road
3. Approval of Shoreland Permit for Jamieson Duston on Saddle Trail Drive
4. Wetlands Permit for Greg Vallee at 27 Wentworth Terrace – Request for more information

### **6. OTHER BUSINESS:**

Bird will prepare meeting schedule and distribute to members.

### **7. ADJOURNMENT**

*Gasses motioned to adjourn at 7:25 pm, Andrews seconded. Vote: Unanimous*