

1 **Official**

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3 **AGENDA**

4 **HOOKSETT PLANNING BOARD MEETING**
5 **HOOKSETT TOWN HALL CHAMBERS (Room 105)**

6 **35 Main Street**

7 **Monday, June 6, 2022**

8 **6:00 PM**

9

10 **MEETING CALLED TO ORDER AT 6:03 P.M.**

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12 **PROOF OF POSTING**

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14 **PLEDGE OF ALLEGIANCE**

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16 **INTRODUCE MEMBERS OF THE BOARD**

17

18 **PRESENT: Tom Walsh (Chairman), Chris Stelmach (Vice-Chairman), Paul Scarpetti, Don**
19 **Winterton, and David Boutin (Town Council Representative)**

20

21 **ALTERNATES: Denise Pichette Volk, Sheena Gilbert, and Robert Duhaime (arrived at 6:23**
22 **pm)**

23

24 **EXCUSED: Matt Reed and Mike Somers**

25

26 **NOT PRESENT:**

27

28 **STAFF: Nicholas Williams (Town Planner)**

29

30 **D. Pichette Volk and S. Gilbert will be voting members this evening.**

31

32 **APPROVAL OF MINUTES OF 05/16/22**

33

34 ***D. Boutin motioned to approve the minutes of the May 16, 2022 meeting. Seconded by C. Stelmach.***
35 ***D. Winterton and T. Walsh abstained due to not being at the May 16, 2022 meeting. Motion carried***
36 **unanimously with a vote of 7-0.**

37 **PUBLIC HEARING**

- 38
- 39 **1. T.F. BERNIER, INC.**
40 **Request for Extension**
41 **2 Lot Subdivision**
42 **128 Merrimack Street**
43 **Tax Map 5 Lot 11**
44

45 Tim Bernier: Lance, who owns the properties, owns a lot of other properties in the neighborhood. We
46 submitted all of them for driveway permits and that created delays at the state. We are still waiting for
47 the driveway permits for this. We are focusing on these two lots. I do not think there are any issues
48 DOT is just taking a long time to get back to us.

49
50 T. Walsh: Nicholas, anything?

51
52 N. Williams: This will be a one year extension through June 21, 2023.

53
54 T. Walsh: How long have you been working on this with DOT?

55
56 Tim Bernier: Approximately nine months.

57
58 Open public hearing.

59 No public comments.

60 Close public hearing.

61
62 ***D. Boutin motioned to approve the extension for a 2 Lot Subdivision for T.F. Bernier, Inc.
63 128 Merrimack Street, Tax Map 5 Lot 11 for Request for Extension until 6/21/23. Seconded by P.
64 Scarpetti. Motion carried unanimously with a vote of 7-0.***

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66 **PROJECT NOTIFICATION**

67
68 **2. TF MORAN, INC.**
69 **Eversource Transmission & Fleet Facility**
70 **13 Legends Drive**
71 **Tax Map 25 Lot 80**
72

73 Nick Golan (TF Moran, Inc.): We were here a year ago regarding the same project. It is for a 40,000
74 sq. ft. expansion. After getting that approved we realized that was not going to meet the long term goals
75 for Eversource. The new plan is before you today.

76
77 Brandon Gilbert (Eversource): Eversource is a key stakeholder in providing power to people in New
78 Hampshire. We have hit a growth spurt and have to grow. A lot of trucks you see trucks during power
79 outages are contractors. That can be a liability with their availability. We are bring a lot of our linemen
80 in-house. We need room for them to park and protect the trucks, a locker room, and education. We
81 need to create space that has to be contiguous with our current building and needs to be in Hooksett to
82 keep our team together.

83
84 N. Golan: The building initially was intended to be north of the existing building. This would be lo-
85 cated in dead space on the site between the upper and lower site. Pole storage that is lost it will be relo-
86 cated with what was previously brought before you. With the slope that is erosive we can locate the
87 structure there and make it a two story structure. There will be office space on the first and second
88 story. This would be garage space to house vehicles Eversource will need with adding vehicles and em-
89 ployees. A traffic study was done and submitted to DOT. Legends Drive has a lot of capacity. Even
90 with proposed trips we did not have to change signals. There is adequate capacity within cue space. We
91 went through this process with DOT during a scoping meeting. They agreed with all the terms and we

92 are giving them the opportunity to approve the data. As far as notification, we are over the 100,000 sq.
93 ft. of contiguous impact and within the 10 year permit window of the most recent work. Requests for
94 AOT permits were submitted in the middle of April. We also applied to NH Fish and Game and Herit-
95 age Bureau and have a clean bill of health from them. AOT should be a prompt approval to hopefully
96 give Eversource to move forward as soon as end of month. We have located structure as appropriately
97 as possible given the grade change across the lot and make use of the dead space. The appropriate num-
98 ber of parking spaces has been allocated. With the benefit of the rebuilt pole yard that was previously
99 approved, that has been constructed and that equipment can be moved into that area to accommodate
100 this proposed building.

101
102 T. Walsh: Nicholas could you please explain for the public how a notification works as far as us not
103 having the ability to approve or disapprove and how it works with staff in applying the ordinance and
104 regulations that we have for utilities in Hooksett.

105
106 N. Williams: Eversource is covered under RSA 674:54 - Governmental Use of Property. Their respon-
107 sibility is to notify the planning board of project. The board can motion to hold a public hearing if nec-
108 essary. Otherwise they will be required to move through our permitted process in order to secure the
109 building permits.

110
111 T. Walsh: Who are the abutters?

112
113 N. Williams: Manchester Sand & Gravel, the town, Cummings Printing, and Northern New England
114 Telephone.

115
116 T. Walsh: Zoning for all the parcels?

117
118 N. Williams: This is an industrial piece. There is a mixed use piece on the back and performance zon-
119 ing on all sides.

120
121 D. Boutin: Nicholas, does the existing roadway on the east side of the property have a name and has
122 that been approved by the town?

123
124 N. Williams: I brought this up to N. Golan yesterday during a phone call. This is the existing right-of-
125 way that is paved, off of Industrial Park Drive, coming in off the north of the property and proceeding
126 south to the property line where it becomes a recorded access easement benefiting Manchester Sand
127 and Gravel. Staff had a discussion with TF Moran where this would be a paved access easement that
128 we would like to have recorded on a surveyed right-of-way plan for purposes of having legal lot front-
129 age benefiting the rear parcels and also for purposes of assigning addresses for E911. The parcel wrap-
130 ping around the northern edge of the property is not a recorded right-of-way. There is a portion running
131 from south from Industrial Park Drive to the property line that is an existing recorded dedicated right-
132 of-way. We would like to have the remainder of the access easement recorded on the plan so E911 has
133 record of this.

134
135 T. Walsh: Could you please point out the proposed right-of-way?

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137 N. Golan showed and explained the proposed right-of-way and stated they are willing to comply with
138 proceeding to ensure the easement is appropriately recorded to secure an address for E911.

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T. Walsh: Are there any properties beyond that this This could be a benefit int he further for others as well?

N. Golan: Yes.

D. Boutin: Nicholas mentioned doing a survey of that right-of-way and recording that survey. The road has to have a name for the fire department. The north end of the property there is a gate and the fire department would like to have a Knox box at that gate. Have you agreed to that?

N. Golan: Yes. Eversource has agreed to those three items.

D. Boutin: I do not know how those things get into an approval without making a motion.

T. Walsh: I agree with you and will refer to staff. This is a notification and we have a few simple things we are seeking. How do we put this in stone?

N. Williams: The minutes are adequate and neither Eversource or TF Moran are taking issue with any of these things. As a named dedicated right-of-way either Manchester Sand & Gravel or Eversource could erect the signage for that right-of-way.

T. Walsh: That process as far as naming would go through Town Council as well?

N. Williams: Yes.

T. Walsh: Does that satisfy you Dave? Nicholas is claiming the minutes that we are providing as documentation for what we are seeking are sufficient. I do not know of any other way to do it.

D. Boutin: Nick has responded in the affirmative on each of those issues. That will be represented in the minutes and I think that is sufficient.

P. Scarpetti: Nick, as far as that easement, that is a private way. Who is that maintained by?

N. Golan: There are two easements. The one of the northern portion is in favor of Eversource and the other is in favor of Manchester Sand & Gravel. We need to make sure Manchester Sand and Gravel takes no exception with the request. Eversource takes no exception with the request. Given that we are giving Manchester Sand and Gravel more frontage I don't know why they would take issue.

P. Scarpetti: Who is responsible for maintaining this?

N. Golan: The easement documents spells out who's responsible for maintenance.

B. Gilbert: We maintain it but it is a shared use We station equipment on site to get that done. It is part of my department to get the trucks rolling in that area.

P. Scarpetti: What is the material on the building and height?

186 N. Golan: The same facade with neutral colors. I have a somewhat dated concept plan that shows two
187 stories of the building.

188
189 Robert Duhaime arrived.

190
191 C. Stelmach: It would be nice to have this facility centrally hubbed. Will the facility on Martins Ferry
192 Road be absorbed?

193
194 B. Gilbert: That is considered a sub-station and will maintain as it is. It is two different uses.

195
196 C. Stelmach: The facility next to the armory will stay where it is?

197
198 B. Gilbert: Yes. If you look at the orientation, the new trucks don't fit there anymore. The old trucks fit
199 but the new trucks are 100 to 125' trucks now and they can't make the turn to get into West Pen. All of
200 the buildings will stay because they are interconnected and part of the sub-station that sits on the cor-
201 ner. We are married to that property. To keep in mind for emissions and the state, we were using 6 to 8
202 hours a day transporting vehicles from 13 Legends Drive to 8 West Pen. The efficiency of having our
203 mechanics garage here will saving money, time, natural resources, and we will be able respond faster.

204
205 C. Stelmach: You will bring trucks from other places to this facility?

206
207 B. Gilbert: Yes. We have to certify the trucks as well.

208
209 R. Duhaime: One one hand it was nice to see Eversource at Easter Seals the other night. That was nice
210 for the community. On the other hand there was a huge overuse on that extension of erosion stone.
211 They were spreading it like loam on that site. We got into this at the last approval for the new yard.
212 You mentioned the elevations and say you needed to put in that erosion stone. You put it under the
213 fence line.

214
215 T. Walsh: What project are we discussing?

216
217 R. Duhaime: Eversource. Right next door. The expansion lot. The stock yard that you just presented.
218 Do you remember we got into it? The erosion stone? Do you remember that?

219
220 N. Golan: I apologize I don't but we used rip rap in the vast majorities of the area.

221
222 R. Duhaime: I mentioned there was an overuse with the elevations. Did the gentleman sitting next to
223 you see the erosion stone everywhere. He stated to me in a fact in elevations that erosion stone was not
224 necessary. If any of you would like to look at it.

225
226 T. Walsh: I don't know what you are talking about. Can you explain what we might be talking about
227 and what it has to do with this? We don't even have the ability to approve this.

228
229 N. Golan: It has no bearing with these proceedings, but we should take the opportunity to respond. In
230 regard to the rip rap that was used around the perimeter of the stock yard this was done in the winter so
231 the rip rap was used on the slopes. Otherwise we would be dealing with a mess come springtime. That

232 is how it was represented. Those are 3:1 steeper slopes. The only areas that are not rip rap, that are out-
233 side of the stock yard, are the stormwater management basin which has been stabilized correctly and is
234 now grass and an area with a threatened plant species that was relocated. I don't think we misrepre-
235 sented in any way what those slopes were and why they had to be stabilized with rip rap. You cannot
236 build in the middle of winter and expect to have a stabilized site come spring in any other condition.
237

238 R. Duhaime: I won't get into the details, but can I follow up?
239

240 T. Walsh: To a degree. If we have an issue we can go look at it after the fact and see what is going on
241 because I have no idea what you are talking about.
242

243 R. Duhaime: You would have to go see it. It is one of those things where Nick stated a fact. He repre-
244 sented it as a fact. Now he is saying it is winter construction. This was not winter construction when he
245 came in present it. At that time he was telling me there is steep elevations. I questioned it and said it
246 seems like an overuse of erosion stone.
247

248 T. Walsh: What does an overuse of erosion stone mean? What are the negatives that you are illustrat-
249 ing?
250

251 R. Duhaime: Go look at the front of Bluebird Self Storage. I'll take a picture, bring it down here, and
252 frame it on the wall.
253

254 T. Walsh: Done. That is the end of this conversation
255

256 D. Winterton: I want to disclose that my son-in law is an employee of Eversource. I don't know if I
257 have to disqualify myself but we are not voting so I do not think it matters.
258

259 T. Walsh: It doesn't and I do not consider that a conflict of interest.
260

261 D. Boutin: May we close this hearing.
262

263 T. Walsh: If no one else has anything constructive to talk about we will. Thank you for the notification
264 and I will go take a look at the "inappropriate use of rip rap" at a later time.
265

266 N. Golan: Understood.
267

268 T. Walsh: Before you do go, the one note I saw was about roadway lighting. Is there no roadway light-
269 ing on Legends Drive?
270

271 N. Williams: No.
272

273 T. Walsh: At what point in the development do we need to see roadway lighting? Do we have anything
274 in our ordinance that covers that?
275

276 N. Williams: I do not believe we do.
277

278 T. Walsh: Let's take a look at our ordinance and see if this is anything regarding roadway lighting as
279 we keep developing Legends Drive.

280
281 S. Gilbert: Will there be additional trucks here and will they be registered in Hooksett?

282
283 B. Gilbert: We have the trucks here. I am not sure where they are registered.

284
285 T. Walsh: I believe there is current statute that states they have to be registered where they are stored.

286
287 **BOARD DISCUSSION**

288
289 **3. NHDOT ROUTE 3 WIDENING PROJECT**

290
291 N. Williams discussed the proposed NHDOT Route 3 widening project between Alice Ave. and Mar-
292 tins Ferry Road. He stated NHDOT met with staff and various other stakeholders to discuss the survey
293 results. DOT did not get a good sense from the survey responses and public hearing on whether the
294 community was leaning toward the three or five lane widening. He also discussed design alternatives,
295 three lane vs. five lane comparison, corridor identity, and intersections to be affected by the widening.

296
297 T. Walsh: Dave, seeing as you are the representative on town counsel that is representing this do you
298 have anything you would like to add?

299
300 D. Boutin discussed the issues that currently exist along that roadway. He stated the traffic study
301 showed there are 26,000 vehicles with an anticipated growth of 1% per year which is 260 added vehi-
302 cles added every year. DOT is willing to do the five lane project from Manchester to the Campbell Hill
303 Road intersection. He mentioned that this will significantly improve traffic flow through that area and
304 improve safety. It will be less of a desire of drivers to push someone out of the way which they try to
305 do on the single lane road. He stated the roundabout at Mammoth Road is an excellent idea and will
306 allow the traffic to flow. From Alice Ave. to Shaws will be four lanes.

307
308 T. Walsh: I think five lanes is the way to go. I don't think spending the taxpayer money on three lanes
309 or modifying what we have for this whole stretch makes any sense. I am not the engineer from the
310 DOT. I question why they are going up to a 16' center lane, but that is up to them, but I support the five
311 lane expansion. The continuity is there. I think the wider they make it the tougher I will be in some of
312 these places but that is up to them. The only thing I question is the round-about. It know it is a theory to
313 keep traffic flowing. My only problem with the keep traffic moving theory is that if you are in one of
314 the business and want to go across the way, the only way you get out of these business is relying on the
315 red light. If we put in a round-about and the traffic flow never stops during peak hours, I don't even un-
316 derstand why the turn lane is there. You will never get across to go north if you are on the southbound
317 side. The red lights give you the windows to get in and out of these businesses.

318
319 D. Boutin: I have experienced roundabouts and getting in and out of the round-about is relatively easy.
320 There are only two properties that will be partially affected. One maybe totally. For the length and de-
321 gree of this project that is pretty good.

322
323 D. Winterton: I agree five lines makes more sense. My concern is if it will have a native affect on busi-
324 ness in that area with speed. I am baffled why we need extra space for sidewalks. No one walks there.

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T. Walsh: No one probably ever will. I don't think we have a choice based on federal guidelines.

D. Winterton: Then the town will be responsible for maintaining the sidewalks.

T. Walsh: The federal money comes to the state so the state has to live by their regulations.

T. Walsh: The state usually goes by the federal guidelines.

P. Scarpetti: Going north by McDonalds is much nicer. There will be more spacing where people can pull out. Someone might move to the left lane to let them out. The three lanes does not make any sense.

T. Walsh: In front of Sunoco, the lane reduction from two to one is horrific. We will have an issue there.

R. Duhaime spoke about the original copy of the widening design projects from the 80's. He said five lanes is the way to go and thinks the round-about is a great idea; there is a less of a break with the three lines and he would like to see landscaping.

D. Winterton: In favor of the round-about. The round-about eliminates the t-bone crash that kills people.

T. Walsh is for the five lane but questions the round-about.

C. Stelmach: Agree with five lane. Two traffic lanes each way heading north and south. There will still be bottlenecks to the north in front of Riley's. In time I would assume that would be widened in time. As far as the round-about, you will never get out from the south to go north. Otherwise it is safer as far as accidents especially going down that hill.

S. Gilbert: Five lanes is the best way to go. I have some mixed feeling about the round-about. Seems like a small area for two lanes. There are more and more cyclists on DW Highway. If we could put in any center lane islands it would be beautiful. I think that would change the course of making it pretty. Once that was done in Bedford it changed the course of everything.

T. Walsh: If there was landscaping who would maintain that?

N. Williams: The town.

S. Gilbert: I see the round-about as an excellent opportunity for landscaping. In Bedford they made sure you will still access all of the roads.

D. Pichette Volk: Five lanes. I am philosophically okay with roundabouts but nervous about a two land round-about.

T. Walsh: I think we are getting to a consensus on five lanes. Where do we go from here on some of the other nuances?

372 D. Boutin: As a member of the working group, I am happy to ask, on behalf of the Planning Board,
373 about the design and necessity of the round-about and design and landscaping in the median area. I
374 have not heard anything about that from DOT and I think they are fair questions to ask.

375
376 P. Scarpetti: With Bedford they have businesses along 101 but we have more. If we have landscaping
377 in the median it could impede going from business to business.

378
379 T. Walsh: They have crossed easements between those business. I am not proposing medians. It would
380 look nice but doesn't work here.

381
382 S. Gilbert: They could put them in where they could.

383
384 D. Boutin: Currently the five lane proposal includes sidewalks on both sides. I want to hear the con-
385 sensus of the board on if they want a sidewalk on one side.

386
387 ***It was a consensus of the board to ask DOT about a single sidewalk. D. Pichette Volk dissented and***
388 ***stated she believes there should be two sidewalks.***

389
390 D. Boutin: In favor of bike lanes.

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392 D. Winterton: In favor of bike lanes north and south.

393
394 P. Scarpetti: Get rid of bike lanes and use sidewalks for biking. I am not opposed to the bike lanes, just
395 getting used to the idea.

396
397 R. Duhaime: Get Heritage Trail going instead of bike lanes.

398
399 C. Stelmach: The wider you make this road the more trips the state will have to make to clear the
400 snow. Where is the snow going to go?

401
402 S. Gilbert: In favor of bike lanes in both directions.

403
404 D. Pichette Volk: In favor of bike lanes for fuel consumption and health.

405
406 D. Pichette Volk: I would like the board to be educated more on the implications of this project.

407
408 P. Scarpetti: With eminent domain we could lose tax dollars.

409
410 ***D. Boutin motioned to allow the Planning Board to send a letter to NH DOT stating that there is***
411 ***consensus of the Planning Board is in favor of five lanes vs. three lanes. Seconded by D. Winterton.***
412 **Motion carried unanimously with a vote of 7-0.**

413
414 **4. TOWN OF PEMBROKE NOTICE OF REGIONAL IMPACT**

415
416 N. Williams: Pembroke is noticing Hooksett about 62 units of multi-family off of DW highway next to
417 Pembroke Pines. It was a board consensus that there will be minimal impact to Hooksett.

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OTHER BUSINESS

Board discussion ensued regarding the storage of items at Trashcan Willy’s and a potential wetland impact at Superior Fire due to the installation of payment and the potential consequences. The lot line adjustment issue from the last meeting was discussed and it was stated the parties will amicably work it out. Also discussed was a compliance issue at 9 Londonderry Turnpike.

BUSINESS OCCUPANCY/TOWN DEVELOPMENT UPDATE

None.

ADJOURNMENT

*D. Boutin motioned to adjourn at 7:22 pm. Seconded by P. Scarpetti. **Motion carried unanimously with a vote of 7-0.***

The next regularly scheduled meeting of the Planning Board will be held June 20, 2022 at 6:00 pm.

Respectfully submitted by,

/s/ AnnMarie Scott

**AnnMarie Scott
Recording Clerk**