

Official

**HOOKSETT PLANNING BOARD MEETING
VIA ZOOM
35 Main Street
Monday, May 18, 2020**

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

PLEDGE OF ALLEGIANCE

INTRODUCE MEMBERS OF THE BOARD

PRESENT: Richard (Dick) Marshall (Chairman), Tom Walsh (Vice-Chairman), Paul Scarpetti, David Boutin, Christopher Stelmach (arrived at 6:55pm), Matt Reed, and Robert Duhaime (Town Council Representative)

ALTERNATES:

EXCUSED: Brett Scott

STAFF: Nicholas Williams (Town Planner)

APPROVAL OF MINUTES OF May 4, 2020

May 4, 2020 Meeting – David Boutin motioned to approve the minutes of the May 4, 2020 meeting. Seconded by Matt Reed.

Roll Call

P. Scarpetti - Yes

D. Boutin - Yes

M. Reed - Yes

T. Walsh – Yes

R. Duhaime- Yes

D. Marshall - Yes

Motion carried unanimously with a vote of 6-0.

PROJECT NOTIFICATION

- 1. HOOKSETT WASTEWASTER PLANT #2020-12
1 Egawes Drive, Map 18, Lot 4
Solar array**

43 Bobby O'Brien (Revision Energy): Revision Energy is a local solar company based out of Brentwood,
44 NH. We have gone under contract with the Hooksett Sewer Commission to build a 713.25 KW DC So-
45 lar Array on their property. That array will produce about 818,000 KW per hour and produce about
46 85% of usage at the plant. The power from the array will be used on site and will not be sold to any
47 other facilities. These Hooksett Sewer Commission will be the outright owner of the solar array. We
48 hope to begin construction in mid-June after June 16, which is 60 days after notice to the Planning
49 Board. Construction will last about 2 months then it will be online. This will reduce the overhead cost
50 to the Sewer Commission.

51
52 D. Marshall: Keep in mind that there is no requirement by law that a public hearing be held. No action
53 is required by the Planning Board. There is one issue that will require them to appear in front of the
54 Town Council because part of the solar array is on town property.

55
56 B. O'Brien: We are working with Bruce Kudrick to submit a written proposal to Town Council. That
57 will be handled before construction starts.

58
59 M. Reed: What is the payback period?

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61 B. O'Brien: I don't have that figure in front of me. That would depend on the rates that the town is
62 paying. I could certainly find and share that.

63
64 P. Scarpetti: What is the life expectancy of the arrays?

65
66 B. O'Brien: Our solar arrays have a life expectancy for about 40 years. That is 40 years of production.
67 In that lifetime, panels should not have to be changed out. Some electronics like inverters have a 15-
68 year warranty. The overall cost for those electronic replacements is very insignificant compared to the
69 entire project. I have worked on several systems that are approaching 40 years and they are still work-
70 ing.

71
72 D. Boutin: How many panels?

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74 B. O'Brien: There are 1,902 panels.

75
76 D. Boutin: Are the electrical connections underground?

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78 B. O'Brien: Yes. Everything is underground between the individual rows under the arrays and under-
79 ground back to building.

80
81 D. Boutin: Are there places in Hooksett where the panels are visible?

82
83 B. O'Brien: Not other than coming down the road. There is no view from river or the school. There is
84 a thick layer of woods to protect against visual from the school.

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86 R. Duhaime: What is the fence material?

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88 B. O'Brien: The arrays will be surrounded with a 6-foot chain link fence which is required by the Na-
89 tion Electrical Code.

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R. Duhaime: Are these fixed arrays?

B. O'Brien: These are fixed with a 30-degree tilt. There are no moving parts. Moving parts require maintenance and service. These are low maintenance.

R. Duhaime: The Sewer Commission did mention doing this 6 months ago and the Sewer department will be paying for this. Electric rates don't normally go down, this will be a cost savings in the future.

T. Walsh: This plan provides 85% of the electrical needs. I also noticed a reduction in arrays from the first plan. Was the original site plan provided 100%? What is the reason for the reduction?

B. O'Brien: The system was reduced by 9%. It would have been in low 90%. The reason for the reduction was a property line was mislocated originally and the arrays were crossing over into an abutting property. This is the maximum system size this plot of land can fit.

T. Walsh: What does this project cost?

B. O'Brien: The original system was \$1.49 million; the new contract price is 10% less than that. I don't have that exact figure. It is around \$1.35 million. The Sewer Commission put down a 10% deposit and we will start billing next month when construction begins.

D. Boutin: Is there any security system associated with this?

B. O'Brien: There is a 6-foot chain link fence as required by the National Electric Code. Teenagers will get in anywhere they want to. We feel confident it won't be an issue. There are no live parts in the array.

D. Boutin: If there is damage, there will not be record of it?

B. O'Brien: There is no video camera system. I don't know what the Sewer Commission has for security footage at the plant.

D. Marshall: Thank you for your presentation and good luck with the Town Council.

COMPLETENESS REVIEW AND PUBLIC HEARING

- 1. AMBROSE REALTY, LLC #2020-15**
1401 Hooksett Road, Map 18, Lot 13
Amended site plan

N. Williams: This is a pretty straight forward amended site plan. The only issue Bruce had was the detention basin that was proposed originally. In order to keep the proposed detention basin from becoming a mosquito haven they have made the changes and added a check damn.

Doug MacGuire (Representing Ambrose Realty): The owner, Jeff, is on a mobile line if there are any questions that may arise. We have an existing business in town, Ambrose Equipment, and we are here

137 tonight to amend their site plan for a few factors. The owner would like to clean up even more of the
138 front of the site to allow for a clean display area. They are already displaying some equipment but
139 would like to solidify the area with gravel so they can display and show off new equipment. They
140 would like to expand an area towards the rear of the property for more storage space for used equip-
141 ment. Currently, the owner is placing a lot of it sporadically and the expanded area would allow for
142 more organized storage, pre-used equipment, and other maintenance items. They do their own mainte-
143 nance on equipment. The other item is to improve the site circulation and widening the main access
144 point onto Hooksett Road. They want to make the existing access more robust and widen access ways
145 all the way to the back as well as allow for a delivery vehicle to come in and loop around. Site distance
146 is best there and so we feel that it is good to increase this circulation and access. We are expanding a
147 wooded area in the back of the site for the storage area, done in gravel. Draining has been improved
148 and there is a proposed detention system in the rear of property. Nicholas was speaking to Bruce's ini-
149 tial review of a wet pond in that area as a form of treatment. He was concerned with the potential for
150 mosquitos. We have simplified that design to eliminate the wet portion of the pond. It would only be
151 wet during storm events with temporary storage, and would completely dewater. We have added some
152 additional protections including a sediment and fore-bay, where the primary flow comes in, as well as a
153 large stone check damn which will allow for filtration and a couple of different settling basins within
154 the system before it outfalls towards the wetland. My understanding is that, based on an letter I re-
155 ceived today via email, that Bruce is comfortable with our design and is happy with the changes that
156 were done to the detention system.

157
158 D. Marshall: Nicholas, do you have the letter from Bruce Thomas?

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160 N. Williams: Yes.

161
162 N. Williams read the letter from Bruce Thomas, Town Engineer, dated May 18, 2020 stating that he
163 agrees with the plans for the project.

164
165 D. Marshall: Nicholas, is the plan complete?

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167 N. Williams: The plan is complete.

168
169 ***D. Boutin motioned to find the amended site plan complete for Ambrose Realty, LLC #2020-15***
170 ***1401 Hooksett Road, Map 18, Lot 13. Seconded by T. Walsh.***

171
172 R. Duhaime: I do not agree with not having a landscape plan.

173
174 Roll Call

175 P. Scarpetti- Yes

176 D. Boutin- Yes

177 M. Reed- Yes

178 T. Walsh- Yes

179 R. Duhaime- Yes

180 D. Marshall- Yes

181

182 Open Public Hearing

183

184 M. Reed: I don't agree with not having a landscape plan. I would like to see more broken up in the
185 front with more plantings. Not the entire area but group it in. Break up the front of the whole area along
186 Hooksett Road. It is sparse there.

187
188 D. MacGuire: Just so the members are aware, we were not proposing to omit landscaping plan. There
189 is existing landscaping on site. I can show that on the screen. There is a bed of existing landscaping in
190 front of display area. The sign has landscaping around it. There is large landscape on front corner and
191 along the side. There are existing bushes and shrubs buffering the existing building. My take was that
192 we had an existing site plan, with existing landscaping on it, and the only areas expanding is the
193 wooded area for display. In our opinion there is no benefit to any type of landscaping islands in this
194 area because it is only for display for potential buyers and for used equipment and storage. That won't
195 be readily visible from the roadway being that it is in the rear of the site.

196
197 R. Duhaime: In front of building, removing the existing lawn area and cutting in half.

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199 D. MacGuire: No, I wouldn't say it is being cut in half. Existing equipment being stored in front. The
200 only thing we are doing is solidifying that area to be used for display as it currently is and also cleaning
201 it up into solidified gravel area that would support the storage.

202
203 R. Duhaime: In the front of the building you are talking about cutting the existing lawn area in half. Is
204 that correct?

205
206 D. MacGuire: I would not say that it is being cut in half. Currently there is existing equipment being
207 stored along that front edge. The only thing we would be doing is solidifying that into a gravel area to
208 be used for display as it currently is.

209
210 R. Duhaime: It looks like you are removing grass up to the sign. Is that correct? If you look at the land-
211 scape area, on the north side of the driveway, there is only 6' and there should be a larger buffer.

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213 D. MacGuire: Yes, we are removing some grass.

214
215 R. Duhaime: There should be a 30' buffer. We are looking for street trees. If you are going to be re-
216 moving grass and moving those machines forward on one side, I was hoping you would be moving the
217 machines on the other side back.

218
219 M. Reed: Adding gravel changes the front landscaping so when that is done I would like to see more
220 plantings such as street trees. It would break it up.

221
222 P. Scarpetti: When I go by this property it is well maintained. It is a little concerning to see the amount
223 of grass being removed in the front. You are saying the retaining wall on the north side of the property
224 is being removed. What materials are you using for the new retaining wall?

225
226 D. MacGuire: Only a small section of the retaining wall would be removed and that is only to facilitate
227 the expansion of the driveway for the improved access. The existing older retaining wall would be set
228 back. It would only be 2' high as it is. The corner set back is 3-4'.

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230 D. Boutin: On the colored landscape plan there is a green circle in middle if the site.

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D. MacGuire: That is an area that is currently being used for the storage of used vehicles that are being worked on. I believe the owner would utilize that area as he is now but in a more organized fashion.

D. Boutin: There will not be an lawn or landscaping there?

D. MacGuire: No.

D. Boutin: It is a misrepresentation on the plan to show that green. It implies that it is going to be some kind of landscaping, but it is not. I think you need to redo that on the plan and identify exactly what it is being used for.

D. MacGuire: We can add a not to that effect. These visuals are just graphics.

D. Boutin: The building in the rear, you only show five parking spaces. Is that going to accommodate that building?

D. MacGuire: As far as available parking on site, this business has been in operation for several years and that does accommodate their use now. The expanded area for storage of vehicles is not expanding the business. It is just to organize the site and have a better experience for people visiting.

D. Boutin: What is that building used for?

D. MacGuire: That is an existing building where they service equipment.

D. Boutin: The parking generally services customers who are getting equipment serviced?

D. MacGuire: Correct as well as their mechanics and service people.

D. Boutin: In the front area, you are cutting out some of the grass area. As a Board we have made it a conscious effort, to the best of our ability, to approve the visual outlook of Hooksett Road. I think that before this plan can be approved you are going to need to show us a landscape plan for the front of the parking lot area. Something more than just grass.

D. MacGuire: If that is the pleasure of the Board, I am sure the owner would be willing to add some additional landscaping in that area. We are going to be reworking that existing display area on both areas. We can push back to 15' mark as Rob suggested on the top side of the site and we can certainly add some street trees to break up that area. I wouldn't want to hold up a plan over that as we can only put so many trees along that strip of frontage.

D. Boutin: My opinion is that I believe the Board is going to want to see what you are proposing. It is hard to approve it without the plan. The area north of the site needs work. Other than that I think it is a good site plan.

T. Walsh: Once again I look like the lone wolf. I drive by this everyday. I hope the owner of the property is listening because it is one of the best maintained properties in this town. It is always spotless,

277 neat and orderly and, yes, it even has a metal building on it. The fact of the matter is that reducing a lit-
278 tle of the grass out front is not going to make a difference. There is another side to look at which is the
279 type of business that this is. It is no different then Merchants Motors. If you are trying to put your prod-
280 uct on display the last thing you want to do is block it with trees and bushes. That defeats the whole
281 purpose. I am fully convinced that this owner will continue to maintain his property just as nicely as he
282 has been since he has been there and I do not see any need to expand any landscaping to block his
283 product. I am satisfied with the plan the way it is.
284

285 R. Duhaime: I think Doug is correct. I think we could work with the owner tonight as long as they add
286 some street trees. On the north side of property that looks like there is a 15' strip there. As long as that
287 is maintained that is fine with me. It is unfortunate that we will loose some of that grass. If DW High-
288 way ever gets widened to four lanes that would reduce that grass in half again. If the trees end up on
289 plan and get put in, Doug will add them to the plan and then even if the property is sold, the amended
290 site plan shows street trees and they will need to be maintained. That is the only reason I would like to
291 like to see them on the plans. As long as he gives us the 15' set back to the north and adds the street
292 trees I would be comfortable to agreeing with this plan.
293

294 P. Scarpetti: I was concerned about the amount of grass that is being removed, but I agree with Tom
295 that you do want to put your equipment in the front to sell it. I do have a lot of confidence in the owner
296 that he will maintain it. I am sure we can work something out with the owner that there is a compro-
297 mise on this.
298

299 Open to public.

300 No public comments.

301 Close to public.
302

303 D. MacGuire: The owner is on the line as well.
304

305 Jeff Lothrop (Owner): I have no comments. I appreciate the positive comments that were made about
306 the appearance of the building. I have always tried to be a good business in town. We have maintained
307 the grass nicely. I am all for making it look nice. My whole point of trying to do this project is to make
308 the flow of the traffic easier and alleviate congestion in back of building to make it look more profes-
309 sional and organized.
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311 Close pubic hearing.
312

313 ***R. Duhaime motioned to approve the amended site plan for Ambrose Realty, LLC #2020-15, 1401***
314 ***Hooksett Road, Map 18, Lot 13 with the conditions to: 1) Amend the plan to show a 15' set back on***
315 ***the north section on those two sides; 2) Add street trees.***
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317 N. Williams: This is an amended site plan. We already have a site plan on file for the commercial site.
318 If the Board would like to make that stipulation on the approval you can stipulate what is going in. I am
319 not sure we can make the site come into full compliance with the way it is right now.
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321 R. Duhaime: I am not asking for that.
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323 D. Boutin: Why can't we make them come into compliance?

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N. Williams: You can make the motion. I am not sure how amicable they would be to it.

D. Boutin: We can do what we want to do. I think Rob has made an amenable motion that the front site be improved with some trees. It is up to Doug to provide you with a plan that you bring to the Board and then we approve it. Rob, a favorable amendment would be to clarify what that area is in the middle of the site, what it is being used for, and take the green off of plan because it is not landscaping.

T. Walsh: So this doesn't get approved tonight?

D. Boutin: I didn't say that.

D. Marshall: You can't have it both ways. If you don't approve the plan, then you have to go back to ground zero until the next meeting which is fine if that is the wish of the Board. If you are asking them to revise this plan and bring it back to the Planning Board, you are saying the same thing and we cannot approve it.

D. Boutin: I think we can.

D. Marshall: Then you have to have a motion as Rob has stated. A motion that 1) removes the green area and shows it as gravel; 2) On the northern section that 15' grass strip needs to be installed; 3) Street trees along the longer section between the driveways. It should stipulate four street trees because that is every 50' in a 200' opening.

D. Boutin: I am fine with that.

D. Marshall: Rob, are you fine with that?

R. Duhaime: Yes.

P. Scarpetti: There is a sign in front of this property. A tree is going to block the sign.

D. Boutin: No it's not.

P. Scarpetti: Look at the plan and see where the sign is and where they are going to be putting the street trees. I suggest, if you want something different, make them put shrubs in so that you can still see his sign coming down the road. That is my opinion.

D. Marshall: You could have a couple of street trees on either end and shrubs in the middle.

R. Duhaime: That sounds fine.

D. Boutin: I think that works fine.

R. Duhaime motioned to approve the amended site plan for Ambrose Realty, LLC #2020-15, 1401 Hooksett Road, Map 18, Lot 13 with the conditions to: 1) Remove the green area and show it as

370 *gravel; 2) On the northern section the 15' grass strip needs to be installed; 3) A couple of street trees*
371 *on either end and shrubs in the middle to be planted along the longer section between the driveways.*

372
373 *Seconded by D. Boutin.*

374
375 T. Walsh: I am fine with it the way it is, but if the owner is amicable, so be it.

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377 Roll Call

378 P. Scarpetti - Yes

379 D. Boutin - Yes

380 C. Stelmach - Yes

381 M. Reed - Yes

382 T. Walsh - Yes

383 R. Duhaime - Yes

384 D. Marshall - Yes

385
386 Motion carried unanimously with a vote of 7-0.

387
388 D. Marshall: I will sign the plans once those changes have been made.

389
390 **2. STARBUCKS AT MERCHANTS PLAZA #2020-10**

391 **1275, 1277 & 1279 Hooksett Road, Map 25, Lot 46 & Map 31, Lot 1**

392 **Site Plan for Starbucks**

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394 *D. Boutin motioned to take Starbucks at Merchants Plaza, #2020-10, 1275, 1277 & 1279 Hooksett*
395 *Road, Map 25, Lot 46 & Map 31, Lot 1 off the table. Seconded by R. Duhaime.*

396
397 P. Scarpetti- Yes

398 D. Boutin- Yes

399 C. Stelmach- Yes

400 M. Reed- Yes

401 T. Walsh- Yes

402 R. Duhaime- Yes

403 D. Marshall- Yes

404
405 Motion carried unanimously with a vote of 7-0.

406
407 D. Marshall: This Board needs to take action on three revised waiver requests. Please refer to
408 Nicholas's notes. All of the applicant previous waiver requests were denied as well as the waiver for the
409 roof. The landscape plan has been revised to eliminate six parking spaces, revisions include the
410 addition of one large landscape buffer area between the proposed parking areas and Applebees as well
411 as an additional island in the center of the site adjacent to the DW Highway right-of-way/sidewalk. The
412 revisions also include the addition of provided landscaping revisions.

413
414 *D. Boutin motioned to approve all three waivers for Starbucks at Merchants Plaza, #2020-10, 1275,*
415 *1277 & 1279 Hooksett Road, Map 25, Lot 46 & Map 31, Lot 1. Seconded by M. Reed.*

416

417 M. Reed: I appreciate the applicant taking what we said and making the changes.

418

419 P. Scarpetti: I agree. I think they have done a good job.

420

421 D. Boutin: Compared to what was submitted at the last meeting it is a tremendous improvement and I
422 appreciate their efforts.

423

424 C. Stelmach: They did a good job.

425

426 M. Reed: I concur.

427

428 R. Duhaime: This is a great plan and I look forward to seeing a great Starbucks in Hooksett.

429

430 P. Scarpetti - Yes

431 D. Boutin - Yes

432 C. Stelmach - Yes

433 M. Reed - Yes

434 R. Duhaime – Yes

435 T. Walsh - Yes

436 D. Marshall - Yes

437

438 **Motion carried unanimously with a vote of 7-0.**

439

440 ***T. Walsh motioned to find the site plan complete for Starbucks at Merchants Plaza, #2020-10, 1275,***
441 ***1277 & 1279 Hooksett Road, Map 25, Lot 46 & Map 31, Lot 1. Seconded by D. Boutin.***

442

443 D. Marshall: Nicholas are the plans complete?

444

445 N. Williams: Yes.

446

447 P. Scarpetti - Yes

448 D. Boutin - Yes

449 C. Stelmach - Yes

450 M. Reed - Yes

451 R. Duhaime – Yes

452 T. Walsh - Yes

453 D. Marshall - Yes

454

455 Motion carried unanimously with a vote of 7-0.

456

457 Jeff Kevan (TF Moran, Inc.): There are currently two parcels, AutoZone, what was New Canton and a
458 small retail office. You acted on the merger so it will be one lot. We are proposing to take down New
459 Canton and the small building and construct a one story restaurant, Starbucks, with a drive thru patio
460 area to the north side of the building. There are four driveway curb cuts on the driveway. We are
461 looking to close the one to the south and restrict the next driveway up to an entrance only. The
462 driveways on either side would remain. There would be a center turn lane and traffic signal. We have a
463 common access driveway through RK plaza which would take traffic back to the signal. We have a

464 drive thru and a by-pass lane or customers can turn left and go out through the AutoZone driveway. For
465 the required parking we have agreed to hold it at the fast food requirement which is 25 spaces, plus 7
466 employees for a total of 32. We are providing a total of 65 with AutoZone. The driveway for the
467 entrance only allows for 11 spaces stacked in that drive thru area. We have changed the roof to go to a
468 peaked roof. We provided for drainage on the property. We are going to utilize exiting utility services.
469 We are proposing new lighting for their 20' mounting height lights which will be shoebox style LED to
470 maintain full cutoffs. For landscaping we were able to meet the interior and building facade
471 landscaping. We added the landscaping as you discussed. We made an agreement with RK to paint
472 traffic flow arrows to give people clear direction. We will install a stop sign before customers would
473 turn right into the intersection.
474

475 Bob Duval (TF Moran, Inc.): The general area is bounded between Benton Road and Martins Ferry
476 Road at the south. Those are both signalized intersections. There are several driveway's accessing the
477 site, AutoZone north, AutoZone south and Starbucks south are staying in the same place. There are two
478 more driveway's on the site, Starbucks north and we are closing one existing driveway that goes to the
479 former two story building which will be taken down. There will be three remaining driveway's on the
480 site. Regarding the traffic data, the background traffic on this section of the DW Highway is about
481 18,000 cars per day. During the peak hour we counted traffic at the two signalized intersections. The
482 intersection with most traffic is the Clough Avenue intersection. During the am peak hour there are
483 1,400 vehicles and pm are 1,891 passing through that intersection. Saturday peak is 1,848 vehicles. We
484 are proposing to add 214 am trips and 104 pm trips entering the driveway to and from Starbucks.
485 Saturday is the same for both am and pm. That is a little more than three cars per minute and a little
486 less than four per minutes. In the pm it is a little less than two cars per minutes. ITE tells us that, on
487 average, 50 percents of the cars are pass by traffic and will be drawn from the stream. Those numbers
488 would be cut in half on the DW highway. The driveway counts were taken at the beginning of January
489 and February 2019. We found that because of the improvements that were made there are two
490 northbound and southbound lanes and a turn lane in the middle. When you do the traffic analysis that
491 come from the ITE these numbers have been reviewed by DOT. They had some comments and we
492 agreed to use the most conservative approach in estimating the numbers. We made all of the
493 adjustments they were suggesting. We are seeing very little difference in the signalized intersections.
494 For future years we used 2021 to 2031 which includes one percent growth on the corridor. The future
495 year worst condition at Benton/Clough is 30 seconds of delay which is an overall level of service C.
496 When we do the work, build the Starbucks, and recommend timing mitigation of the signal, the level of
497 service is 34.5 seconds which is an addition of four and a half seconds. The driveway south of the site
498 is operating at a 9.7 second delay, Level A. That will continue to operate the same way. The amount of
499 traffic at any driveway is, at most, one per minute. The south driveway is enter only, no left turns, with
500 an existing level of service at A with ten seconds of delay. Entering the site south bound lefts have a
501 half second delay. The AutoZone driveways overall have 1.3A in the no build and 1.3A in the build.
502 AutoZone south is 0.3A in the no build and 1.6A in the build condition. The westbound/exiting lefts are
503 existing at 28 seconds. Those will increase to 30 seconds at north and 22 seconds at the south driveway.
504 Those are Level D and C. Left turns into the Starbucks north same 22 cue lanes will only be exceeded
505 five percent or less of the time turning in. Starbucks south is an 11 second left turn delay, Level B.
506

507 B. Duval showed a simulations of what the traffic and cueing would look like.
508

509 Tom House (THA Architects): In the plan I am showing you, my patio is a little larger than on the
510 landscaping plan. That will be revised. We have added the entry area the main building with a 3' bump

511 out. On the main entrance elevation at the top left going from left to the right the patio area. The grey
512 area is FRC giving a clapboard look. We reduced the amount of glass areas and increased the areas of
513 clapboards. We awnings over those windows with a light fixture between them. The roof is
514 architectural grade roof shingles. We are looking at a charcoal grey color. The main entrance is a coffee
515 bean color. The framing of the windows and entrance is a medium dark bronze as well as the light
516 fixtures. The eve trims are white metal. We kept the EFAs. We show the patio elevation and have
517 reduced the glazing. It will be a medium bronze framing and awning. This side is the clapboard look,
518 no EFA's. To the left is the drive-up with a flat canopy. That will be coffee brown. To the right with a
519 taller roof is the elevation of the side of the entry. The drive-thru lane is the rear of the building. We
520 maintained the EFA's side materials there. We maintained the same colors. The drive up has the
521 clapboard and flat canopy to protect the cars. On another side there is a service door. The building
522 height is 18'. The ridge height is 24.7".

523
524 M. Reed: At the southern driveway, why did you not make that an access for the northbound only?

525
526 B. Duval: To provide easier off-peak access to enter closer to the drive-thru and to provide multiple
527 entry points which reduces the cueing and delay at each driveway.

528
529 P. Scarpetti: The building looks excellent. I like the materials on the outside and the peak roof looks
530 great. There are 11 cars that you will be able to have stacked in the drive-thru. I have experienced the
531 conditions in Bedford and people cannot get out their spaces if they are wrapped around. How will you
532 educate people? I see people coming from RK to the middle of the parking. I think this will get
533 congested during the peak hours. Do you have a Plan B? RK had concerns about the dumpster location.
534 Are you going to address that?

535
536 J. Kevan: The dumpsters would have a scheduled pick up at off peak hours. In the drive-thru there are
537 11 spaces. We can put up signage about not blocking the entrance but we thought 11 spaces was
538 adequate.

539
540 B. Duval: You can back into the by-pass lane so they won't be stuck. The spaces in that area are for
541 employees.

542
543 P. Scarpetti: Do you have a Plan B if the traffic becomes a problem? If you have cars lined up in front
544 of AutoZone, the Starbucks customers need to be educated on what to do.

545
546 B. Duval: Starbucks peaks at the 7:00 - 9:00 am period and AutoZone doesn't open until 9:00 am.

547
548 D. Boutin: On the architectural plan on the north end it shows a patio. Is that indoor or outdoor?

549
550 B. Duval: Outdoor.

551
552 D. Boutin: On the site plan you need to identify that as patio. What will be there?

553
554 J. Kevan: Seasonally they will put out tables and chairs.

555
556 D. Boutin: It needs to be labeled.

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J. Kevan: We will do that.

D. Boutin: This has been done very well and I look forward to Starbucks coming to Hooksett.

C. Stelmach: This will liven up this corner. RK said they do not want construction vehicles going through there. Is that row of cars going to be a problem for people backing out on the north side of Applebees?

J. Kevan: There is an area for those cars to back out. We don't expect that much traffic to have any conflicts. Applebees is not open in the morning hour when we would see our peak.

C. Stelmach: They have to come in from the Rt. 3 side for construction traffic?

J. Kevan: Correct. No construction traffic will go through RK.

R. Duhaime: The landscape and architect plans looks great. Coming from AutoZone, going north, the traffic is often stacked. Someone will bear into AutoZone and cut through the parking lot. Is AutoZone going to put a stop sign in? The same thing for the RK plaza. I feel people will leave the drive-thru heading north but, due to backup, people will cut through the AutoZone parking lot.

J. Kevan: That is one of the advantages to having multiple driveways. If one is congested you can go to another one. There is a painted stop at the AutoZone. We can do the same on the flip side and add that to the site plan.

T. Walsh: How many penetrations do you suspect? The elevations don't show that. Will the pitched roof be cluttered with hardware?

T. House: We don't know that yet. I don't think there will be that much. The condensing units will be on the ground in the back of the building.

T. Walsh: I appreciate everything that has been done to the site plan. I think the traffic may only be a problem when it is new. Once people are used to it will work out. Can there be four cars in the turn lane?

B. Duval: There is room for more than that. I don't have an exact distance but I can scale one.

T. Walsh: I am saying that could be a problem in the peak hours for the people going into the one way entrance. Could you take a left on Benton Road if this became a problem heading north?

B. Duval: The northbound left on Benton Road on a Saturday peak is five cars. There is more than enough room in that turn lane for five cars. PM peak is four cars. When there is unused room people will stack and use it in the direction they need it. In this case the length of cueing is calculated to be two cars or less. The worst we ever saw was three cars during the peak at the southbound driveway. The entrance points give flexibility.

T. Walsh: I think that even if the cueing is stacked heading south this will fix itself. As far as the easement with RK will that be set in stone?

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Attorney John Sokul (Hinckley Allen): That has been recorded at the Registry of Deeds. We have agreed with everything they have asked for.

T. Walsh: The traffic coming out of RK at the signal is light. Does anyone know how DOT works as far as the signals? Are they coordinated or are they on timer?

B. Duval: That is a coordinated signal. It goes from Legends to Martin's Ferry. We did our cycle plan within the existing coordination pattern.

TW Once this is approved, if we see a coordination issue, that would be DOT's issue?

JK Yes.

B. Duval: We are working through an occupancy use with a potential end user in this plaza. They will be operating between 50 and 75 vehicles in and out of this site.

N. Williams: I recommended a few things due to a possible new tenant such as a stop bar and stop sign. I spoke with a representative from RK and they are on board with this. There would need to be a written agreement for that. Regarding the northerly access easement between Starbucks and AutoZone I had mentioned there should be signage direction when leaving the drive-thru.

J. Kevan: We can agree to putting in directional signage.

D. Boutin: What about signage?

N. Williams: They are planning to put the sign on the existing monument sign.

D. Marshall: I appreciate everything the applicant has done. I am not a fan of the driveways. The southern most driveways are fine. The major one in the middle northbound out is fine. The southbound out should not be allowed. My concern is how Rt. 3 functions with the speed of the drivers and what the summer months bring. Everything falls apart once you put the drivers behind the wheel. I would love to have Starbucks here, but I think you have created a potential hazardous situation with that driveway.

D. Boutin: What would you suggest?

D. Marshall: Prohibit a left turn in and a right turn out.

B. Duval: We feel, based on the traffic study, we have done what works and we will have to get our permit from the DOT.

T. Walsh: I agree with you but if we were to eliminate that it would be a hardship on the AutoZone building.

D. Marshall: I see your point.

652 N. Williams: Can we review the impact fees?

653

654 D. Marshall: Yes.

655

656 N. Williams: I have calculated the impact fees based on our matrix within our ordinance as follows: 1)
657 Public Safety was assessed at a minimum - \$31.25 for small retail restaurant space under 10,000 sf.; 2)
658 Traffic roadway was assessed at the rate for high turnover fast food restaurant with drive-thru at a rate
659 of \$14.72 for a total of \$35,328. The grand total coming to \$38,453.

660

661 D. Marshall: The Board would expect the applicant to pay those fees.

662

663 ***D. Boutin motioned to approve the site plan for Starbucks at Merchants Plaza, #2020-10, 1275, 1277***
664 ***& 1279 Hooksett Road, Map 25, Lot 46 & Map 31, Lot 1 subject to: 1) We get a letter from RK that***
665 ***indicates Starbucks has approval to use the easement to access the traffic light; 2) They show and***
666 ***identify the patio on the site plan; 3) They adjust the traffic flow on the north side driveway of the***
667 ***property to prohibit the left hand turn; and 4) Include signage.***

668

669 Attorney John Sokul (Hinckley Allen/Attorney for the property owner): I am not sure if I was muted
670 when I asked to speak about the impact fee. We are taking down 7,526 sf. of buildable and replacing it
671 with 2,436 sf. I have submitted a request for a credit. When will the Board act on that?

672

673 ***Seconded by D. Marshall.***

674

675 This is a public hearing.

676

677 D. Marshall withdrew his second.

678

679 D. Boutin withdrew his motion.

680

681 Open public hearing.

682

683 Open to public comments.

684

684 No public comments.

685

685 Close to public comments.

686

687 Close public hearing.

688

689 J. Kevan: We have had an opportunity to discuss the driveway restriction and I want the Board to be

690

690 aware that is going to be a problem for the user.

691

692 ***D. Boutin motioned to approve the impact fees as outlined by staff for Starbucks at Merchants Plaza,***

693

693 ***#2020-10, 1275, 1277 & 1279 Hooksett Road, Map 25, Lot 46 & Map 31, Lot 1. Seconded by R.***

694

694 ***Duhaime.***

695

696 Attorney Sokul: I have submitted in writing to the Town Planner a request for a credit as the former
697 use is being torn down. The impact fee would total a credit in the amount of \$20,916.68 as opposed to
698 the \$35,328 ordinarily required under the ordinance of the new use. The public safety impact fee would

699 be a full credit. I have asked for credits of \$3,125 for the public safety impact fee and \$23,916.68 for
700 the traffic impact fee which seems consistent with the intent of the ordinance that talks about when you
701 have new uses replaced by old uses.

702
703 D. Marshall: According to our notes from the staff, Nicholas Williams wrote a letter that states as
704 follows: “Mr. Sydney has indicated that he intends to request a credit of the impact fees for the
705 demolition of the two existing structures. The Board should note that the Chinese restaurant has been
706 vacant by several years and thus has not generated an impact on the towns services for a long time. If
707 the Board wishes to grant relief for the demolition of the small office building the Board may do so.
708 However, it should be noted that impact fees were never assessed on this building.” They never paid
709 impact fees to start with. As far as I am concerned, this is a new site, new generator, and the fees should
710 apply.

711
712 Attorney Sokul: We are not disputing it is a new site and a new generator. We are talking about how
713 the fees should be calculated in light of the former uses on the site.

714
715 D. Marshall: What Merchant’s Motors has done in the past is not relevant in this case. This is its own
716 case. Its own site.

717
718 Attorney Sokul: I am not saying it is not separate. Under the Zoning Ordinance, under certain
719 circumstances, the Board is entitled to waive, reduce, or net the impact fees from former uses of what
720 has happened on the site.

721
722 ***D. Boutin motioned to approve the impact fees as outlined by the Town Planner for Starbucks at***
723 ***Merchants Plaza, #2020-10, 1275, 1277 & 1279 Hooksett Road, Map 25, Lot 46 & Map 31, Lot 1.***
724 ***Seconded by R. Duhaime.***

725
726 M. Reed: Due to those lots never paying an impact fee how can there be a credit?

727
728 P. Scarpetti: We set a precedent when people did not pay an impact. We continue to charge them an
729 impact. This has to apply.

730
731 C. Stelmach: I agree with Matt.

732
733 R. Duhaime: I agree with Paul. You can’t set a precedent and then do something different.

734
735 ***Seconded by R. Duhaime.***

736
737 P. Scarpetti - Yes

738 D. Boutin - Yes

739 C. Stelmach - Yes

740 M. Reed - Yes

741 R. Duhaime – Yes

742 T. Walsh - Yes

743 D. Marshall - Yes

744

745 **Motion carried unanimously with a vote of 7-0.**

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P. Scarpetti: As far as the two-way traffic, the Town Planner came up with a good idea. T. Walsh mentioned they would figure out the easiest way in and out. I agree with the motion David proposed but AutoZone will be affected if there isn't two way traffic in that one area. If they have a written easement with RK they will look to the left, see it is congested, and take the right to go to RK and use the light.

T. Walsh: The applicant mentioned that would not not work for them. Can I hear why?

B. Duval: In discussions with Starbucks, they are concerned that not having the ability to have right and left turns into and out of the site, at the site frontage, will be a problem with them occupying this site. It provides some alternative access and if it is easier using another access people will do that. From Starbucks prospective to move into this location they want full movement into and out of their site. That is one of their requirements.

T. Walsh: What if there was an island out front?

R. Duhaime: If there are problems exiting this site, an island at that left hand turn could be limited. Making this applicant not changing to turn into this would be a more clear dynamic as far as turn area. We know how people race between those lights. It will be accident prone. I am surprised the state is not looking for this. I don't understand why we don't have the signage already as opposed to making it a condition of approval.

D. Boutin motioned to approve the site plan for Starbucks at Merchants Plaza, #2020-10, 1275, 1277 & 1279 Hooksett Road, Map 25, Lot 46 & Map 31, Lot 1 subject to: 1) Receiving a letter from RK that indicates Starbucks has approval to use the easement to access the traffic light; 2) They show and identify the patio on the site plan; 3) They adjust the traffic flow on the north side driveway of the property to prohibit the left hand south turn; and 4) Include signage as outlined by the Town Planner. Seconded by D. Marshall.

M. Reed: I think the DOT will adjust and take care of the turn concern.

P. Scarpetti: It is a recorded easement that goes with the property. Regarding the driveway, if it helps the applicant I will agree to this.

C. Stelmach: I see pros and cons of both sides of the driveway.

R. Duhaime: I don't want to hold the developer up but wish we had the signage.

T. Walsh: A lot of times people coming out will use the turn lane as a buffer to get into the travel lane. That doesn't work when it is your stack up lane to get into the same property.

P. Scarpetti - Yes

D. Boutin - Yes

C. Stelmach - Yes

M. Reed - Yes

R. Duhaime - No

793 T. Walsh - No

794 D. Marshall - Yes

795

796 **Motion carried with a vote of 5-2.**

797

798 *D. Boutin motioned to adjourn. Seconded by P. Scarpetti.*

799

800 Michael Sydney: I would like to speak.

801

802 D. Marshall: You never indicated you wanted to speak.

803

804 M. Sydney: I have indicated several times that I would like to speak.

805

806 P. Scarpetti - No

807 D. Boutin - Yes

808 C. Stelmach - Yes

809 M. Reed - No

810 R. Duhaime – No

811 T. Walsh - No

812 D. Marshall - Yes

813

814 **Motion fails with a vote of 3 - 4.**

815

816 M. Sydney: I want to get this project done. We have worked diligently to come up with a plan for the
817 redesign of the building and landscape. I wanted to speak about the left turn and the impact fees. My
818 family has done so much for this town. We have contributed millions of dollars to Hooksett real estate
819 taxes, registration fees, and to fix the road. Whatever the town asks us to do we are the first ones to step
820 up and do something. I am not asking to do anything immoral or illegal. All I am saying is that for all
821 of the positive things my family has done for this Town, to just rubber stamp something, not allow me
822 to speak, and to put us in a position where we have to accept certain terms and conditions, I think is
823 wrong. We have been in Hooksett for 50+ years and have done countless things for this Town. I would
824 like you to reconsider the impact fees based on all of the positive things we have done, the money we
825 have contributed, the work we have done, I hired a lobbyist to go to Washington DC to get the money
826 to widen Rt. 3, I have helped fix the drainage at RK creating a situation with the DOT for the 100-year
827 storm event so that area would always be passable. I think we deserve every benefit we can get and I
828 don't feel you are doing that for me. I am disappointed on how this has worked out.

829

830 **OTHER BUSINESS**

831

832 None

833

834 **ADJOURNMENT**

835

836 *D. Boutin motioned to adjourn. Seconded by R. Duhaime.*

837

838 P. Scarpetti - Yes

839 D. Boutin - Yes

840 C. Stelmach - Yes

841 M. Reed - Yes

842 R. Duhaime – Yes

843 T. Walsh - Yes

844 D. Marshall - Yes

845

846 **Motion carried unanimously with a vote of 7-0.**

847

848 **The meeting was adjourned at 9:07 pm.**

849

850 **The next meeting of the Planning Board will be held June 1, 2020 at 6:00 pm.**

851

852 **Respectfully submitted by,**

853

854 **/s/ AnnMarie White**

855

856 **AnnMarie White**

857 **Recording Clerk**