

Official

**HOOKSETT PLANNING BOARD MEETING
HOOKSETT TOWN HALL CHAMBERS (Room 105)
35 Main Street
Monday, August 5, 2019**

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

PLEDGE OF ALLEGIANCE

INTRODUCE MEMBERS OF THE BOARD

PRESENT: Dick Marshall (Chairman), Tom Walsh (Vice-Chairman), Paul Scarpetti, David Boutin, Matt Reed, and Robert Duhaime (Town Council Rep.)

ALTERNATES: Brett Scott

EXCUSED: Christopher Stelmach

STAFF: Nicholas Williams (Town Planner)

APPROVAL OF MINUTES OF JULY 15th, 2019

July 15, 2019 Meeting – D. Boutin motioned to approve the minutes of the July 15, 2019 meeting. Seconded by T. Walsh. Vote of 7-0. Motion carried unanimously.

COMPLETENESS REVIEW AND PUBLIC HEARING

**1. 400 QUALITY DRIVE, LLC #19-17
400 Quality Drive, Map 29, Lot 64-6B
Amended Site Plan**

Open Public Hearing.

Suzanne King, P.E. (Project Manager, BL Companies, Inc.): This is the previous BJ's site. The existing building will stay. Parking will be rearranged for a distribution center. There are two entrances to the site. We met with the Town Planner, Engineer, Code Enforcement, and Fire Department and they had some comments. Some of the larger comments came from Fire. We created a loop through the site so trucks or a fire truck would be able to flow through the site. If needed a truck could wait so a stall is always open. There are two types of use for parking. Associates will park out front and along the side. The delivery vans will enter through another entrance, come around to the staging area and exit out through the back. The movement of the vans will be separate from the parking area of the associates.

D. Boutin: How many vans are there?

S. King: There are approximately 500 trips throughout the day. From 9:00 pm to 3:00 am the delivery trucks will come in around the back. From 7:30 pm - 8:00 pm they will have some associates coming in to unload the trucks. At 4:30 am those associates leave. At 7:30 am about 67 associates come in. Between 8:00 am and 10:00 am there are four waves of vans which comprise the 500 trips. In half hour increments there would be 60 vans coming and leaving at a time.

D. Boutin: Who loads the vans?

S. King: The associates, not the drivers. Around 12:00 pm we have flex drivers that are kind of like uber drivers using their own personal vehicles. They are the mid-day drivers. They go into the building, take their packages and leave. Some of the associates will also be leaving.

D. Boutin: How many flex drivers?

S. King: Approximately 130.

D. Marshall: Are the flex drivers the ones that load their own their own vehicles?

S. King: Yes.

P. Scarpetti: You would have another 134 associates parking there in the morning?

S. King: The associates park there. The van drivers park off site. They are renting an off-site location.

D. Boutin: The 134 overnight workers leave before the next shift comes in?

S. King: Yes. There about 20 or so people that will still be there. The majority come in after the trucks and leave after they have done the packing.

T. Walsh: How many trips will this generate during prime retail hours compared to what BJ's was approved for and was doing?

S. King: During the prime hours there are around 740 total trips between 11:00 am to 9:00 pm daily. BJ's had 240 between the 5:00 pm to 6:00 pm peak hour. Ours are earlier in the day and don't impact the afternoon.

P. Scarpetti: How many people will be employed at this facility?

S. King: There would be about 400 on payroll, but they will not all be in the building at the same time. There will be 200 associates that could work in the building at one time, but we don't have that many. We took the total number of associates and gave them parking. There would be 134 during the large shift.

D. Boutin: How is the intersection impacted throughout the day?

S. King: 7:00 am is our biggest peak. There are 67 people leaving the facility and 134 are coming in. Between 7:30 am and 8:30 am there will be 264 vehicles coming in (134 associates and 130 vans).

During peak hour for BJ's there were approximately 240. At 12:00 pm we have 10 employees coming in. During the hour we have 86 flex vans and 43 leaving.

D. Boutin: We want to know the difference of impact on the site.

S. King: Number wise it is equal or slightly less. We are shifting the numbers so the majority would be in the morning when the stores are not open.

D. Boutin: So the only traffic at the intersection at night is basically for this site?

S. King: Yes.

T. Walsh: This a good plan and I appreciate the shift in trips to accommodate the other business but what prevents this from changing?

S. King: It has to be in the morning or the shipments would not be delivered on time.

T. Walsh: What about holidays?

S. King: I am not sure. It is 24 hours a day 7 days a week as much as possible.

R. Duhaime: What is the volume of packages?

S. King: The trucks will be full, but it would vary based on need. There won't be empty trucks coming in.

R. Duhaime: How fast can you unload the trucks?

S. King: It takes about a half hour to unload a truck.

R. Duhaime: Are these tenant trucks? Do they have GPS?

S. King: They are typically tenant fleet.

R. Duhaime: I can see possibly putting no parking signs around the park. We don't want trucks out on the road.

S. King: One entrance is only for associates and visitors. No trucks are allowed to enter that space. The tenant is not good on having vans or trucks cross associate paths.

D. Marshall: Who is the tenant?

S. King: The tenant is confidential.

R. Duhaime: I am concerned about traffic on local roads and how they are leaving the site.

S. King: They will be instructed to take the fastest route.

D. Boutin: There was mention of a speed bump. Where is that?

S. King showed where the speed bumps would be.

D. Boutin: Before the Chairman can sign the plans they need to be put on the site plan.

S. King: I can give that to you tomorrow.

D. Boutin: What is the sign going to look like?

S. King: We need to talk to the owner and negotiate that. I will finish that conversation and put a monument sign on the plan.

D. Marshall: Any signage needs approval. The owner should have been here tonight.

P. Scarpetti: I would like to go through the rest of the plan and the improvements to the property.

S. King described the entire plan including the canopy, islands, stripping, sidewalk, landscaping, storm drainage system, dock bays and snow storage.

D. Boutin: As far as snow storage, what will you do during peak time if there is a blizzard?

S. King: We will fill up what we can and truck the rest out. The tenant will be arranging that with a snow removal company.

D. Boutin: You are standing before us and need to be able to answer the question. If there is two feet of snow, where will the employees park?

S. King: We have more parking than we need.

D. Boutin: You don't have enough parking during a blizzard during peak hours.

S. King: It will be trucked off.

D. Boutin: I think you need to clarify that and provide the information to the Town Planner. I saw the note regarding snow storage and it is not enough. Mr. Chairman, I think they need to focus on their snow removal plan and submit a written snow removal plan to the Town Planner.

T. Walsh: I agree with Mr. Boutin regarding a snow removal plan. As far as traffic, you are looking to generate 2,813 trips total per day on Quality Drive in the retail district?

S. King: Yes.

R. Duhaime: Could you please go over the landscape detail. I don't see any Evergreens on the plan. Will the islands be irrigated? There will be a lot of stress on the plantings in this area. It is an issue of survivability.

S. King: The plantings chosen will be the ones that can survive in this area. My understanding is there is no irrigation there now.

D. Boutin: You are going to have to put in irrigation.

R. Duhaime: You are only putting trees in. If you put in a row of trees without breaking them up, if one tree gets sick they all get sick. I think you should break them up. Is the pervious increasing?

S. King: Yes.

D. Boutin: The canopy is metal?

S. King: I have to check on that.

D. Boutin: The Fire Department is stating that needs to be sprinklered?

S. King: Yes.

D. Boutin: Why?

D. Marshall: If there are cars under there it needs to be sprinklered.

D. Boutin: How big is the canopy?

S. King: 60,000 sq. ft.

S. King showed detailed pictures of the canopy and gave an explanation.

R. Duhaime: Is there a sewer hookup?

S. King: There is a sewer line that comes straight out to the field. This is on the septic system.

D. Boutin: It was suggested that the property owner give the town an easement for putting the sewer lines in for future development of Zone 1 in the TIF District for a regular sewer system in the future.

S. King: There is an existing line that is already stubbed for future use.

R. Duhaime: Why does the town have property that faces south on this and how did the town end up with that lot?

N. Williams: We came into position of that lot due to the owner not paying their tax bill. The town owns it by default.

D. Boutin motioned to find the plan complete for 400 Quality Drive, LLC #19-17, Map 29, Lot 64-6B. Seconded by P. Scarpetti. Motion carried unanimously with a vote of 7-0.

Open for public comments.

No public comments.

Closed for public comments.

D. Boutin motioned to approve the amended site plan for 400 Quality Drive, LLC #19-17, Map 29, Lot 64-6B with the following conditions:

- 1) a snow removal plan;**
- 2) a landscape plan to include irrigation; and**
- 3) a signage plan**

In addition, the standard list of Planning Board conditions must be met and the plan must be satisfactory to the Chairman and staff. Seconded by P. Scarpetti.

R. Duhaime: I hesitate to approve this until we know who the tenant is and we talk to the Town Attorney about that town owned land.

T. Walsh: I can't do this. We all know this is Amazon. Amazon has historically been putting brick and mortar out of business since their inception. It is a great business model, that's fine, but now you are asking us to put an Amazon distribution center in the middle of our retail district and add 2,813 vehicles per day to the traffic, which will only deter more people from going to the retail district. It makes no sense to me. It is too hypocritical. I can't do it.

P. Scarpetti: You have all of those people going to work there and they will most likely become new customers and frequent all of those businesses in that area. We are losing the brick and mortar to Amazon but I think it is also a benefit for bringing in potential customers to that area.

T. Walsh: It isn't the employees, which is the smaller number traffic wise, it is the vans. That is what is going to clog up the road. Even the tractor trailers in the middle of the night is not an issue. I did not realize how much traffic it would generate until this. When you start looking at the numbers, even if you look at 70 percent of the peak, which is about 1,900, divide that in two, you are still looking at 980 vehicles in either direction. That is a lot of traffic. You are looking at two sets of lights to get out of the place. I cannot guarantee they will all get onto Rt. 93. Maybe most will. We are trying to rush this through for some particular reason. It also annoys me to be asked to grant an approval for somebody who won't even tell us who they are. I can't do it. I don't believe there are going to be more brick and mortar customers.

B. Scott: There is a surplus of retail space in Hooksett. If this building is divided and not used for warehouse purposes, we will continue to have a surplus of retail space. By absorbing some of what is on the market could help with vacancies in other areas of Hooksett. Times are changing and we might as well be the ones who absorb that.

S. King: As far as the traffic, a typical fast food restaurant with a drive through, has 2,480 cars per day condensed to meal times. Ours is spread over an entire day. If a fast food restaurant went there they would be adding more trips in the afternoon than we will be.

R. Duhaime: This town is divided by highways. The traffic will be increasing, there will be limited benefit to Hooksett, and we are not being told who the tenant is. I don't see the rush for the Board to move in this tonight.

T. Walsh: How can we expect to have a public hearing when the abutters are all commercial?

D. Boutin: We are following the law and have notified the abutters. It has been reported, it has been in the news, I have been asked about it. Our job is to make these decisions.

R. Duhaime: I don't like to have conditional approvals.

D. Boutin: We have been making conditional approvals since I have been on the Board.

R. Duhaime: And sometimes they don't work out.

D. Boutin: You would need to prove that.

R. Duhaime: Chucksters had to redesign their site to fit. If the town did not catch it they would have been in the buffers. If there was not a conditional approval that would not have happened.

Close Public Hearing.

ROLL CALL

D. Boutin: Yes

B. Scott: Yes

P. Scarpetti: Yes

R. Duhaime: No

T. Walsh: No

M. Reed: Yes

D. Marshall: Yes

Vote of 5-2. Motion carries.

BOARD DISCUSSION

None

OTHER BUSINESS

The Architectural Design Guidelines Sub-Committee meeting will be August 8 at 6:00 pm.

A TIF Advisory Board meeting will be held August 21 at 3:00 pm. One zone will be discussed each month. Hooksett is in conversations with Bow to tie into the system.

ADJOURNMENT

D. Boutin motioned to adjourn. Seconded by R. Duhaime. Motion carried unanimously.

The meeting was adjourned at 7:26 pm.

Respectfully submitted by,

**AnnMarie White
Recording Clerk**