

**HOOKSETT
TECHNICAL REVIEW COMMITTEE (TRC)
MEETING MINUTES
HOOKSETT MUNICIPAL BUILDING
Thursday, October 9, 2008**

CALLED TO ORDER

J. Duffy called the meeting to order at 9:03 am.

ATTENDANCE

Town of Hooksett

J. Duffy, Town Planner, D. Jodoin, Town Administrator, J. Gryval, Planning Board Chair, P. Rowell, Building Dept., D. Boyce, Recycling/Transfer Station, S. Agrafiotis, Police Dept., J. Smith & G. Weir, Central Water Precinct, D. Tatem, Stantec, B. Kudrick, Sewer Commission, M. Hoisington, Fire Dept., and D. Hemeon, Highway Dept.

Wal-Mart, 3 Commerce Drive, Map 37, Lot 43

Representing the Applicant

Amy Manzelli & Peter Imse, Attorneys @ Sulloway & Hollis, Steve DeCoursey, Civil Engineer @ Bohler Engineering, Emi Gwen, Architect-Designer, and Jeff Barnard, Wastewater Treatment Plan Engineer.

1. Wal-Mart (plan #08-37)

J. Duffy: This is an amended site plan as of 9/29/08 for the proposed addition of a wastewater treatment plant, decrease in the number of parking spaces, relocation of the outdoor sales area, and changes to the building signage on the store.

A. Manzelli: Wal-Mart has a nationwide initiative for green store campuses. We are working with the ZBA for a parking variance and a special exception for seasonal outdoor sales to move to the other side of the parking field. Also, we are working with the Planning Board for this special exception and the amended site plan. We have already appeared before the Conservation Commission and received unanimous approval. We will obtain appropriate State permits when our design is complete.

S. DeCoursey: Presented an overview of the proposed conceptual building with the wastewater treatment plant. Referred to the site plan that was approved for the 162,639 sq ft reduced sized Wal-Mart store. The top-right corner of this site plan, 50 x 68 ft, had the spot where parking was before. Now, we are requesting to relocate the outdoor sales

from the originally submitted 224,140 sq ft Wal-Mart site plan. Do we need a variance for parking?

D. Tatem: You don't need a variance for parking, just a waiver from the Planning Board.

A. Manzelli: In conversations, if we are vested under the ordinance, there are parking criteria that still require us to have a variance.

P. Rowell: The new ordinance requires increased sizes in parking spaces. You are vested under the old requirements.

S. DeCoursey: The 224,140 sq ft store was downsized and approved at 162,639 sq ft.

D. Tatem: The variance for parking was for the 224,140 sq ft building; you have reduced the size. The store will still serve the same number of people. Is it prudent to reduce close to another 50 spaces? Is there no other option for parking spaces? Can you provide documentation to support why you are reducing another 50 parking spaces?

S. DeCoursey: The 224,140 sq ft store had 1,100 parking spaces. The 162,639 sq ft store had 821 spaces. The proposed wastewater treatment plan with the 162,639 sq ft store has 777 spaces.

D. Tatem: Remove a section of the 30 ft wall for parking?

S. DeCoursey: There is cost and time to redo a wall once it is built.

J. Duffy: Procedural for the ZBA; after their Oct 14th special exception meeting, typically they complete a site walk. The Planning Board would not be able to vote on this until Nov 17th. The ZBA can vote on the variance on Oct 14th. Have you thought about asking the ZBA to waive their site walk for the special exception?

J. Barnard: Provided an overview of the Wastewater Treatment Plant. The flow from Wal-Mart will go into the plant instead of the septic tank into the leach field. The plant will provide a high water quality standard; then the flow will go into the leach field.

J. Duffy: Will this provide a longer life out of the leach field?

J. Barnard: Yes. There is a risk without the plant. BOD & TSS captured 89-90%.

J. Duffy: Is there noise?

J. Barnard: Yes. There are a number of blowers and several exhaust fans.

J. Duffy: Is there an odor?

J. Barnard: Minimal due to (1) irate processors, and (2) heating ventilation and A/C (this can be upgraded to a carbon filtration system, as needed for odor control).

J. Duffy: Can you provide the Planning Board with information on the noise level to include distance?

J. Barnard: 24x7 there is a constant hum. The system is enclosed.

J. Gryval: Is there a plant in the area we can see and hear?

J. Barnard: There is a plant in Epping, NH for not only Wal-Mart, but also the municipal wastewater treatment.

M. Hoisington: Do you have a power back-up generator?

J. Barnard: Yes.

D. Tatem: Have you contact the Department at the State?

J. Barnard: We have contact the State Water Pollution Control Dept.

S. DeCoursey: We met with DES, and they are familiar with the technology we are proposing.

J. Barnard: The Epping, NH site is not enclosing their plant. Their plant has cartridge membranes with suction for flow and then discharge into a river. Our plant will flow into a leach field.

G. Weir: Is the leach field under a paved area?

S. DeCoursey: Yes, this is not uncommon.

D. Tatem: The chambers are concrete not plastic.

P. Rowell: You have already installed the leach field. Is the septic installed also?

D. Tatem: I believe so.

J. Barnard: There are peak and low times with an equalization system for flow. The chambers are pre-cast concrete and are irate to reduce odor.

J. Gryval: Are there any solids to remove from the plant?

J. Barnard: Solid removal: (1) screening process then hauled off by a contractor to deposit at a landfill or an off-site wastewater plant, and (2) microbes will bleed off; there

is a membrane thickener to reduce the amount of solids by 18-20%. We have 30 days of storage. Our plant will be emptied weekly.

J. Gryval: How are you managing the solids while removing?

J. Barnard: It shouldn't be a problem. The heating & A/C can be upgraded if the odor ever became a problem. Our plant will be managed by an outside operations company.

M. Hoisington: The plant will require sprinklers, unless there is 4-sided emergency vehicle access.

J. Barnard: We don't have the building sprinklered. The building is concrete and has water-bearing tanks.

P. Rowell: For the chemicals on-site, what is the volume and what is hazardous material?

J. Barnard: Allum in 55-gallon drums, and Sodium Hydroxide in 55-gallon drums. I can provide MSD sheets on more details.

J. Duffy: Is the plant in the Groundwater Protection Area?

S. DeCoursey: There are parts of the Wal-Mart site in this area, but not the treatment facility.

S. Agrafiotis: Are there locked doors? Any plants pose a potential theft or misplaced delivery of chemicals for other use such as a chemical terrorist threat.

J. Barnard: We have intrusion alarms.

D. Tatem: Will there be a chain link fence around the plastic tanks?

J. Barnard: These tanks will be concrete.

D. Tatem: This is the design for Wal-Mart's around the country. Has anyone else required a fenced area?

S. DeCoursey: Fencing only where septic's are required.

S. Agrafiotis: What if the power fails and the back-up generator does not work?

J. Barnard: We would have portable generators within 12-24 hrs.

J. Duffy: The Planning Board will have concerns with noise and odor. Can you coordinate a field trip for the Planning Board to the Epping, NH site?

D. Tatem: The Epping, NH site is not enclosed.

J. Barnard: I know of a couple of enclosed plants in NH and in MA. We will coordinate the closest trip for you. We are a 15,000 per day facility for just the Wal-Mart Hooksett site. The Epping, NH site is 750,000 for not only the store, but also for the community.

D. Tatem: They are reducing the parking again. Will the Planning Board and ZBA have any concern?

J. Duffy: I've heard from others, "Why does Hooksett require so many parking spaces?"

J. Gryval: Some of these stores have outdoor sales that takes-up the parking spaces.

S. DeCoursey: At the original ZBA meeting, we had research on the parking.

A. Manzelli: Originally required 1,121 spaces, we had 1,012 spaces for the variance (109 spaces less than ordinance required). Now required 814 spaces, we have 777 spaces for the variance (37 spaces less than ordinance requires). The larger variance was a 4.52 parking ratio. Now it is a 4.78 parking ratio.

J. Gryval: It is 8 ft parking vs. 10 ft.

D. Tatem: Stantec will need a detailed design of the treatment facility.

M. Hoisington: Recently, the Fire Dept. was in Lowe's for testing for our communication systems for their Certificate of Occupancy. We have major issues with communications. The bigger issues are with the Wal-Mart store. Our radios won't work because of all the steel/metal. We are working with Lowe's for the mobile repeaters for Fire Safety and the medical aid to communicate with other emergency staff.

J. Gryval: Do the Police Dept. radios work in these buildings?

S. Agrafiotis: I will check into this.

E. Gwen: Give me your communication specifications and I will pass along to Ann.

Hooksett Top Choice Builders (Hilltop Village Condos), 99 Mammoth Rd, Map 41, Lot 36

Representing the Applicant

Jeff McMath, Hooksett Top Choice Builders, Bruce Marshall, Attorney @ D'Amante, Couser, Steiner & Pellerin, P.A., and Babar Khan, Engineer @ Concord Engineering Group.

2. Hooksett Top Choice Builders (Hilltop Village Condos) (plan #08-36)

J. Duffy: This plan is for phase II. This site is approximately 5.2 acres in size with an existing three-story, 12-unit condominium building located in the front part of the parcel. The proposed project is to construct two additional similar buildings on the back part of the property.

B. Khan: Provided an overview of the plan. The site is 180-190 feet wide. There is an existing 12-unit building. The owner wants to build 2 additional similar buildings. In 2006 the wetland was flagged and surveyed along with test pits to determine soil. The proposal today is to construct 2 buildings to the backside of the site away from the wetlands. The proposal submitted in 2006 went before the Conservation Commission and the Planning Board for a special exception for 9,900 sq ft of wetland impacts. The Conservation Commission and Planning Board recommended in favor of the ZBA granting the special exception. The ZBA granted the special exception for 9,900 sq ft. Then, at the Planning Board meeting, the sewer capacity issue came up. The Planning Board did not accept our application in 2007. Since then, we obtained a DES site-specific permit for sewer capacity. The wetland permit now has 5,500 sq ft of impacts; reduced substantially from the original special exception. We have made 2 changes made to our plan (1) the roadway is now designed to bi-sec the wetlands, and (2) DES would not allow specific wetland impact in one area. We will furnish landscape and lighting plans.

M. Hoisington: What is the length of the road?

B. Khan: 700 ft road from the parking lot. From Mammoth road, add 200 ft to total 900 ft. of roadway.

M. Hoisington: Where will Hilltop Drive start?

B. Khan: Start at Mammoth Road.

M. Hoisington: The existing building will need to be renumbered.

J. Duffy: What is the width of the road?

B. Khan: 22 ft wide road.

M. Hoisington: 2003 NHPA minimum road width is 24 ft, which is enforceable in the State of NH. Our Town ordinance is 20 ft road width.

B. Marshall: There is a restriction for the private road.

M. Hoisington: What was the grade on the road before you changed it?

B. Khan: 8% grade now; grade did not change.

P. Rowell: There have been drainage issues on this site in the past. Trap the water before it gets into the existing road.

B. Khan: We are catching the run-off in underground detentions.

P. Rowell: All the way to the left, catch this area too.

B. Khan: We have catch basins there.

D. Tatem: Construction will take out 7 of the parking spaces for a period of time to build the catch basins.

B. Khan: Phase I had 33 parking spaces.

J. Gryval: When water freezes in this area from run-off, this is a safety issue.

P. Rowell: We want to assure there are no run-off issues.

J. Duffy: Per the Development Regulations Section 3.1 Multi-Family Residential Criteria, there are requirements for parking, height, etc. Also, do you have a 20 ft buffer around the project?

D. Tatem: Commercial use has a different set back than residential. I will need to look-up the standard buffer.

J. Duffy: For the wetlands, this would require a variance not a special exception.

D. Tatem: I will check the new regulations for drainage.

J. Gryval: For the existing building on the site, there was a height difference when it was built vs. what the Planning Board approved. Make sure if your new plan gets approved, you build based on what the Planning Board approved. If not a seize and desist will be made.

S. Agrafiotis: For the new road design, can the Fire Dept. get their emergency vehicles in?

M. Hoisington: If they maintain the road width, it should be fine. The only concern is the first corner at 90 degrees.

D. Tatem: Provide evidence you can turn a fire truck at this 1st corner of roadway.

J. Duffy: Zoning Ordinances were last updated May 2008. Development Regulations were last updated May 2007.

P. Rowell: Changes after the Planning Board approval are time consuming. Build it the way the Planning Board approved.

J. Duffy: Parking & lighting were taken out of the Zoning Ordinance and put into the Development Regulations and the criteria has changed. The Planning Board has an Aesthetic Committee who reviews the landscaping and building designs. First, you have to go to the ZBA for the wetland variance, then you can submit to the Planning Board for site plan.

P. Rowell: How about water and sewer?

J. Duffy: The sewer is OK. Manchester Water Works provided their comments via e-mail. I will forward this e-mail to Mr. Khan.

Thornton/Letendre/Liebel, 1158 Hooksett Rd Unit 2, Map 39, Lot 39

Representing the Applicant

Joseph M. Wichert, L.L.S., Inc., Pamela Thornton, owner, Rodger "Bruce" Letendre, owner, Deborah Liebel, owner, Mark Johnstone, Shuttle Service owner, Dave Scarpetti, and Ken Scarpetti.

3. Pamela Thornton, Bruce Letendre, and Deborah Liebel (plan#08-38)

J. Duffy: This is a proposed project for the conversion of the existing building shown as unit 2 and the surrounding convertible land into a shuttle delivery business.

J. Wichert: Provided an overview of the plan. Last year we received a condo approval. The site has unit 1 – Log House Antiques, and unit 2 - out back with convertible land to be developed. Mark Johnstone is the owner of a shuttle service in Manchester and he wants to move to this facility – Unit 2. We have no full-blown site plan at this time. We can fit Mark and his company on the existing pavement. Unit 2 is 1,200 sq feet. 60 parking spaces are required; we are showing 53 spaces. As the business grows, we have an opportunity for expansion. If we expand off the existing pavement, a full site plan will be provided to include drainage calculations, etc. Bruce, approximately 5 yrs ago, received approval for two storage buildings with truck parking and outdoor storage. This proposal is to accommodate shuttle vehicles to stack 3 deep. When an employee comes in, they will take the first vehicle available and be dispatched first. The building will be utilized as a dispatch center. There will be no retail traffic. We will retro fit onto the existing pavement. What plans would the Planning Board need?

B. Kudrick: Are there any bathrooms?

J. Wichert: Yes, existing.

B. Letendre: Also is handicapped accessible.

J. Duffy: What is the condition of the pavement?

J. Wichert: It is broken up.

B. Letendre: It is cracked-up and overlays deteriorated a bit. It needs a good clean up.

P. Rowell: It is in fairly poor condition. How does the existing antique shop use this site?

J. Wichert: Southerly unit and Northerly foundation approved by Planning Board and parking is built for this. Parking for the retail site will be up front. I believe the antique shop came to the Planning Board or Building Dept. for a permit for parking out back.

P. Rowell: The antique auction is on Friday nights and they need to access parking. Parking should be striped and clearly marked.

J. Duffy: What is on the site now?

B. Letendre: I have been subleasing the site for storage, a trucking company, and a landscaper. I have notified 3-4 tenants to vacate and 90% have vacated at this time.

J. Duffy: Provide an existing conditions plans when you submit.

M. Hoisington: What is the building like now?

B. Letendre: I took over the site 5 yrs ago. I added installation, vinyl siding, new roof, new windows, painted, and carpeted.

M. Johnstone: I had a personal inspector come in.

J. Duffy: Is this a private road or a driveway?

J. Wichert: Owner maintains (i.e. plows).

J. Duffy: Where do employees put their cars when they take a shuttle car?

M. Johnstone: There will be 30 employees, 20 parking spots for them, and no more than 2 employees starting at the same time.

D. Tatem: What is the average trip per day, including turning in and out daily?

M. Johnstone: Much of our work is for Bank branches.

J. Wichert: 20 % of our vehicles are spares.

J. Duffy: What about your signage?

M. Johnstone: No signage.

J. Duffy: If you do have signage, you will need approval by the Planning Board even if it is just on the building.

P. Rowell: You have 33 vehicles proposed here. Make sure you get approved for what you need. If you have more than approved, I would need to take action (i.e. 35 vehicles, but only approved for 33).

J. Duffy: To M. Hoisington, does the Hooksett Road address need to be changed?

M. Hoisington: It would need to be renumbered.

J. Duffy: Does Zachary Drive have a street sign?

D. Tatem: Joe, you have the roadway at a 24 feet width. What is the width closer to Zachary Drive where the stonewall comes around the telephone pole; the narrowest point?

J. Wichert: 18-19 ft. width.

M. Hoisington: 33 proposed spaces to the corner; 33 ft. What is the width of travel here?

B. Letendre: A concrete slab was for a skateboard area.

P. Rowell: Is the propane tank still their?

B. Letendre: The diesel barrel will be moved. The propane tank will stay to heat the building.

P. Rowell: You will need something around the tank.

B. Letendre: Bollards?

J. Duffy: What is the traffic flow?

J. Wichert: Showed traffic flow on plan.

J. Duffy: What is to the left of the parking area?

J. Wichert: It is flat with gravel. Historically trailers have been parked here.

B. Letendre: There is a detention pond and gravel.

M. Hoisington: Where is the snow storage area?

B. Letendre: Snow has been stored towards the graveled area.

J. Duffy: There is no parking on the gravel. How would you stop vehicles from encroaching on the South side of the stacked vehicles?

D. Tatem: Fence, curb it, bollards?

B. Letendre: Fencing it will not allow snow storage.

D. Tatem: Use the West side for snow storage.

P. Rowell: There is no parking allowed on the dirt areas. As your business gets bigger, encroaching becomes an enforcement issue.

J. Wichert: I understand the concern. In a couple of years, if business grows, we may come back with a full-blown site plan.

J. Duffy: For proposed future parking, add a note that if you go forward, you need to come back to the Planning Board.

P. Rowell: How are we going to make decision today for no site plan?

J. Wichert: We are planning to come before the Planning Board for a change in use, not the full plan with drainage etc. Question to the TRC, do we have to have an engineer?

J. Duffy: Ask the Planning Board for a blanket waiver of items vs. a waiver of site plan.

D. Tatem: Performance Zone change in use, is the Board going to want landscape updates?

J. Gryval: I am sure they will.

J. Wichert: Wheelbase for emergency vehicle access.

B. Kudrick: How about water?

B. Letendre: Owner has a water meter. 5 yrs ago, drainage calculations for the Great West Storage were completed.

J. Gryval: Make sure you comply with what the Planning Board approves; nothing over.

J. Duffy: The Planning Board will get a copy of today's minutes. When the applicant submits, the department heads will have an opportunity to add their comments.

PSNH, 1250 Hooksett Road, Map 31, Lot 96

Representing the Applicant

Nick Golon, TF Moran, Inc., D. Mick Hnath, Architect, Robert A. Beauregard, Sup., and David Udelsman, Udelsman Associates.

4. PSNH - Public Service Company of NH (plan #08-39)

J. Duffy: This is a non-residential site plan for construction of a 2-story warehouse (lower level 9,220 sq ft, upper level 11,445 sq ft, and mezzanine 2,775 sq ft) for relocation of existing company assets on-site.

N. Golon: Provided an overview of the plan. Access is from the front of the building. There is employee leased parking; screened by the abutters with a line of Spruce trees. The lower portion of the site has a gated facility, an existing warehouse facility and parts for repairs. The drainage is to Southwest corner. We are proposing a multi-story building. There is a 12 ft grade elevation for storage on the upper to the lower level. We are restriping parking spaces for the existing utility trucks. We will provide additional parking to meet requirements of the Town. Calculations are based on the warehouse. The existing warehouse does not meet set back requirements. There is gravel parking, however the Town would like to see this paved for per the dust ordinance. Pave and subsurface for run-off; 50 inches. The Town is 4 ft; eliminates going with that design. Maximum separation is 16 inches from seasonal high. Pores pavement with elevation needs to be treated for runoff. We have NHDOT permit for the existing driveway; no need to update permits. No new employees with this project. Other possible permitting may be needed. Sewer Commission and Central Water Precinct both said capacity is available. We are asking for comments from the TRC to incorporate or improve on our project.

B. Kudrick: You still need our permit and to set-up an escrow account. You need a man hole. You will need to come to a Sewer Commission meeting.

G. Wear: For water, two areas indicate crossing over sewer.

D. Tatem: Is this plan proposed or existing?

G. Weir: Proposed.

N. Golon: The proposed fire protection and domestic service, crossing electrical service, but not aware of sewer crossing.

G. Weir: There is 18 inches of separation.

P. Rowell: The use of the building is a warehouse.

D. Udelsman: Multi-use: (a) lower level meter shop with 5 staff for office space and bathrooms and 1/3 space for construction services to include storage for scaffolding, etc. (b) main floor with 4-5 staff with office space and bathrooms, and (c) small mezzanine for storage.

P. Rowell: What will happen to spaces when they leave?

D. Udelsman: We will take outside storage and place it indoors. We will expand the "DERF" shop (Distribution Electric Repair Facility).

P. Rowell: No change in staff?

D. Udelsman: No change.

J. Duffy: The impact fees are by use; office vs. warehouse. I will need the sq ft for each usage to calculate the impact fee.

G. Weir: Contact our office and speak to Irene to get the paperwork you need to complete for the water.

D. Udelsman: It is a fully sprinklered building.

M. Hoisington: We need 75 ft of fire connection. The hydrant may need to be moved.

N. Golon: We have one ADA access and one main entrance.

D. Tatem: The building is sitting over what is currently gravel. Will you be removing several of the gravel areas and adding pavement?

N. Golon: We have mitigated by removing pavement outside of the footprint of the building, then loamed and seeded. We will provide this.

D. Tatem: What are the curb values?

N. Golon: Not as high as 98. We are trying to get input from DES.

J. Duffy: We need to be supplied with information on maintenance. If the site is also on someone else's property, they will need to sign-off on the application and be listed in the abutters' notices (and the additional site owner's abutter will need to be notified).

N. Golon: The Lease agreement is approved.

D. Tatem: We recommend that you provide photos to the Planning Board of the buffer with the abutters. I walked this site about a month ago.

B. Kudrick: The buffer is where our sewer easement is. Trees cannot be added, however a

fence could be.

D. Tatem: The regulations require a cross-section of the building and what the abutters will see.

G. Weir: Have you contacted the State for bonding the water line connection? You are in their easement.

N. Golon: We have not, we will contact the State.

J. Duffy: You will need to schedule a meeting with the Aesthetics committee.

P. Rowell: There are no enforcement issues now. Make sure you get approved for exactly what you need.

J. Duffy: Regarding donating a portion of the right-of-way for the NHDOT Rte 3 roadway improvement project; could you explain this to the TRC?

N. Golon: NHDOT approached PSNH on donating a portion of the right-of-way. PSNH will lose a row of parking, and will shut down an entrance to one building (this entrance will need to be relocated). We are working with PSNH's legal team on how to approach this. The right-of-way will impact the building and will require internal revisions in the Spring. Without a major rehall on this building, we cannot relocate this door (entrance).

M. Hnath: NHDOT needs to talk to us. We would have to change the front entrance and reorient the interior of the building. This is a major undertaking. In the future, all buildings on the site will be sprinklered; everything redone. We have allocated dollars for the work for today's proposal. The future intent after this project is to redo all the buildings. We are going back to management for allocating dollars for the future renovation; anticipated 4th quarter 2009. Lighting on the entire site is a future upgrade.

J. Duffy: If we wait for the right-of-way, then NHDOT would have to pay you vs. now you can give the right-of-way.

M. Hnath: For this approval, would the right-of-way go to the Town or NHDOT?

J. Duffy: To the Town, who would then give to NHDOT.

N. Golon: We want address this project now, and address the right-of-way in the future.

J. Duffy: Would you be willing that once the NHDOT project goes forward, that you will donate the right-of-way.

N. Golon: Is there is some language we can work on now?

J. Duffy: The Planning Board will discuss this. I encourage you note something on the

plan that you will donate this easement to the Town when NHDOT moves forward.

M. Hnath: Convey?

J. Duffy: A condition of site plan approval.

N. Golon: The leased parking area is substandard. Requirement is 24 ft and we currently have 18 ft. We will be paving and adding lines. We cannot push forward North. Would the TRC support a waiver?

M. Hoisington: We are not concerned with that area, just the building. I am fine with the waiver request.

D. Tatem: You are requesting a change in use to make the site better.

J. Duffy: On the plan, identify the concrete slab (motorcycle parking).

N. Golon: The existing impervious is over 65%. It is at 72%. Would this would be acceptable if the future right-of-way is granted?

J. Duffy: Yes.

N. Golon: Provided overview of the architecture of the building with elevations. This ties into the existing building on the site. We would need a waiver to break-up after 100 ft. This is the backside of the building. This will need to be addressed with the Aesthetic Committee.

D. Tatem: Break-up the building with colors. Then you would not need a waiver.

Beaver Brook Development, Bypass 28 & Jacob Ave, Map 48, Lot 26 and Map 49, Lots 49 & 58

Representing the Applicant

Scott Bussiere, and JR Ouellette.

5. Beaver Brook Development (plan #06-18)

J Duffy: This is a phasing plan for an 87-lot residential cluster housing subdivision.

Scott Bussiere: Provided an overview of the phasing plan. Due to the economy, I am requesting phasing 4,500 ft of roadway instead of completing roadway all the way. The Planning Board asked me to get a consensus from the TRC.

J. Duffy: The Planning Board is concerned with public safety, police and fire. There is nothing to say how long the road will stay at 4,500 ft. We talked about a bond for phase II of the road. If the applicant went under, it would not make sense for the Town to complete the road. A large portion of the road goes through an industrial area, not residential.

D. Tatem: You could have a reclamation bond for the 4,500 ft for roadway in phase I. Before the building permit is issued, bond for the roadway through Bypass 28 in phase II.

J. Duffy: Why would the Town pull the bond and build the road, so we wouldn't have a dead end road?

D. Hemeon: I would not see pulling the bond for the next developer.

J. Duffy: Bond it, but we would not pull it.

D. Tatem: A 5 yr example, option to pull bond to complete road.

J. Duffy: There is a good chance the road will stay a dead end with 4,500 ft of roadway. Dale stated that when he has pulled bonds, he only gets .20 cents on the dollar.

Scott Bussiere: If we went under, someone like Thibeault Corporation would probably take it over. Phasing and cul-de-sacs are allowed.

D. Tatem: University Heights is a phased project. The issue is to have the road go through. The Board did not care about the completion of the houses.

D. Hemeon: I think the Board would let you phase.

M. Hoisington: You need fire hydrants every 500 feet and at the end turn-around. How many house in phase I?

S. Bussiere: 30 houses.

S. Agrafiotis: As long as the Fire Dept. has access, we (Police Dept.) are all set.

D. Tatem: The original approval was to build out the road.

S. Bussiere: Driveways, there are 4 to fix and pave at Jacob Ave. within phase I.

D. Tatem: This should be changed on the plans for notes on the sequence on the phasing sheet.

J. Duffy: Do the regulations require a hammerhead?

S. Bussiere: Referred to the regulation. I don't care if it is a hammerhead or cul-de-sac.

M. Hoisington: I would prefer a cul-de-sac.

J. Duffy: You will need to take land from the lots for the cul-de-sac.

JR Ouellette: We would prefer a hammerhead.

D. Tatem: This can be another discussion item before the Board.

J. Gryval: Remember, whatever is agreed here is not necessarily what the Board will approve.

S. Bussiere: I will provide updated plans for discussion.

JR Ouellette: The Board asked for Police, Fire and Highway input.

D. Tatem: You can ask the Board for a straw vote, before you start spending money on plans.

J. Duffy: I will place you on the Planning Board Agenda for October 20th as the first item under discussion.

Adjournment

TRC Meeting adjourned at 11:55am. The next TRC meeting is scheduled for Thursday, November 13, 2008 @ Hooksett Town Hall Chambers (room 105), 35 Main Street.

Respectfully submitted,

Donna J. Fitzpatrick
Planning Coordinator