

MINUTES OF MEETING
April 2, 2012
CONSERVATION COMMISSION
Approved at the May 2, 2012 meeting

PRESENT- Lisa Morin, Jane Connelly, Debra Williams, and Mike Foote

ABSENT- Dean Anson, Marnie Schulz and Hillary May

- a. M. Foote made a motion, seconded by J. Connelly to appoint L. Morin as acting Chair. The motion passed 4-0.

CALL TO ORDER The meeting was called to order by L. Morin at 6:00 PM

- a. **Review minutes from the March 7, 2012 meeting.**

M. Foote made a motion to approve the public minutes of March 7, 2012 as written and seal the non public minutes from February 15, 2012. The motion was seconded by D. Williams and passed 4-0.

I. New Business:

- a. **David French, Proposal to fuel a Seaplane in Paugus Bay at 1290 Union Avenue at tax map parcel 304-220-3. The impact is located in the State of New Hampshire Waters and within the local 70 foot water body buffer and the 50-foot State of New Hampshire Shoreland buffer. The Planning Board is seeking Con Com feedback before their April 3 meeting.**

D. French presented a brief history of pontoons plane use on Winnepesaukee and compared the lack of concern for fueling in the past and how many carriers even today are struggling with gas cans on the wings of planes as random wakes occur. His operation will be different he will be using a Cessna 206 and has agreed to place a fuel absorbent mat on the wing to capture any spills. The proposal is to fuel the plane in Paugus Bay from the shore via a 100-foot hose attached to a pickup truck with a dot approved fuel tank the tank has an automatic shut off. For additional safety two people will fuel the plane one on the wing and one at the tank. The operation will be grounded to prevent any sparking. New Hampshire DES has no regulations against the use. The city will require a conditional use permit for the operation. A cap will be placed over the tank with proper ventilation. Maintenance will occur at Twitchells in Maine. Fuel Capacity for the plane is 80-gallons.but during operations never exceed 40-gallons. J. Connelly asked how many times a day will the plane be fueled. The maximum so far was three times a day. M. Foote confirmed the operation has been in business for

two years at this location. The change this year is as a cost saving measure they are no longer fueling at the airport and removing their ground landing gear. D. Williams confirmed is the three flights an average busy day. D. French confirmed that three a day would be a busy day. L. Morin asked if fueling would be more often than when they fueled at the airport. D. French believed it would be but limited to the normal 40-gallon capacity. L. Morin added she would have to see fuel catching booms in the water during fueling. Could the truck accidentally roll back into the Lake during fueling. D. French replied no it is quite a bit away from the ramp and there is a concrete depression. M. Foote suggested a pig mat that would accommodate his needs and not sink like some that are on the market do. Mooring the aquatic mats on the rope tie off was suggested.

M. Foote made a motion to send a positive recommendation to the Planning Board with the following conditions: Appropriate materials including fuel absorbent matting be placed on the wings during all fueling operations, and appropriate booms placed in the water during fueling. The motion was seconded by J. Connelly and passed 4-0.

M. Foote amended the previous motion seconded by D. Williams to add an additional condition that the fuel distributed for this operation can only be used and consumed by the operator. The amended motion passed 4-0.

- b. Steve Smith, Coopers Industry located at 210 Fair Street tax map parcel 440 74-5 is located in the local Industrial District on Lake Winnisquam. The property is exempt from the local Shoreland protection district but is accountable to the State Shoreland protection regulations. Portions of the property are located in the 100-year flood plain.**

Coopers is a manufacturer of custom seals and will be increasing their space by 16,000 square feet and their employment base by 50%. The open space on the property is within the 100-year flood plain all building and parking impacts are an will be artificially but approved above the 100-year flood plain All loading bays and dumpsters will be moved to the east side of the property. The roof drain from the current building that now dumps into Winnisquam will be diverted into the flood plain area so some infiltration can occur. The walkway around the entire building is in place for fire safety purposes and all parts of the sidewalk in the 75-foot buffer. Treatment swales are proposed to filter stormwater. The idea of placing snow storage on the 100-year flood plain was discouraged. S. Smith added that the oriental bittersweet encountered during construction will be removed and properly disposed of. D. Williams indicated her environmental class would be willing to work with Coopers on future removal of invasive species. S. Smith added he would need to verify with the owners on that issue. We identified a

portion of the land next to the swale is owned by the city and it contains invasive species that also should be removed to slow their spread

M. Foote made the motion to recommend a long term maintenance plan for the swales and open space to monitor growth and functionality. The motion was seconded by J. Connelly the motion passed 4-0.

c. General Easement discussion in preparation for question and answer session.

Not discussed

Liaison & Sub-Committee Reports:

-Permit Sub-Committee – Questions and answers

Follow up with Dean

III. Other Business:

- Subdivision/ Site Plan update

No changes. See above.

- Commissioners Comments

None

- Staff Comments

None

IV. Adjournment:

M. Foote made a motion to adjourn. The motion was seconded by J. Connelly. The motion passed 4-0-0.