

**HOOKSETT  
TECHNICAL REVIEW COMMITTEE (TRC)  
MEETING MINUTES  
HOOKSETT MUNICIPAL BUILDING – room 204  
Thursday, May 14, 2009**

**CALLED TO ORDER**

J. Duffy called the meeting to order at 9:05am.

**ATTENDANCE**

**Town of Hooksett**

J. Duffy, Town Planner, D. Tatem, Stantec, P. Rowell, Building Dept., D. Boyce, Transfer Station, J. Gryval, Planning Board Chair, Carol Granfield, Interim Town Administrator, and D. Hemeon, Highway Dept. (arrived at 11:00am).

1. (9:00am - 9:50am)

**RIENERT DANCE PROJECT LLC (plan #09-12)**

All or Nothing, LLC, owner, and Holden Engineering & Surveying, Inc.  
254 West River Road, Map 17, Lot 36

Proposal to construct a 6,000 sq ft dance studio facility and associated parking & drainage on approximately a 2.3 acre parcel located in the commercial zoning district.

**Representing the Applicant**

Jennifer & Shawn Rienert, owners of the dance studio – Rienert Dance Project LLC, Martin and Mary Jane Coronis, owners of Pizza Man – All or Nothing LLC, David Bobo, DNS Construction, and Mark DeGrace, Holden Engineering.

J. Duffy: We would like to welcome you to the TRC for the dance studio. We will start with introductions.

M. DeGrace: We are presenting the concept plan for 254 West River Road. It is a 2.3-acre parcel size. There are 2x existing buildings; an existing residence and an existing commercial building. We will remove the residence and construct a 6,000 sq ft dance studio. We will maintain the pizza business in the existing commercial building. There is detention along Rte 3A, septic built on top of the hill, and a steep slope. The high end of the property is not usable. The usable portion is on Rte 3A.

P. Rowell: Will the buildings be connected or separate?

M. DeGrace: They will be connected. We will lose part of the ice cream shop and take out some of that.

J. Duffy: Will it be a condo?

M. DeGrace: Yes.

J. Duffy: Then that (condo) will require subdivision approval.

M. DeGrace: The condo will be split; distributed copy of Purchase & Sale Agreement dated May 11, 2009.

J. Duffy: Did you want to say something else?

D. Tatem: Will there be one or two owners?

M. DeGrace: Two owners; Mr. Rienert and Mr. Coronis. The buildings will be one story with 10 ft exterior walls. It will be aesthetically pleasing.

P. Rowell: Three or four months ago, I think I reviewed the conceptual of this plan.

M. DeGrace: It is the same design.

J. Duffy: The landscaping is 10 ft back from the property line. The parking spaces cannot be flush to the property line.

M. DeGrace: We may need flexibility on that item. The landscaping will have mulch and nice planting beds.

J. Duffy: 2-4 ft evergreens are required in the site plan regulations, but I am not 100% positive.

M. DeGrace: We want some sort of flexibility.

J. Duffy: If it is in the site plan regulations, you can request a waiver. Is the length of the building 100 ft long?

P. Rowell: It is in the commercial zone?

J. Duffy: Yes

M. DeGrace: It is 60x100.

D. Tatem: There is a requirement if it is only over 100 ft; this is not.

J. Gryval: Is there sufficient parking?

M. DeGrace: We are reconfiguring. The existing site does not meet code. We will repair and replace to bring the site up to par.

D. Tatem: If the Board does not approve the 10 ft requirement, then you need to ask for a waiver. If they don't give the waiver, can you move parking 10 ft from the property line and make it still work?

M. DeGrace: I think it would be bad planning to say we can't do it. We will see what we can do.

J. Duffy: The property across the street is MDR. There has to be some kind of buffer.

D. Tatem: It looks like you have the room.

M. DeGrace: I think it is something we can work in.

J. Duffy: Is the detention pond existing?

M. DeGrace: No, there is nothing existing.

J. Duffy: Curb cuts; there is 1 curb cut, now you are showing 2 curb cuts. Do you have your driveway permits?

M. DeGrace: No.

J. Duffy: The site plan for Merrivale was approved in 1989. That plan shows one curb cut. I don't know if you can get the second curb cut. Also, when you redo the plans, can you have Rte 3A on the bottom.

P. Rowell: Get the driveway permit from the State.

J. Duffy: The Fire Department's comment is that the building is to be sprinklered and have a fire alarm. The Board may be asking for a traffic study. If it is a successful dance studio, traffic will be coming in and out.

D. Tatem: Mark, get traffic counts first and have our traffic engineer review, rather than spending a lot of money for a traffic study. Our engineer can determine if a traffic study is needed.

J. Duffy: Village Water Precinct's comment is that the Rienert Dance Project needs to contact Village Water regarding this project, and to receive the water application and materials.

J. Gryval: On the septic, can it handle the amount of space you will use?

M. DeGrace: We will reconfigure the septic system.

P. Rowell: How are you handling the retaining walls?

M. DeGrace: We built something up over here. The back part of the building is part of the retaining wall. We will strip a lot of trees and debris to make the embankment tie in better (i.e. wildflowers).

P. Rowell: Make sure it is all reviewed by our engineer.

M. DeGrace: The retainage is back there already. It is cleared, but not paved.

P. Rowell: So there will be some retaining walls?

M. DeGrace: Yes.

P. Rowell: Snow storage and dumpster locations are to be shown on the plan.

J. Duffy: South curb cut, there are spaces when you first pull in. They are way too close for someone backing out and someone coming in at the same time.

D. Tatem: The parking lot that you have shown, is it just a conceptual?

J. Duffy: Parking spaces are 10x20, and employee parking spaces are 9x18.

D. Tatem: Or they can all be 10x20; unless marked "employee" for the 9x18. Septic set backs are not in the Development Regulations. They are in zoning; 25 ft from all property lines. You obviously have plenty of room.

P. Rowell: Are the buffer zones from the Zoning Ordinances or the Development Regulations?

J. Duffy: There are no buffers in the regulations. Tuesday, May 12, 2009, the buffers changed.

D. Tatem: The retaining walls need to be designed by a structural engineer. This can be prior to the pre-con meeting. You should have it in the plan set. If you already know, design it now.

M. DeGrace: Right now there is granite in place. The retainage height isn't over 4 ft.

D. Tatem: Behind the dance studio, it will be 10-12 ft.

M. DeGrace: We are using the building as retainage.

J. Duffy: Any more questions? Peter are you all set?

P. Rowell: Yes.

J. Duffy: Is this an existing dance studio?

J. Rienert: Yes, it is in the K-mart plaza.

S. Rienert: Because of the floods, insurance won't cover us anymore at the K-mart Plaza. We like Hooksett and want to stay here.

P. Rowell: They came in to me about six months ago.

S. Rienert: We looked at other areas in Town; Brace Ave.

M. DeGrace: We will change the look. It will add a substantial amount of pleasure to the eye when driving by.

D. Tatem: There is a lighting ordinance

M. DeGrace: We have that too.

J. Duffy: Condo, if in a final document form, we send to the Town Attorney for review.

M. DeGrace: The document you have is the final document.

J. Duffy: When you apply to the Planning Board, we will get that reviewed. 21 days prior to the meeting is for completeness, and another month later is the site plan review. Typically there are 2-3 Board meetings for this type of project. Dan's office (Stantec) reviews the plans. They will send back a letter to Holden's on their comments. We also need to get a letter from Village Water that there is capacity. The water plans get reviewed by the precinct. The sooner you get traffic information in, the sooner you will have it reviewed. You deposited \$2,500. That will be used for engineer reviews. If it takes longer, they will ask for additional money. At the end, the site & condo floor plans, as well as condo documents, get signed and recorded. Then Peter's office scheduled a pre-construction meeting. There is also a site compliance escrow account for site construction monitoring by Stantec. A site bond is needed. We will need a separate condo plan (floor plan and site) for recording. Submittal will be two separate applications: 1) condo, and 2) site plan.

D. Tatem: Procedures, budgeting proposed, average \$2,500-\$3,500 for site plan review. The cost depends on your engineer. We go to the Planning Board meetings. We work with Holden's office a ton, and are familiar with their work. I would budget \$3,500. The Site Plan Compliance (SPC) estimate is \$5,000. For landscaping, prior to the CO, you need to post a landscape bond for 2 yrs at the full value of the installed plants, hydro seed, mulch, etc. Dale will look at the site at the end of the 2 yrs, and if it looks OK you get your money back.

Mr. Rienert: How much is that bond?

D. Tatem: Rather than the standard engineering estimate for the plants, have your landscape contractor get us a line item estimate. We look at the estimate and if it matches up, that is your bond.

J. Duffy: There are also application, condo, and recording fees. Other fees happen at the time of the pre-con meeting, however we can supply those fees to you earlier.

D. Tatem: These are just estimates. For a recent hockey shop review, we only used half of the escrows. If the plans are well designed, our fees are lower.

J. Duffy: The Aesthetic Committee is comprised of one architect and one landscaper. The landscaper looks at your landscaping plan to determine if they will work well for your area (i.e. disease, etc.). The architect looks at the architectural style of the building (i.e. not built as a metal shack). You need to provide some sort of architectural rendering.

M. DeGrace: How to we coordinate that meeting?

J. Duffy: It is scheduled through Donna. The Aesthetic Committee likes to meet on the same night as a Planning Board meeting @ 6:00pm.

D. Tatem: It is a State road, therefore you need a DOT permit. The sight distance must meet Hooksett regulation 11.09 and driveway I-24. The other thing is the sign. There is a new sign ordinance from last year. It is the same has the PZ to cover Rte 3A-Article 20A.

J. Duffy: Are you using the existing pole size?

MJ Coronis: We have the design.

D. Tatem: The Planning Board will want a color rendering with dimensions. Dimensions also have to be on the plan. Is permitting different?

J. Duffy: The signs are under the jurisdiction of Peter, not the Planning Board. It should be on the plan set. It makes it easier if the regulations are changed again. If it is part of the plan set, then it is grandfathered in the future.

P. Rowell: Also show a nighttime view.

J. Duffy: We have a sample we can show you for night and day. For State permits, provide us with the application(s) at time of submittal. All State permits must be submitted, before the plan is approved.

P. Rowell: You will need the septic design before the plan.

D. Tatem: Alteration of terrain?

M. DeGrace: I don't know.

D. Tatem: It doesn't look like it will be needed.

MJ Coronis: How strict or lenient are the requirements for Rte 3A? The property is ugly and we will need lenience to make it work. A lot of the property can't be used. Is Hooksett strict or lenient. Is there leniency? There are a lot of things on there that are borderline.

J. Duffy: Each item is looked; if it is a public safety issue, then we are probably going to be strict on that item.

MJ Coronis: Aesthetically, the property will be greatly improved for growth through there, which I have read is a goal of Hooksett.

D. Tatem: What items are you thinking of?

MJ Coronis: Parking, landscaping, and septic boundaries.

D. Tatem: The best thing for Holden to do is determine what things aren't going to make it.

J. Duffy: There is an existing business. Rather than knocking everything down, you are working with what you have. We may be a little more lenient.

P. Rowell: The existing business has a cease and desist order. They are trying to clean up and the applicant has gone way forward on that. Apply for the waivers.

J. Gryval: It depends what the waivers are. Change some of that parking.

J. Duffy: If you can't get the number of spaces required, then I think maybe a change for a waiver. What are the hours of operation for the dance studio? If not the same as the Pizza Man, maybe they can share parking? The busiest time for pizza is lunch and dinner hours.

P. Rowell: Sometimes it takes space to make traffic go through. Foundation, sprinkler throughout the whole building. Those plans will be reviewed by the Fire Dept. and for gas hookups. You will probably need a CO on both. Finish up the connector. Have the building permit for pizza to get back into compliance.

M. Coronis: We haven't been around. This whole cease and desist, the guy we hired screwed us over \$130,000.

MJ Coronis: Don't open that door.

P. Rowell: We thank you for this. You have been saying for 4-5 months that it was coming.

J. Duffy: Mark, come up with waivers, and you can meet with a few of us.

P. Rowell: The dance school only needs 10 spaces. How many restaurant spaces are needed? When you start looking at it, you may have plenty of spaces. You should have a pretty good idea how many people will need spaces.

J. Duffy: The pizza restaurant site plan on file now for the addition of the ice cream shop section needed 34 spaces for the whole site (25 spaces just for the ice cream shop).

M. Coronis: How did they determine that?

J. Duffy: 8 spaces for pizza, 25 spaces for ice cream, 1 space for the existing dwelling. The plan is from the 1980's.

MJ Coronis: The dance studio will need 10 spaces?

D. Tatem: 25 spaces for the pizza restaurant, 10 spaces for the dance studio, and additional spaces for employees.

J. Duffy: You will need 38 total spaces. You are providing 60+ spaces. Even if you eliminated 4-5 spaces where you are pulling in, you still have plenty of parking. What some people have done is to show the number of spaces, and show an area where additional spaces may be needed for future parking. The CEO would determine if spaces in the future are needed, and then you would need to get Board approval. Because it will be a condo, is the parking all common area?

MJ Coronis: Yes.

J. Duffy: That is a good idea.

J. Gryval: I am anxious to see what the building will look like.

MJ Coronis: We have a visual.

J. Duffy: Thank you for coming today.



2. (10:00am - 10:50am)

**CROWN COMMUNICATION, INC. (plan #09-11)**

Leopold E. & Fernande G. Daigle, owners, and Daniel Klasnick, Crown Communications, Inc., and Nicholas Rystrom, Bay State Design.  
210 Whitehall Road, Map 15, Lot 86-1

Proposal to construct a 150' monopole in a 50' x 50' fenced in wireless compound. A new gravel road will be constructed to provide access to the site.

**Representing the Applicant**

Daniel Klasnick, Attorney representing applicant, Jim Donahue, contractor at Crown Castle, and Nick Rystrom, Engineer at Bay State Design.

J. Duffy: We would like to welcome you to the TRC for the wireless telecommunications tower. We will start with introductions. You may begin your short presentation.

D. Klasnick: As I said, my name is Daniel Klasnick, attorney representing Crown Communication. We entered into agreement with the property owner for a 10,000 sq ft to construct a wireless telecommunications tower at 210 Whitehall Road. There is an access and utility easement. Of the 10,000 sq ft parcel, initially Crown was proposing a 50x50 ft area graded and fenced (6 ft high chain link with bob wire). There is already an existing access road for access to Whitehall Road for the existing residential structure. Crown will utilize the existing curb cut and extend it to the facility itself.

D. Tatem: What sheet number are you reviewing?

D. Klasnick: Sheet C.1. Outside of the garage up to the proposed compound itself. The co-applicant is AT & T Wireless.

D. Tatem: It is a dead spot. I lose my connection all the time.

D. Klasnick: Crown is proposing to do a 150' monopole tower to accommodate 4 wireless providers in Town. AT & T is the initial applicant. There will be a 6-panel antenna array. Generally they will be in 10 ft increments between each carrier. There will be a 50'x50' compound for multi-users. AT & T will have a 20'x20' prefab shelter.

D. Tatem: Concrete?

D. Klasnick: Metal on a concrete pad. We stay away from concrete due to the weight. In addition, there will be an emergency generator on a 4'x11' concrete pad installed next to the shelter in the event of a power disruption and periodic testing. These are the components of the facility. We are here to address your questions on the design being proposed.

J. Duffy: The set back has to meet the height of the tower.

P. Rowell: You will need a special exception, and a variance for the setback (doesn't have frontage).

J. Duffy: It is pre-existing.

D. Klasnick: It was approved back in 1971 as pre-existing.

P. Rowell: It was approved as an industrial lot?

J. Duffy: It was rezoned in the 1990's as industrial.

D. Klasnick: At this time it is zoned industrial

J. Gryval: Crane Way, is that existing now? Does it outlet to Whitehall Road?

D. Klasnick: Photo location map, tab 3 in the application materials, shows the location of the site based on coordinance.

J. Duffy: You will need a special exception for the use in an industrial zone, and a variance for the side set back (150 ft is required).

D. Klasnick: The location for the tower on the lot was chosen based on proximity. There was no other location on the lot where the tower could be located.

J. Donahue: It is a 280' width lot. The best place for the tower was not to meet the setback at the industrial lot side. Photo #6 is west from the proposed tower into the industrial property.

D. Tatem: 170' becomes 150', why not slide it down?

J. Donahue: Down the road, if we wanted to extend the tower. We are planning ahead for another 20 ft. The two residential lots still have the required setbacks. We could shift a bit, but then it would be 20 ft closer to the residents.

J. Duffy: Although you are zoned industrial, all abutters are zoned residential. The 4<sup>th</sup> house up there with the pool and the house below it, I looked up the assessing information. These houses are almost \$400,000 and are in a very nice neighborhood. The regulations, pictures you provided, regulations require photos from the street (which you have done), as well as from the houses. The house with the pool is a lot closer.

D. Klasnick: We don't typically do those photos, because of private property concerns.

D. Tatem: Take the pictures from the road.

J. Duffy: Peter, for the Zoning Ordinance, where are you?

P. Rowell: pg160 H – Article 28 H.

J. Duffy: I don't think you have actually done what it states in Article 28 H.

D. Klasnick: We would need permission from the property owner(s).

D. Tatem: Have you asked?

D. Klasnick: No, we don't typically do that. They won't be substantially different from the road or the property.

J. Donahue: Can we read this again?

J. Duffy: Read Article 28 H.

D. Klasnick: That is something we can try to obtain.

J. Donahue: We don't have problems taking more pictures.

P. Rowell: For the balloon test, in the past, we notify abutters. Again, a lot of stuff is argued out at the ZBA and we would hear from the abutters.

C. Granfield: Can you, on your simulation, make the tower have a tree look vs. just a tower. Have the look of a tall tree.

J. Donahue: It would stick up above the tree line, and it adds significant costs.

P. Rowell: At the ZBA, with the balloon test and a few photo renditions, and with abutters' input, the ZBA would decide which look they want. We are pointing out hurdles here. It is a residential area, as Jo Ann said.

J. Donahue: Crown initially determined the need for a cell phone tower in this area. I went out and looked at the site. It was down at Laurel Road.

J. Duffy: The new Ravenwood subdivision application.

J. Donahue: We did research. Where could a tower be located? We looked at 3 sites in that small area. This is the best one, because it would be hidden in trees and not as visible. As for the subdivision behind this proposed site, there is no real way to get around that.

P. Rowell: Prove your due diligence to the ZBA and abutters.

D. Klasnick: The 3<sup>rd</sup> page in, the vendor drove around Town and tried to find other locations. The immediate area is visible on this site, but to the rest of Hooksett it would not be visible. There is a fairly minimal amount of impact to the entire community. Folks

around it, I don't know if they built their homes before the industrial use zoning (industrial allows auto body shops, etc.).

J. Duffy: You will have to provide to the ZBA that it will not reduce the value of the surrounding area. Another thing in the ordinance, is to have an inventory of existing towers within 2 miles of the border. I did not see it in your book.

D. Klasnick: I did not see it as part of the TRC. We are putting together those materials. For the variance, what will the ZBA like to see to address the proximity?

P. Rowell: I have only been here for 10 months. Hear from the abutters.

J. Duffy: Another tower by the Hannaford Plaza border on Rte 3 at Bicentennial Drive came to us 2 yrs ago. I can't remember if the ZBA denied their application. They either got denied by the ZBA or had a lot of abutters in the residential zone in opposition.

J. Donahue: This was also a case close to a residential area?

P. Rowell: Lee Ann can research the other tower file that went to the ZBA (Bicentennial Drive).

J. Duffy: Yes. Also the Police Department's comment is that there be a condition that the applicant have in writing that the Town will have permission for the Police, Fire, and Ambulance to have antennas/communication equipment on the tower, if needed.

J. Donahue: We don't have a problem with that. We just need to know how many antennas.

J. Duffy: The Fire Department can provide you with better communication on this. The Planning Department will work with the Police Department directly. Also the Fire Department's comment is if there is a locked gate, you need to have a Knox Box. The biggest hurdle is permission through the ZBA, before you even get to the Planning Board. It may take several months. You have chosen an area, although it is zoned industrial, where abutters may have concerns.

P. Rowell: We put to bed the non-conforming issue. I know most of these towers crumble on themselves. Do some heavy-duty research of proving that.

D. Tatem: One tower project had the tower snap off half way.

J. Duffy: The set back on you property for wetland should be 40 ft. Even if the wetland is on the abutter's property, last year the setback changed from 25 ft to now 40 ft.

P. Rowell: The wetland setback can be used as part of the fall zone. The site plan should be pretty straightforward. The ZBA will look forward to your application.

D. Tatem: How wide is the road?

N. Rystrom: 16.8 ft.

D. Tatem: That is an odd calculation.

N. Rystrom: I wanted to provide access for emergency vehicles. We can get a turnaround for the big pumper trucks.

D. Tatem: 14 ft is required if over a certain amount.

N. Rystrom: It is the turning radius.

P. Rowell: The turnaround looks adequate.

N. Rystrom: It is not for a ladder truck, but for a big pumper truck.

P. Rowell: We have a ladder truck.

D. Tatem: The ladder truck is 40 ft.

J. Duffy: Any other questions? Get the ruling for the special exception and variance from the ZBA, and based on success there, then you will go to the Planning Board. The ordinance speaks about meeting formally with the Boards. Would it be beneficial in this instance or just proceed forward and file an application.

J. Duffy: The Planning Board typically only comments on special exceptions for wetlands, but not for the use. I don't see that it says anything in the ordinance that the Planning Board is required to provide comments on use.

D. Tatem: They used to always get comments from the Planning Board, even for a deck.

J. Duffy: We don't normally do that. We usually get special exceptions for wetlands only. You can also request a joint meeting with the ZBA and Planning Board.

P. Rowell: I think we are doing a lot of planning review right now.

D. Tatem: Are you proposing a drainage study on that?

N. Rystrom: Basically the drainage comes all in the same direction. We can put together something for the stormwater. For the Planning Board?

D. Tatem: Yes, for the Planning Board.

J. Duffy: What about landscaping?

D. Tatem: It is in the industrial zone. You may want to wait on the landscaping, until the Planning Board asks for it.

D. Klasnick: Any other helpful recommendations or insights?

J. Duffy: For something this controversial, get in contact with the abutters and meet with them. Sometimes you can calm them down. You will definitely need to do the appraisal study and hire one of those appraisers again like the Nancy Lane ZBA applicant. They had to prove there was no detrimental value to the abutters. The ZBA provided a list of appraisers.

D. Klasnick: We already did a value study. We talked about a balloon test?

P. Rowell: If the abutters come in and they all like it, hopefully we don't have a lot of abutters in opposition. Tower to crumble vs. tipping over.

J. Duffy: Besides looking like a tree, could you paint the tower a different color?

J. Donahue: If not factory made, the straight galvanized look is better to maintain.

P. Rowell: Certain times of the day the color looks good, and other times it doesn't look good.

J. Duffy: The pictures you show here are basically from the industrial properties fronting on Whitehall Road. I don't see you took pictures from the homes that are \$400,000 (Farrwood).

D. Klasnick: Outside of Farrwood Ave, we are not really impacting others. You could drive up Whitehall Road and not see it until you are on top of it.

J. Duffy: Anything else?

D. Tatem: T-mobile was the other tower for Bicentennial Drive. I am not sure if it got denied by the ZBA or the abutters opposed (approx. 100 abutters).

J. Duffy: Thank you for coming today.

3. (11:00am – 11:40am)

**PAUL A. MAURIS (plan #09-08)**

Paul A. Maurais, owner, and Matt Peterson, Woodland Design Group, Inc.  
49 Mammoth Road, Map 45, Lots 30 & 33

Proposal for a lot line adjustment between tax Map 45 Lot 30 & tax Map 45 Lot 33, and roadway & sewer extension.

**Representing the Applicant**

Matt Peterson & Doug Macquire, Woodland Design Group, and Robert Lariviere, builder.

J. Duffy: We would like to welcome you to the TRC for Maurais. We will start with introductions.

M. Peterson: The design is tie into lots along it. Maurais Street goes to the property down to a point and back out (dirt road). This site has been back and forth with the Town for about 10 yrs. Holden's did most of the work. They asked us to get this thing moving. There is an agreement for Map 45, Lot 30 to the North of them for 6.055 acres. South of the site is the junkyard. They have had some problems with contaminants. They have been working with DES for 3-4 yrs. Now they purchased Map 45, Lot 3. The blue house just got taken down. The existing house sat up on Mammoth Rd. The application has two things. Sheet 2 of 13 shows the existing conditions and wetlands on the back of the property delineated 6 yrs ago. If this goes for a future development, we would have to get approvals for that. They have spent \$200,000 to date, and nothing has been done on his property. Peter Danforth flagged the existing wetland on Map 45, Lot 30, for the lot line adjustment. There is also a drainage easement for the State (Mammoth Rd). Sheet 3 shows the back of the property, wetlands, topos, boundaries, etc. What we would like to do is show on sheet 4; lot line adjustment between Lots 30 & 33. 41,000 sq ft would require sewer. We have met with sewer twice and they have agreed. Paul has already paid \$45,000. It is the same owner on both parcels (his daughter lives on one lot). Tie into sewer here, tie into it in the front corner of Maurais Street and Map 45, Lot 30. The Sewer Commission said to tie in there, instead of doing roadwork on Mammoth Road. We need to get sewer the final easement language.

D. Tatem: What is the width of your narrowest part?

M. Peterson: 8 ft.

D. Macquire: The sewer, forced main line, is on private property.

D. Tatem: It has to be 5 ft down per Town requirements.

M. Peterson: We told him that.

D. Tatem: You need a driveway permit. Can't you incorporate 10 ft then; a lot earlier? Bruce Kudrick from the Sewer Dept. and I spoke. You need to talk to him for an escrow account and plans for the sewer to review. The existing house has to be tied in (because you are running sewer).

R. Lariviere: Paul wanted to tie into sewer from his existing septic.

D. Tatem: Bruce said you need to do (tie in) now, if it is within so many feet. Bruce confirmed capacity. When you do the sewer main, there will be full time compliance monitoring as well.

M. Peterson: Robert's only question, complete the road and sewer, and then he ties in.

J. Gryval: What is the status of the road?

M. Peterson: It is a private driveway.

J. Gryval: Since then, has the road been accepted?

M. Peterson: I will walk you through that. The main things are with the Planning Dept. Where the lot line gets placed, is it 75x100 ft box outside your setbacks for a buildable lot? On the lot itself, Robert would like to build in the front. Place the house for the front on Mammoth Road.

R. Lariviere: There is 15 ft behind the existing house.

J. Duffy: The garage?

M. Peterson: It will be an integrated garage.

D. Tatem: And the no disturb buffer?

M. Peterson: It will be graded out to stay out of the buffer.

D. Tatem: I received 2 waivers.

M. Peterson: Whether or not the lot line is here and we get the waivers from the Planning Board, we would rather use the land and incorporate it into the other part of the parcel.

D. Tatem: If the road goes through eventually, if it does, will Paul's house stay?

M. Peterson: Yes, it will stay.

J. Duffy: You need to show a 40 ft setback on the backside.

M. Peterson: OK.

P. Rowell: The setback is no cut and no disturb. You can't even cut the lawn in that space.

M. Peterson: For the Board, there are concrete pads and it will be cleaned up.

R. Lariviere: A lot of stuff is 50 yrs old.



J. Duffy: Concrete pads?

R. Lariviere: One of his sons in the 1950's or 1960's built a cabin on concrete pads.

M. Peterson: The existing conditions plan will be updated to show it is to be removed.

R. Lariviere: I should remove the pads?

D. Tatem: Yes, typically they are removed, then loamed and seeded.

R. Lariviere: It will look better with that (loam and seed).

P. Rowell: If you dig the foundation, it will disturb the buffer.

D. Tatem: Put in a short stockade fence.

P. Rowell: Permanently monument the wetland buffer zone as "no disturb".

M. Peterson: Maybe post and rail with markings.

R. Lariviere: There is a pre-existing curb cut where the driveway used to be. If I move the house, there are five humungous pine trees, and then I can't reach the curb cut.

D. Tatem: Can you change the design of the house to enter from the side of the house.

R. Lariviere: I am trying to keep the house under \$300,000. The triangular part is impacting the design. To build a narrow long house and have a garage, I needed an integrated plan.

D. Tatem: Have the mirror image changed 90 degrees. Leave the driveway cut. Drive to the south side of the garage, and this will buy you some extra room.

R. Lariviere: Worst case, we may be able to change the design.

P. Rowell: Can the Planning Board waive the buffer?

J. Duffy: No, it would have to be a variance to the ZBA.

R. Lariviere: Anything I do, Paul has to approve. We can move the house over, and move the windows to the front.

D. Tatem: That may work.

M. Peterson: We are going through with the lot line adjustment, make the right-of-way, and clean it up. Sheets 6 & 7 have topos. Sheet 8 shows the proposed roadway right-of-way.

D. Hemeon: How long is the road?

M. Peterson: It is 425 ft. We did get review comments from Dan. We need to work out 24 or 26 comments with the Board.

J. Duffy: The minimum length of a road is 500 ft.

D. Hemeon: From the edge of the pavement. Rules also require a cul-de-sac measured from the center of the circle not the throat.

J. Duffy: A hammerhead is not allowed.

D. Hemeon: Right.

D. Hemeon: A hammerhead is only for a phased project.

J. Gryval: Will it remain a private road or become a Town road?

M. Peterson: The lot is here, then it moves to the back piece. We envision a road for this summer, with a small development in the back (about 6-8 lots) that comes into a cul-de-sac. Originally the plan was for 32 lots, now it is for 6-8 lots. Hopefully we will be coming back this summer for approval of the lots (6-8 lots). Look at the cul-de-sac now vs. the hammerhead. Prior to cul-de-sac built, we should be submitting an application and plans for the 6-8 lots (subdivision) to the Planning Board.

J. Gryval: My question is that you already put a section of the road in. We don't know how it was built. Was it built to Town specs?

M. Peterson: We are taking all of that section out from Mammoth Rd and building the road to Town specs.

D. Hemeon: I have never seen a 1,200 ft cul-de-sac phased. I have to live with the road in binder and I will have a junk road. I am opposed to phasing. It is not the Town of Hooksett's position.

R. Lariviere: As far as Manchester water works, can a road be private and have public water and sewer?

D. Hemeon: Yes.

R. Lariviere: Paul has been spending money on taxes. He is looking at options.

P. Rowell: Can we give a building permit for the Mammoth Road first, with no construction for the 500 ft road? Can we give a building permit before the road?

M. Peterson: The second lot will be built at the time of the 500 ft of roadway.

R. Lariviere: Then the 500 ft of roadway is already in when we apply and submit plans (summer) for the 6-8 lots.

D. Hemeon: The current rules state that if Peter issues you a CO for a lot, the road has to be finished.

R. Lariviere: It will take 6 months to build the road and the house.

D. Hemeon: It is a dirt road. Right now it is a driveway. This has been to the Planning Board more than once.

R. Lariviere: In 1990 we applied for 22 lots. Then the guy went bankrupt and reverted the lots back to Paul. I will go back to Paul to get one lot, and do the road.

J. Duffy: Can't you go to Council for a class 6 road?

D. Tatem: It is not even a road, it is a driveway.

P. Rowell: Can we just look at the lot line adjustment, without getting into construction of a roadway?

D. Hemeon: The driveway access from Mammoth Road. You need to apply to the State, and you can get that now.

P. Rowell: Just do the lot line now, until they come back to get the whole 1,200 ft of roadway.

D. Hemeon: Question to Jo Ann, in order for us to give the lot line, does it have to be an approved subdivision? My point, keep the lot line adjustment separate from the subdivision.

J. Duffy: Right, they can just do lot line. But what they want to do is have 2 lots to build on.

M. Peterson: Now it is causing concern for the roadway.

D. Hemeon: Robert, are you building the road? Is it profitable to build a 500 ft road for just two houses?

R. Lariviere: I don't pay for the lots until it closes.

D. Tatem: If Paul says yes to design the whole road and leave as is (phase I 500 ft, phase II remainder of 1,200 ft of roadway with cul-de-sac)?

M. Peterson: The cost and effort to do all the lots, I could bring the road in, maybe.

D. Hemeon: Is the road cut in now?

M. Peterson: Yes.

D. Hemeon: You can't drive out there?

P. Rowell: Just access to his house.

J. Duffy: If it ever does become a road, are you proposing sidewalks?

M. Peterson: It would be 1,200 ft of road @ 26 ft wide.

J. Duffy: Is there a sidewalk on Mammoth Road now?

M. Peterson: Yes, in sections.

J. Duffy: I think it should have sidewalks.

J. Gryval: At what point does a driveway become a road?

D. Tatem: When it is designated a right-of-way. You need frontage, and you can't get a building permit until you get frontage.

J. Duffy: Because it isn't truly a road at this point, will you have to go back to the Council for the road name?

D. Hemeon: As long as it meets 911. After Don Duford left, they (Council) starting approving names.

J. Gryval: There is the commercial business (canteen). Make sure the road is done right, but you say you will tear it all up and meet Town specs.

P. Rowell: Do you know what you are going to present to the Board now? I don't.

J. Gryval: The lot line adjustment will be presented to the Board.

P. Rowell: Paul owns the whole piece, except for the lot you want to develop. Include his piece too.

D. Hemeon: 2 lots or more would be a subdivision.

J. Duffy: It is on the Planning Board agenda for Monday night (5/18/09 @ 7:00pm).

M. Peterson: Technically, it is a right-of-way if left as his property. When we build as a private road, we get the permit to build.

J. Duffy: You can't have a private road with a Town right-of-way. You could have a private right-of-way.

P. Rowell: The road should be shown on the approved and recorded plan.

J. Duffy: The road has to be at least 500 ft with a cul-de-sac.

R. Lariviere: 2 lots or more is a subdivision.

J. Duffy: You would need a waiver for a hammerhead vs. cul-de-sac.

D. Tatem: For the safety people, it is no to hammerheads. The Fire trucks don't like to back up from hammerheads.

J. Duffy: If it is a private road, why does safety care? There would only be two houses on it. There only comment from the Fire Department is to have a hydrant every 500 ft.

D. Macquire: It is already there.

M. Peterson: A road at 500 ft to have a cul-de-sac at the end.

J. Duffy: There could be discussion whether a cul-de-sac or not.

D. Tatem: If phased, bond the second phase. If it remains one single project by itself (2 lots), and not get the other 6 lots, it could remain a hammerhead forever.

D. Hemeon: The only one you would have to convince (cul-de-sac) is the Fire Department.

J. Duffy: I don't know why they (Fire Dept.) would do it (reject cul-de-sac), other towns do it.

D. Hemeon: Do your lot line adjustment and one lot.

M. Peterson: For Monday night's Planning Board application, get rid of 7-12 sheets.

J. Duffy: As long as you have met the other comments by noon tomorrow.

D. Tatem: Advertise it as a lot line adjustment, road and sewer extension.

D. Hemeon: Have the lot line adjustment, and just “discuss” the road and sewer extension with the Board.

J. Duffy: Thank you for coming today.

**ADJOURNMENT**

J. Duffy declared the meeting adjourned at 11:40am. The next TRC meeting is scheduled for Thursday, June 11, 2009, Hooksett Municipal Building, 2<sup>ND</sup> FLOOR ROOM 204.

Respectfully submitted,

Donna J. Fitzpatrick  
Planning Coordinator