

Unofficial

**HOOKSETT PLANNING BOARD MEETING
HOOKSETT TOWN HALL CHAMBERS (Room 105)
35 Main Street
Monday, August 15, 2016**

MEETING CALLED TO ORDER AT 6:00 P.M.

PLEDGE OF ALLEGIANCE

INTRODUCE MEMBERS OF THE BOARD

PRESENT: D. Marshall (Chairman), Tom Walsh (Vice-Chairman), Muamer Durakovic, F. Kotowski, P. Scarpetti (arrived at 6:15 pm), and D. Winterton (Town Council Rep.)

ALTERNATES: Denise Grafton, Michael DiBitetto (arrived at 6:15 pm), and Christopher Stelmach

EXCUSED: T. Prasol

STAFF: JoAnn Duffy (Town Planner) and Jim Donison (Town Engineer/Assistant Public Works Director)

D. Grafton and C. Stelmach will be voting.

APPROVAL OF MINUTES OF 08/01/16

August 1, 2016 Regular Meeting – M. Durakovic motioned to approve the minutes of the August 1, 2016 meeting, with amendments. Seconded by D. Grafton. T. Walsh and F. Kotowski abstained due to not being in attendance at the August 1, 2016 meeting. Motion carried unanimously.

WAIVER REQUEST OF SITE PLAN REVIEW

- 1. EVERSOURCE ENERGY/MANCHESTER SAND AND GRAVEL (#16-30)
21 Lehoux Drive, Map 24, lot 36
Waiver of Site Plan for the temporary storage of metal transmission poles on five acres of land owned by Manchester Sand and Gravel**

J. Duffy: Eversource Energy previously had an agreement with Manchester Sand and Gravel to lease a portion of their property, which was on a different parcel than this one, to store poles. Manchester Sand said that this will not affect their development of that parcel.

F. Kotowski motioned to approve the waiver of site plan for the temporary storage of metal transmission poles on five acres of land owned by Manchester Sand and Gravel for Eversource Energy/Manchester Sand and Gravel (#16-30), 21 Lehoux Drive, Map 24, lot 36 Seconded by D. Grafton. Motion carried unanimously.

*D. Winterton motioned to approve the use for a 2-year period starting on August 15, 2016. Seconded by D. Grafton. **Motion carried unanimously.***

COMPLETENESS AND PUBLIC HEARING

2. PROFILE SELF STORAGE (#16-28) 180 Londonderry Turnpike, Map 43, Lot 4 Amended Site Plan to convert the approved proposed single story storage building to a two-story using the same footprint

J. Duffy: Profile Self Storage had an approved site plan from 2004. It included the 8,500 sq. ft. building in question. The building was never constructed and they would like to make it a two-story building. There have been some modifications to the portion in the back where the retaining wall was. They are looking for a waiver from the portion of the regulations not affected; the portion of the site that has already been built on. Jim had no engineering comments.

D. Marshall: Is staff recommending that we act on the waivers?

J. Duffy: It is one waiver for two sections.

*T. Walsh motioned to approve the waiver from the requirements of item Part 1 and 3 of the checklist for the portion of the site not effected by the proposed change for Profile Self Storage (#16-28), 180 Londonderry Turnpike, Map 43, Lot 4. Seconded by M. Durakovic. **Motion carried unanimously.***

*T. Walsh motioned to find the plans complete for Profile Self Storage (#16-28), 180 Londonderry Turnpike, Map 43, Lot 4. Seconded by M. Durakovic. **Motion carried unanimously.***

Open public hearing.

Jennifer McCourt (McCourt Engineering): The site plan was approved in 2004. It was a one-story building split into 4 sections which were stepped because of the grade. When Profile Storage did the original site plan they prepped that area for this building but did not build it. The proposal is to put in a two-story building with street access to both floors. On the west end would be access to the upper floors and the east end for the lower floors to make sure there is egress to meet the fire department standards. The drainage will be the same as what was originally proposed. In the original design there was supposed to be a retaining wall along the property line, but holding the slope up longer before the lower level has made it so that there is only 22-25' of 3' wall needed at the east end along the property line. That is now stone rip-rapped and would be regraded. There is no other site development that needs to be done.

No public comments.

Close public hearing.

*T. Walsh motioned to approve the amended site plan to convert the approved proposed single story storage building to a two-story using the same footprint for Profile Self Storage (#16-28), 180 Londonderry Turnpike, Map 43, Lot 4. Seconded by F. Kotowski. **Motion carried unanimously.***

P. Scarpetti arrived but will not be voting.

COMMENTS TO THE ZONING BOARD OF ADJUSTMENT

3. SUPREME INDUSTRIES (#Z-16-12)

Hackett Hill Road, Map 17, lot 7

A Special Exception is requested from Article 18, Section G.2.a) of the Zoning Ordinance to permit wetland buffer impacts of 7,350 sf to provide access to their proposed regional office, contractor's yard and mulch sale area on a portion of said lot

J. Duffy: Supreme Industries is currently in front of the Zoning Board for a variance and special exception for a wetland impact. According to our zoning ordinance the Planning Board needs to comment on special exceptions. There was a TRC meeting regarding this.

D. Marshall: How does this integrate itself within the Lilac development?

Nick Golon (TF Moran): That is part of our presentation this evening. Next month we will come before this Board with a site plan.

Pat LeClerc (Supreme Industries): Supreme is a land clearing general contractor. We do work with National Grid and Eversource. We work on power line access as well as relocating or replacing the power lines. We go in through wetlands, put down timber mats, build access roads with gravel, reclaim and do erosion controls, and restoration at the end of the project. We have been in business for 34 years. We are located in Connecticut and have small local offices that are based on the projects we currently have. We are doing a lot of work currently in New Hampshire and are waiting to hear on some bigger projects that are coming up. We are looking for a regional office that we can base out of to store timber mats. We have an inventory of about 25,000 mats that we place on various projects. We also have a mulch division in Connecticut where we process and color mulch. We would use this facility to sell mulch to the general public. We would truck it in and use it as a vending location.

N. Golon: This would be located in the southwest quadrant of the site. Access would come through the existing road to Hackett Hill. Along the back side, where the prime wetland discharge is, there is an existing timber bridge where larger truck traffic would go through. There are three opportunities that make Supreme a perfect candidate for this project. They would assist in the restoration of the existing parcels, they have the mulch business and would be the operational arm of the Lilac Park tasked with it's maintenance and upkeep. This would provide Jeff Larrabee the maintenance part of his park while providing Supreme an opportunity to locate a regional office where they have a baseline of work in caring for the park, it's reclamation, and a location so they can operate across New Hampshire. There are a few constraints. Along the western side of the property there are some residences so we need to be careful with our site development to not impact them. Along the northern side is the area of a prime wetland which is a portion of the entire wetland complex. There is a delineation where that prime wetland ends. There is a potential prime wetland buffer impact. We are pursuing a variance with the Zoning Board for that. We are here this evening regarding the special exception for the typical wetland buffer impact; the 40' buffer at the southerly end of the site. That is the location is of the existing timber mat bridge. As far as the site and how we would plan to use it, there would be an access way for non-commercial vehicles. There would be parking in front of the 15,000 sq. ft. building. There would

be an office in the front of the building and along the back would be a 5 bay car port to park their work vehicles. To the westerly most portion of the building would be a mulch sales area. The remainder of the yard would be for the mat storage. There would be gas and diesel for the vehicles with secondary containment as required per the site plan regulations. The impacts to the far southerly entrance would be just under 7,300 sq. ft. That is the area of the existing timber mat bridge. The base of that slope is flat, but on either side it is steep. We would envision that there would be a gravel road accessing the timber mat bridge and some transitional grading. We want to ensure that any runoff coming from the gravel access road won't directly discharge into the well. I foresee some low impact development strategy such as a bio-retention area rain garden being located in close proximity to that to make sure any sediments from the gravel road would be treated prior to their discharge into that wetland channel. In the area beyond the timber bridge that goes into the gravel pit itself, there would be transitional work done to make sure their are safe turning radiuses for the larger size vehicles and emergency services. The intent would be to not send large vehicles through any residential area. Supreme Industries is now in a joint partnership with Jeff Larrabee.

P. LeClerc: We are a 51% partner with Jeff Larrabee to operate the restoration of the pit and to continue to work on the Lilac project until we decide we no longer want to partake. In the meantime, we partnered up with Jeff and want to have a regional office in the area.

C. Stelmach: Once this is finished, will trucks still go in through that southern entrance?

N. Golon: Trucks would still have an access ability through that area. As part of the overall master plan we were not sure what was going to go in that area so we have never shown a development in that area. This opportunity with Supreme came along and has made this an option.

C. Stelmach: That section of road on Hackett Hill Road is very dangerous.

N. Golon: That was a concern raised by our neighbors and we had a conversation with them after the ZBA meeting. People drive too fast through that area and the corners are difficult to see around. From an engineering prospective there is over 400' of all season site distance in each direction in the location this driveway would be located. Although it is acknowledged that there is an existing issue there with traffic and speed, we don't feel this will contribute to it.

C. Stelmach: Have there been any discussions about making improvements in that area.

N. Golon: That will be discussed as part of the site plan process.

C. Stelmach: What are the mats made out of?

P. LeClerc: They are untreated mixed hardwood mats, made out of new timbers.

N. Golon: These mats are engineered to be placed in wetlands as an environmental control to disburse the weight of the vehicles driving across them.

C. Stelmach: What will they be stored on?

N. Golon: Gravel.

C. Stelmach: Will there be a retention pond on the site?

N. Golon: Yes. We have the ability to use open infiltration with the type of soils that are in that area. If there is a problem it would be able to be seen and addressed. We have had discussions with Alteration of Terrain. Bio-retention areas would be braking up the mass that is this yard into small manageable pieces so that portions would be directed as opposed to the entirety going to one location. They would be chaining together so that there would be one or two outfalls once the drainage is completed. I believe the storm water run-off will be able to be retained on the site, with the exception of the 200-year type storms.

F. Kotowski: What is the impetus for your needing to relocate to New Hampshire at this time. Does it have anything to do with the short-term construction of major transmission lines in New Hampshire and not the Lilac Park project?

P. LeClerc: Both are bringing us to New Hampshire.

F. Kotowski: How many vehicles of what type would be accessing and leaving the property on a daily basis once a major construction project on the transmission lines begins?

P. LeClerc: A major project would consist of 4-5 crews. Once the equipment is on the right-of-way it remains there. It would be one trip in and out for foremen.

F. Kotowski: How many vehicles?

P. LeClerc: Our site in Massachusetts has approximately 15 vehicles.

T. Walsh: Will the retail portion of this business be in that same corner?

N. Golon: Yes. There is a business plan in place as to how this site would be used. There may be some questions that you have this evening that we do not yet have answers to, but we will have answers to them in the future.

T. Walsh: Have the contract negotiations between Jeff Larrabee and Supreme Industries been agreed to and what if they fall apart?

N. Golon: In regard to the relocation of the Eversource poles, Jeff has made a substantial down payment to Eversource for that engineering design. Eversource has completed a preliminary design and has sent it out to bid which provides the opportunity to get those poles relocated. One of the primary aspects of this project in that Woodspring Suites Hotel cannot move forward until those utility lines are relocated. Our party is responsible for the regrading effort.

T. Walsh: How will the agreement work and what are the guarantees? This is a different type of industry than the others that have been approved for that property and I do not see how it ties together.

Jeff Larrabee: This fits perfectly with my plans for the park. Once I do the reclamation and put the Botanical Park in there is a management issue of upkeep. I am trying to create a 2,000 to 3,000 person

concert facility surrounded by botanical gardens, sculptures, and a piece of the Lilac Bridge. The owner of Supreme has become my partner in the park. His company, Supreme, will be the operational management arm as far as building the park, moving the lines, and maintaining it. I saw this as a great partnership with creating this, and now I have a company that can build and maintain it.

D. Winterton: Define a timber mat and how big is it.

P. LeClerc: At typical mat is 4' wide x 16' long x 8" thick. Some can be bigger.

D. Winterton: How many do you intend to store?

P. LeClerc: It depends on the work we have planned. If there is no work going on with our inventory, about 3/4 of that yard would be filled. The whole yard is 3.5 acres, so about 2 acres would be used and they would be stacked 10-12 high.

D. Winterton: How do you move them around?

P. LeClerc: Loaders with forks. When we bring them into the site we use a log truck.

T. Walsh: Has any thought been given to what would happen to that facility in relation to the park if you left?

P. LeClerc: It would be a great maintenance facility for the park.

D. Marshall: What would be the quantities of storage of bark mulch?

P. LeClerc: There would be 4 colors separated by blocks and it would be brought in as needed.

T. Walsh: Would the mulch be wholesale or retail.

P. LeClerc: I envision retail.

D. Marshall: Even with the special exception you will have to come back here with a site plan. We want to avoid making any decision that might be a problem in the future. This is a residential area so we are going to be sensitive to any smells coming from this facility when it comes to the site plan.

N. Golon: The intensity of use of this versus another type of retail use is small. Traffic would be minimal and because this is near a residential area it is a perfect fit. The health and safety of our neighbors is paramount.

D. Marshall: When we ask if you are planning to have retail or wholesale we will need verification on what your plans are.

N. Golon: As we work through the details to make a site plan application you will have those answers. In regards to the application before you, we realize it is a special exception for wetland buffer impacts, but we wanted to provide you with the opportunity to let you know what we are proposing.

C. Stelmach: Jeff, is there a substantial amount of bank run or fill in the lower lot where Supreme wants to build that will be used in other parts of the project? How much excavating will have to be done.

P. LeClerc: About 80,000 cubic yards will be excavated from the area. We will sell that because we can generate revenue from it.

C. Stelmach: What type of material is it?

P. LeClerc: Clean sand and gravel.

P. Scarpetti: As far as the timber bridge is that your permanent bridge to get in and out? What size are the trucks.

N. Golon: The timber bridge suits all of the purposes which Supreme Industries needs it for. It's construction is similar to what they use in their corridors for large vehicles. As far as the long term goal, it would be great to have a Con/Span bridge to clean up that area and provide a structure of that nature. Relative to the types of trucks and how the park is used, the park is for weekend use and Supreme would be doing business during the week.

D. Marshall: We need to send comments on the special exception not the variance.

J. Duffy: There will be a site walk next Monday at 6:00.

The consensus of the Board is to attend the site walk and provide comments on September 12, 2016.

4. SOUTHERN NH UNIVERSITY/T.F. MORAN Presentation of proposed roadway improvements – North River Road

Robert Duval (Engineer with TF Moran): We have a proposal for road improvements. Along River Road at the entrance to the campus there is a new traffic signal and a new sign as you enter the campus proposed for the south end, and at the north end there is a sign and sidewalk improvements. The project began several years ago when the University wanted to make a more walkable campus. One of the goals was to push the main parking areas to the north and south ends of the campus and make the center more pedestrian friendly. One of the by-products of making this a more walkable campus was that the traffic on East Side Drive became more concentrated. We are proposing improvements to East Side Drive to process the amount of cars and without a signal this is over capacity. Approximately twice as many cars are trying to make left turns as there is capacity. When a signal and left turn bays are put in at all four approaches then the volume reduces to below capacity from 2016 to 2026. It will also facilitate pedestrian movements across River Road at this location and into the campus. The primary pedestrian movement will be as the vehicles are parked or when people take the bus. They would get dropped off at East Side Drive and walk into the campus. By having a signal there a pedestrian signal is allowed. We have spent several months working with Hooksett Public Works and Manchester Public Works. The signal is physically located in Manchester. Much of the design of the signal was in Hooksett. The signal will work now and in the future taking into account the growth planned for the campus. The campus does not intend to have growth as far as campus population, only projects that are on the drawing boards. There is a sharp crest curve coming from the north on West River Road that re-

duces the site distance as this intersection is approached. We had to shave off the crest curve to improve the site distance coming south. As a result, we had to lower a couple hundred feet of water line. There will be stripping, developing the left turn lane, the construction of the left turn lane with an overlay, construction of a concrete median to channelize traffic, and construction of the intersection itself with left turns at each approach. Mountain View has enough width for a left turn lane so there will only be stripping at that location. Re-stripping will be at both ends. The section of crest curve that has to be reduced is about 250'. There is about 100' of sidewalk that has to be reconstructed at the southwest corner. Another significant part of this project was to make the campus entrance more definable so that motorists understand they are entering a campus area and there will be a lot of pedestrian activity. There are large landscape ground signs that are being proposed at the south and north entrances. SNHU has made a contribution to this project and is building that section of the sidewalk to reinforce the connection between the community and the campus.

D. Marshall: With the sidewalk project and the pedestrian bridge, the pedestrians would go across that intersection to a sidewalk that is being built.

J. Donison: Yes. The reason we decided to put the SNHU sidewalk on that side, rather than the east side was because of the tight corner and safety reasons.

P. Scarpetti: Is there a concrete island in the middle?

R. Duval: It is a granite curbed concrete island.

D. Winterton: What is your timeframe?

R. Duval: The college wants to begin construction immediately and get the work done at River Road first. The first step is lowering the water line and shaving the crest curve which will hopefully only take a couple of weeks. We are working with the town and the City of Manchester about what the best traffic control plan is. We will then be into the full depth construction and the widening. It will happen in parts and there will be detours.

J. Donison: The City of Manchester and the Town of Hooksett are working with SNHU and TF Moran on a traffic control plan. The proposal currently is to detour traffic from North River Road around the campus. A barricade will go up just before the turn on Martins Ferry Road. There will be message boards to direct people.

APPROVAL OF STANTEC INVOICES

*D. Winterton motioned to approve the Chairman be allowed to sign the Stantec Invoices. Seconded by F. Kotowski. **Motion carried unanimously.***

CHANGE OF USE

None.

BOARD DISCUSSION

None.

OTHER BUSINESS

J. Duffy: The next Planning Board meeting has been rescheduled to from September 19, 2016 to September 12, 2016. Southern New Hampshire Planning is offering a planners round table the evening of September 19, 2016 at their office regarding accessory dwellings and the new legislation that is going into effect next June. The deadline to RSVP is August 24. The town will pay for your dinner for yourself and a guest.

D. Marshall: This will be a significant change in dealing with accessory apartments. It is important that as many members of the Board as possible know about the law because it will most likely have to go to the voters next March.

J. Duffy: We had a meeting today at UNH regarding the business retention and expansion program. We met with people from UNH Cooperative Extension, DRED and a few professors from the Paul School of Business. The next meeting is scheduled for September 20.

ADJOURNMENT

*M. Durakovic motioned to adjourn. Seconded by D. Winterton. **Motion carried unanimously.***

The meeting was adjourned at 7:19 pm.

Respectfully submitted by,

**AnnMarie White
Recording Clerk**