

**PLANNING BOARD  
OCTOBER 6, 2015 at 7:30 PM  
TOWN HALL, 41 SOUTH MAIN STREET**

In attendance:

**Members:** Kate Connolly, Judith Esmay (Chair), Michael Mayor; Iain Sim; Nancy Carter (Selectmen's Representative)

**Alternates:** Jon Criswell, Kelly Dent, Brian Edwards

**Staff:** Vicki Smith

Others: See Attendance Sheet

1. **MINUTES:** The minutes of September 8<sup>th</sup> were approved.
  
2. **P2015-29 CONTINUATION OF SUBMISSION OF APPLICATION FOR SITE PLAN REVIEW, BY CREARE RESEARCH & DEVELOPMENT, TO IMPROVE AN EXISTING PARKING LOT (CONFIGURE SPACES, CREATE SEPARATE ENTRANCE/EXIT, RELOCATE LIGHTING) AT 16 GREAT HOLLOW ROAD, TAX MAP 2, LOT 3, IN THE "BM" AND "RR" ZONING DISTRICTS.**

Smith said the applicant requested a continuance to November 3<sup>rd</sup>.

**It was moved by CONNOLLY, seconded by MAYOR, to continue P2015-29 to November 3<sup>rd</sup>. THE BOARD VOTED UNANIMOUSLY IN FAVOR OF THE MOTION.** CRSIWELL and DENT participated as voting Alternates.

3. **P2015-31 SUBMISSION OF APPLICATION FOR MINOR LOT LINE ADJUSTMENT BY BLANDINA ROJEK AND JOHN & SHERRILL HAYS, TO ANNEX 2,520 SQUARE FEET FROM 11 MEADOW LANE, TAX MAP 41, LOT 16, TO 9 MEADOW LANE, TAX MAP 44, LOT 15. BOTH LOTS ARE LOCATED IN THE "SR-1" ZONING DISTRICT.**

ESMAY read the Notice of Public Hearing.

Ben Maynes presented the application. He said the neighbors have agreed to adjust a lot line and annex 2,520 sf from one property to the other. The proposed adjustment makes more sense based on the property that is there. The subject property line splits the Hays' front yard from Rojek's back yard. It makes sense to pull that line closer to Rojek.

Board Comments/Questions:

- This looks to be an accommodation of the driveway that goes into 11 Meadow Lane.
  - John Hays said that is a shared driveway between 7 & 9 Meadow Lane. The long skinny lot that runs along his property is a right-of-way for utilities, sewer, and access to 7 & 9 Meadow Lane.
- Will the proposed change create any non-conformity?

- Hays said no.
- From what do we derive the frontage of these lots served by a common driveway?
  - CONNOLLY said that these lots were created long before the State decided that all lots must have frontage on approved roads.

Public Comments/Questions: None

**It was moved by SIM, seconded by MAYOR, to find application P2015-31 complete.** There being no further discussion, **THE BOARD VOTED UNANIMOUSLY IN FAVOR OF THE MOTION.** DENT and EDWARDS participated as voting Alternates.

**It was moved by CONNOLLY, seconded by EDWARDS, to approve P2015-31, a Minor Lot Line Adjustment by Blandina V. Albright and John & Sherrill Hays, to annex 2,520 square feet from 11 Meadow Lane, Tax Map 41, Lot 16, to 9 Meadow Lane, Tax Map 44, Lot 15, as shown on a plan prepared by Pathways Consulting, LLC, entitled *Minor Lot Line Adjustment Plan for Blandina V. Albright & John C. & Sherrill H. Hays*, Project Number 12535, dated September 1, 2015.** There being no further discussion, **THE BOARD VOTED UNANIMOUSLY IN FAVOR OF THE MOTION.** DENT and EDWARDS participated as voting Alternates.

**4. P2015-32 SUBMISSION OF APPLICATION FOR SITE PLAN REVIEW BY HYPER THERM, INCORPORATED, TO RECONSTRUCT ALL PAVEMENT AREAS, UPGRADE STORMWATER MANAGEMENT, INSTALL BIOMASS BOILER, REPLACE SITE LIGHTING, IMPROVE EMERGENCY ACCESS, REPLACE FUEL STORAGE TANK WITH PROPANE TANKS, AND UPGRADE GREASE TRAP AT 21 GREAT HOLLOW ROAD, TAX MAP 1, LOT 20 IN THE “BM” AND “NP” ZONING DISTRICTS.**

ESMAY read the Notice of Public Hearing.

Perry Seale of Hypertherm, John Hinckley of Resource Systems Group, Mark Froling of Froling Energy, and Russ Rohloff of Pathways Consulting, presented the application. Seale said this is a maintenance and repair project to replace pavement and lighting, to address grease issues from the cafeteria, egress within the building and install a biomass boiler system.

Biomass Boiler: Seale said this system will replace the in-ground oil storage system. The proposed building will allow for combustion units to be on the left and silo for storage on the right. The building that will house the boiler has not yet been designed. Discharge of product will be noisy. Chips will be discharged using a blower system from the delivery vehicle to a five-to-six-inch diameter tube system that goes over the roof of the building to the silo. The discharge point is 500' from the roadway. A sound report indicates that noise at 220' from the roadway will be below the town's noise standards. Hypertherm anticipates twenty-three deliveries of chips per year. It takes an hour and fifteen minutes to complete delivery. Deliveries will be conducted between 7:00 AM and 7:00 PM. Emissions are projected at 0.7 pounds/ton; a reduction of what is produced currently. Inspection requirements will be incorporated into a maintenance system. A video was shown of a boiler chip delivery to a private school in Wilton NH. The point of the video was to see and hear how deliveries are made.

Pavement: Rohloff said the site is probably at the point of being built out. All of the work proposed will be done within the existing development footprint. The last major expansion occurred in 1995 and was designed to different standard than is required today. The pavement has reached the end of its useful life.

The site has about 380 parking spaces. Workers occupy two-thirds of the parking at shift change. One challenge is to maintain operations while conducting the work. One major access to the site, access to three primary fire hydrants on the site, and 40% of the parking will be maintained during construction. The work will be done in three phases:

- (1) Reconstruct the secondary access road, the loading dock area, a portion of the outer perimeter bay and two bays of parking (30% of the parking). One bay will be developed as pervious pavement.
- (2) Rebuild 40% of the parking on site, improve stormwater treatment, install the biomass boiler, and replace the #2 fuel oil tank with propane. Most of this parking will be pervious pavement.
- (3) Rebuild the primary access to the site and balance of the parking along the access road.

There will be a new exit door from the interior of the building to provide emergency access. New pavement is proposed leading out from that door.

A waiver of the landscaping requirements for the interior of parking areas is requested. There is some challenging topography between each of the parking bays. All of the islands are currently used for surface drainage and to locate light poles. The islands are not really designed to support the type of shading trees needed. All of the rest of the screening standards will be met.

Stormwater/Wetland Impacts: Rohloff said the site contains about seven acres of pervious area including pavement and buildings. There is a great deal of stormwater coming off this area. About four acres of pavement will be replaced. The four wetlands that surround the site form the drainage which flows in various directions. There is very little stormwater treatment/management provided on the site as there were no requirements to provide them twenty years ago. What does exist is significantly degraded due to design, installation, and lack of maintenance. Some aspects of the 1995 expansion were not put in as intended. There is only minor retention of stormwater on site.

Four small ponds that were not fully maintained and tend to be a collection of silt will be restored to their proper function. Two additional stormwater detention basins will be upgraded and cleaned out. The only direct wetland impacts are at a crossing where the new culvert is going in. Almost all of the flow on the site is sheet flow off of pavement through vegetative buffers.

There are a lot of snow management areas that are not fully delineated and result in a lot of sediment being carried into adjacent wetlands without any protections. Additional snow areas will be developed to handle snow plowing from the loading dock, portions of the secondary access, and in close proximity to the primary access.

The end result will be the installation of a properly designed system that will infiltrate between 20-30% of the stormwater and treatment of all of the stormwater for sediment removal. This will be a significant improvement to both drainage and water quality.

ZBA approval was obtained for impacts to the wetland and wetland buffer areas. Rohloff said NHDES considers this a maintenance project, which does not require an Alteration of Terrain Permit. DES permitting is required for the direct wetland impact of approximately 10,000 sf, mostly related to reestablishing drainage and replacing a culvert.

Screening: Rohloff said there is a 200-250' buffer between the building face and Great Hollow Road. You can see only a corner of the building from the primary access road. You have to walk a ways down the secondary access to be able to see the building. The site is fully vegetative. Where there is not building or parking, there is vegetation.

Lighting: Rohloff said the goal is to improve lighting levels by making it more uniform. Roughly 29 light fixtures on the building face will be replaced with 27 LEDs. Lights will be spread out and focused downward to do a better job of lighting access ways to the building and providing perimeter security. In the parking areas, 31 metal halide fixtures on non-conforming poles will be replaced with 39 LED fixtures on shorter poles. The increase is due to the decreased pole heights and replacement of the halide fixtures with LEDs. A few lights along the access road will also be replaced.

Board Comments/Questions:

- Is there an appendix showing the different types of soils for the permeable paving?
  - Rohloff said the wetlands areas and low points of the site contain the worst possible soils imaginable. One section of the site is mapped as a mucky peat, very tight, wet soils that do not drain at all. The upper portion of the site has some of the best draining soils that exist in Hanover.
- Is this why Lots 1 and 2 will not be constructed of porous material?
  - Rohloff said yes.
- The area of the access way in between the parking lots does not work?
  - Rohloff said pervious pavement does not stand up as well to turning movements of heavier loads. We designed that access drive as a standard pavement system.
- What is the lifetime of the current design?
  - Seale said there are not a lot of systems that have seen the longevity Hypertherm needs to see. They did a lot of research that led them to distinguish between construction of access roads and parking lots.
- The locations of the four zones of wetlands were pointed out, as requested.
- Changing from oil to propane use is not part of this submission?
  - Seale confirmed, it is not.
- Is there a plan in place to upkeep the stormwater management?
  - Rohloff said a master maintenance and operations plan was provided to Peter Kulbacki for review/approval.
- How will the loss of 30-40% of the parking for two years be addressed?
  - Seale said parking will be provided at an adjacent Hypertherm site. They will also work with associates to find alternative means of transportation. If it becomes a problem, they will speak with the Town.
- Does this application include all phases pegged through 2018?
  - Rohloff said yes. We have not discussed the grease trap or location of fuel oil and propane tanks but they are shown on the plans presented for approval.
    - It was noted that the Board did not request explanation of any of those details and that the Board accepted that they are on the plans.

- Smith noted that Planning Board approvals are valid for three years. If Hypertherm needs additional time to complete all phases, they will need to file an application for Modification of an Approved Site Plan.

Staff Comments/Questions:

- How will you handle the activity of the loading dock while Phase 1 occurs?
  - Seale said the majority of shipping activities will be going down to the Logistics Center. Ground level doors will be used to bring in materials at this site.

Public Comments/Questions: None

Waivers requested:

Submission

1. VIII B 2a- Full boundary survey
2. VIII B 2q- Landscaping plan
3. VIII B 2X NH DES wetlands and non-site specific permit and sewer construction permit; EPA SWPPP

Standards

4. IX B 3c(3) Landscape requirements for interior of parking areas

ESMAY noted that defense of each request is addressed in Rohloff's letter dated September 15<sup>th</sup>. That same letter also outlines the ways in which the issues raised at the September 8<sup>th</sup> Staff Evaluation have been met. Smith said Ryan Borkowski, Building Inspector, has not yet looked at the conceptual boiler materials that were submitted after the Staff Evaluation. There is a possibility that what was submitted in concept may not be what is actually constructed.

MAYOR said there are no outstanding issues relative to the Conservation Commission's review of this project.

The Board agreed that a site visit was not necessary.

**It was moved by MAYOR, seconded by CONNOLLY, that P2015-32 be judged complete with the following waivers: VIII B 2a- Full boundary survey, VIII B 2q- Landscaping plan, VIII B 2X NH DES wetlands and non-site specific permit and sewer construction permit; EPA SWPPP, and IX B 3c(3) Landscape requirements for interior of parking areas. There being no further discussion, THE BOARD VOTED UNANIMOUSLY IN FAVOR OF THE MOTION. CRISWELL and EDWARDS participated as voting Alternates.**

Conditions of approval proposed by staff:

1. A preconstruction meeting shall be scheduled and held with Town Planning, Police, Fire and Public Works staff prior to the construction start.
2. At the discretion of the building inspector, independent code review of building plans may be required at the applicant's expense.
3. Construction activity producing noise audible at the property line shall be restricted to the hours between 7 am- 5 pm, Mondays through Fridays with occasional work taking place on Saturday.
4. Any excavation within ten feet of any water or sewer line requires DPW inspection during the backfill.

5. Construction worker parking shall not occur in public parking spaces and interfere as little as possible with customer and trail use.
6. Temporary controls plans including the availability of parking and changes to emergency access will be developed for each phase of construction and reviewed by the Zoning Administrator and emergency services personnel.
7. On-site inspection of utilities and other site features may be required at the applicant's expense.
8. Maintenance protocol for storm water management facilities shall be submitted to Planning and Zoning staff prior to occupancy.
9. At the completion of the project, a CAD file of the building footprint satisfactory to the Director of Public Works along with \$1000 (for as-builts to be completed by the Town), shall be submitted to the Town.
10. NH DES wetlands and non-site specific permit and sewer construction permits and EPA SWPPPs are submitted to the Planning and Zoning Office as they are received.

**It was moved by MAYOR, seconded by CONNOLLY, to approve P2015-32, to reconstruct all pavement areas, upgrade stormwater management, install biomass boiler, replace site lighting, improve emergency access, replace fuel storage tank with propane tanks, and upgrade grease trap at 21 Great Hollow Road, Tax Map 1, Lot 20, in the "BM" Service Business and Limited Manufacturing and "NP" Natural Preserve zoning districts as shown on a plan prepared by Pathways Consulting, LLC, entitled Planning Board Site Plan Review for Infrastructure Improvements Hypertherm, Inc. , Project 10784, dated September 01, 2015. The request was approved with the following conditions: (1) A preconstruction meeting shall be scheduled and held with Town Planning, Police, Fire and Public Works staff prior to the construction start. (2) At the discretion of the building inspector, independent code review of building plans may be required at the applicant's expense. (3) Construction activity producing noise audible at the property line shall be restricted to the hours between 7 am- 5 pm, Mondays through Fridays with occasional work taking place on Saturday. (4) Any excavation within ten feet of any water or sewer line requires DPW inspection during the backfill. (5) Construction worker parking shall not occur in public parking spaces and interfere as little as possible with customer and trail use. (6) Temporary controls plans including the availability of parking and changes to emergency access will be developed for each phase of construction and reviewed by the Zoning Administrator and emergency services personnel. (7) On-site inspection of utilities and other site features may be required at the applicant's expense. (8) Maintenance protocol for storm water management facilities shall be submitted to Planning and Zoning staff prior to occupancy. (9) At the completion of the project, a CAD file of the building footprint satisfactory to the Director of Public Works along with \$1000 (for as-builts to be completed by the Town), shall be submitted to the Town. (10) NH DES wetlands and non-site specific permit and sewer construction permits and EPA SWPPPs are submitted to the Planning and Zoning Office as they are received. There being no further discussion, **THE BOARD VOTED UNANIMOUSLY IN FAVOR OF THE MOTION.** CRISWELL and EDWARDS participated as voting Alternates.**

**5. REPORT ON LIBERTY UTILITIES MEETING SEPTEMBER 29<sup>TH</sup>**

Receipt of the Town Manager's report was noted.

**6. REPORT ON PLANNING CONFERENCE SEPTEMBER 26<sup>TH</sup>**

DENT, EDWARDS, ESMAY, and SIM shared their observations of the conference. There was discussion about the way in which the Town of Bedford proposed rezoning of an area of riverfront land to their residents. ESMAY encouraged Board members to visit web sites and blogs for additional information.

**7. OTHER BUSINESS**

Development of Regional Impact: Smith said Dartmouth is requesting an Amendment to a Conditional Use Permit approved by the City of Lebanon in 1993 for a project on Morgan Drive (Centerra Park). The amendment would allow a change of use, from planned business park to residential development. It was a ruling of the Chair that the Board came to unanimous consensus to direct Smith to write a letter to the Lebanon Planning Board expressing support of the residential use in Centerra.

Meeting schedule: 10/20 Zoning Ordinance technical review, 11/03 case reviews, 11/17 proposed zoning amendment reviews

**8. ADJOURN:** The meeting adjourned at 9:28 PM.

Respectfully submitted,

Beth Rivard