

**HOOKSETT
TECHNICAL REVIEW COMMITTEE (TRC)
MEETING MINUTES
HOOKSETT MUNICIPAL BUILDING – Council Chambers
Thursday, September 4, 2014**

CALL TO ORDER

The meeting was called to order at 9 am.

ATTENDANCE

Town Staff: Richard Bairam (ZBA), Peter Bartlett (Police), Carolyn Cronin (Assistant Town Planner), Jo Ann Duffy (Town Planner), Mike Hoisington (Fire), Bruce Kudrick (Sewer), Matthew Lavoie (Code Enforcement Officer), Leo Lessard (DPW), Lee Ann Moynihan (Assessing) and Dan Tatem (Stantec)

Also Present: Janet Levy (Central Hooksett Water Precinct), Joshua Beaulieu (Central Hooksett Water Precinct), John Smith (Central Hooksett Water Precinct), Cindy Harrington (NH Division of Economic Development)

Representing GE Aviation: David Coburn, Doug Folsom, Paul Proulx, Brad Van Magness, Sue Nicolette

GE Aviation - plan #14-16 (Sewer, Central Hooksett Water)

Industrial Park Drive

Expansion of GE facilities.

David Coburn and Douglas Folsom presented GE Aviation's proposal for an expansion of the plant.

They are proposing a 55,000 square feet addition to the existing facility. The addition will involve utilizing a portion of Industrial Park Drive. The facility will be used to manufacture compressor blisks. They will be adding \$50 million worth of equipment. The equipment will be used to manufacture the product. They are looking to fast-track the process and be operational by 2016. The current facility is at 31 Industrial Park Drive, across the street is 30 Industrial Park Drive. This is where GE is considering building the expansion for the blisk plant, which will produce replacement parts. Aircraft engine has a 30+ legacy line. The additional square footage will enable GE to manufacture consumable parts. The average age of GE employees is 50+. They are projecting the expansion will have significant impact on employment in Town.

D. Tatem asked about the traffic impact.

D. Coburn stated this was considered but they don't have the data yet.

D. Folsom added there are 2 concerns with traffic. (1) They do not foresee any significant issue with the current impact on traffic. (2) Manchester Sand & Gravel and neighbors are more

concerned with impact on future growth. GE will need to put some funds aside. They are willing to do their fair share of the cost.

D. Colburn clarified current impact to be under today's condition. A lot of the employees tend to go in the south entrance.

D. Folsom: Total number of employees would be 800 flowing in and out. Net impact may be about 50 employees over 5 years. The average employees' age is 53. Over the next 5 years we're looking at losing a lot of employees and 300 to 400 jobs being added.

L. Lessard: The impact moneys will go towards the traffic lights?

J. Duffy: That's our thought but it will have to be approved by the Town Council. We're looking to fast-track this process. They are scheduled for the Town Council meeting on September 10, 2014. Hopefully, within the next week, we'll have an answer on who owns the road. The application for site plan approval has to be submitted by September 30, 2014 for the October 20, 2014 Planning Board meeting.

D. Tatem: At the Council meeting, you will be looking for approval to discontinue the road. Planning Board will approve the site plan, parking, drainage, etc.

J. Levy: The precinct has gone up on fire flow availability. If this particular facility is a big open space that will require more fire flow. You'd have to actually add some fire suppression tanks. You need to have the fire suppression concept. If you tell us what you need for fire suppression, we can tell you in one day if we have it.

D. Tatem: If Central Water Precinct does not have the capacity then you'll have to look at adding fire suppression tanks. That could be costly. Fire is one of your biggest concerns as long as DPW and Police have no problems with breaking the traffic pattern. The Town will be looking for civil plans and concept. There is a checklist on the Town's Development Regulations.

D. Folsom: My guess would be none of these costs will make this project undoable.

D. Tatem: The building design can follow after the fact. Planning Board looks at site plan, parking and drainage. I would recommend working with a local engineering firm, who is familiar with working with the Town.

B. Kudrick: Who owns the land and the road?

D. Folsom: NH Business Finance Authority owns the land. They recommended to us using that land.

J. Duffy: We're not sure who owns the underlying land of the road. We will try to determine that. The Town Administrator suggested the Town continue to own the road. There are other businesses on that road and it will be easier for the Town to maintain it.

D. Folsom: We're willing to own and maintain whatever works for the Town.

D. Tatem: I would recommend the road to be officially deeded to the Town and the cul-de-sac to be moved to the required setback. It'll be cleaner that way.

B. Kudrick: We will need an easement from whoever owns the property.

D. Tatem: That will be the same for Central Water and all other utilities.

B. Kudrick: There's always been talks about taking out that hill.

J. Duffy: That will be taken care of when the lights are installed.

M. Hoisington: The road has to be renamed. Plant 1 may have to be renumbered. With regards to the sprinkler system and the water flow, the rest areas had similar problems. Village Water could not handle the total water flow. They had to install 40,000 gallons underground tanks with fire pumps on both sides. The domestic and fire hydrants are connected with the Village Water. So this is not a show stopper. There are some options out there.

M. Lavoie: We have a soccer field in that area. Was the traffic study done during the soccer season?

L. Lessard: There are 3 fields right now and 4 coming on board but they get used in the weekends.

L. Moynihan: Assessing will need a copy of the lease agreement to make sure the property is assessed properly and the tax bills are sent to appropriate parties.

P. Bartlett: I'm not concerned with traffic. The only concern I have is about the alarm. Police will need contact information for the alarm system.

J. Duffy: After the Town Council meeting and they decide to discontinue the road, Planning Board will approve the site plan. That means Sewer Department, Central Water, Fire, DPW and other departments sign off on the plan. Once the site plan gets signed, it gets recorded. Then a pre-construction meeting is scheduled.

D. Tatem: In this situation, I think a 2nd TRC before the pre-construction meeting is necessary but otherwise, that is usually the process.

J. Duffy: Your next meeting is September 10, 2014 with the Town Council to give a proposal presentation. You'll need everything finalized before the Planning Board hearing on October 20, 2014.

D. Folsom stated they also had a meeting with Manchester Sand & Gravel with regards to the traffic lights. The traffic lights would cost about \$4 million. He added if GE has to pay \$1 - \$2 million towards the lights, they may decide to go elsewhere.

J. Duffy: It's important to have an agreement with Manchester Sand & Gravel with regards to the traffic lights. We can take the money towards the traffic lights instead of impact fees. Impact fees have to be returned after 6 years if not used. I doubt the traffic light would be installed within 6 years.

ADJOURNMENT

Meeting adjourned at 10:30 am.

Respectfully submitted by,

Evelyn F. Horn
Administrative Assistant