

1 **Official**

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3 **MINUTES**

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

6 **35 Main Street**

7 **Monday, February 6, 2023**

8 **6:00 PM**

9

10 **MEETING CALLED TO ORDER AT 6:05 P.M.**

11

12 **PROOF OF POSTING**

13

14 **PLEDGE OF ALLEGIANCE**

15

16 **INTRODUCE MEMBERS OF THE BOARD**

17

18 **PRESENT: Chris Stelmach (Vice-Chairman), Mike Somers, Don Winterton, Denise Pichette**
19 **Volk and David Boutin (Town Council Representative)**

20

21 **ALTERNATES: Sheena Gilbert, Wayne Russell and Robert Duhaime**

22

23 **EXCUSED: Tom Walsh (Chairman) and Paul Scarpetti**

24

25 **NOT PRESENT: None**

26

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

28

29 **S. Gilbert and Robert Duhaime will be voting members this evening.**

30

31 **APPROVAL OF MINUTES OF DECEMBER 5, 2022**

32

33 ***D. Boutin motioned to approve the minutes of the December 5, 2022 meeting. Seconded by D.***

34 ***Winterton. D. Pichette Volk abstained due to not being at the December 5, 2022 meeting.***

35 **D. Pichette Volk: “Alternate” should be removed from Line 23 as D. Pichette Volk is a full board**
36 **member.**

37 **Motion carried unanimously with a vote of 6-0.**

38

39 **PUBLIC HEARING**

- 40
- 41 **1. WAYNE KENNEY BUILDERS, LLC represented by THE DUBAY GROUP, LLC**
42 **1385 Hooksett Road**
43 **Tax Map 18 Lots 30, 31, & 31A**
44 **Performance Zone Waiver Request**
45

46 Doug MacGuire (The Dubai Group, Inc): This proposal is recognizing the property is in the PZ and is
47 looking for commercial and residential use. Around the property are vacant uses, The Brick House, and
48 commercial property and all residential single family homes. The applicant would like to utilize the
49 property to have a commercial type use and transition to single family. In 2010 a variance was obtained
50 to have a 10,000 sq. ft. commercial property and along with 48 units on the property. It just did not
51 move forward. I thought a better use would be town homes. That would be less aggressive than multi-
52 family garden style homes. The proposal is for 30 town house units that would be two stories without
53 garages. This property grades up significantly from front to back. It would have to be broken up into
54 two pads no matter what was done. There would be commercial driveways on Hunt and Dartmouth. As
55 a residential use that is a good transition to having something that is higher density but not commercial
56 space. You would be getting the benefit of the PZ with a 10,000 sq. ft. building that could be devel-
57 oped. With the grading this would sit well on the site. There would be primary access on Hooksett Rd.
58 and secondary access on Dartmouth. There would not be access on Hunt. If we get approval tonight we
59 will prepare a whole package and come back.

60
61 D. Boutin: Where are your dumpsters on the lot?

62
63 D. MacGuire: The commercial would have its own dumpster package straight off the road. The other
64 lot would have it's own which would be centrally located.

65
66 D. Boutin: You have your residential laid out and no place on property where you would put a dump-
67 ster.

68
69 D. MacGuire: We would utilize a couple of the parking spaces shown along the central loop adjacent
70 to one of the buildings. For the commercial it would be tucked into the slope at the rear of the building.

71
72 D. Boutin: Does your parking space allotment meet the requirement?

73
74 D. MacGuire: Yes.

75
76 D. Boutin: How many spaces are required?

77
78 D. MacGuire: 75

79
80 D. Boutin: How many are you showing?

81
82 D. MacGuire: At this conceptual level this might slightly change. We are going to have a dumpster and
83 the required parking when we come back. This is just a conceptual. We would have enough parking
84 spaces.

85
86 D. Boutin: Where will you put your snow?

87
88 D. MacGuire: We are only here for the waiver. There are a lot of questions of how this may be laid
89 out.

90
91 D. Boutin: I can't support a waiver unless I know where the snow is going.

92

93 D. MacGuire: This is a unit plan as a waiver. If in concept this board were supportive of this we would
94 have to come back with a full site plan.

95
96 D. Boutin: The rear of the commercial portion does not have a lane for fire.

97
98 D. MacGuire: There will be a loading area to the left side of where the dollies can be brought in. There
99 will be a rear walkway with rear access to any units.

100
101 D. Boutin: Have you checked with fire?

102
103 D. MacGuire: No.

104
105 D. Boutin: Why don't you have driveway access from the commercial pad to Hunt St.?

106
107 D. MacGuire: It does not work to have a good pad for access onto Hunt St. due to the elevation. There
108 should be access off of Hooksett Rd. as it is commercial.

109
110 D. Boutin: Access the rear of the building and snow removal are the main issues in my mind.

111
112 R. Duhaime: I expected the front building to have a mixed use with residents on the second floor.
113 There are traffic issues and the retirement community located behind are not commuters. Living on
114 DW highway I am familiar with the timing of the traffic. With this many units this is a negotiation.
115 You might have to drop the 30. That is pushing the limit. You could put a drainage system in the park-
116 ing lot. I think you are looking at three-unit pod buildings. I suggest 24. You are not looking for any
117 units on top of the commercial building correct?

118
119 D. MacGuire: Correct.

120
121 R. Duhaime: Are there any guarantees if we give this waiver that the commercial will be built?

122
123 D. MacGuire: He just got done building Marigold Way and he did Autumn Frost. He is looking for his
124 next project. He is a residential builder and his expertise is the townhouse side. The difficulty of this
125 property is the hardship of the cost of having to do the commercial building up front. I am hoping for
126 some level of compromise. We have 18 units across the rear which is the furthest away from the com-
127 mercial zone. If he were allowed to get going on that piece a condition of your approval could be that
128 he would not be able to get COs on the remaining 12 units until that commercial component was under-
129 way. If he can do the 18 units it justifies capital to to the commercial. If he goes belly up and the 18 are
130 built there is incentive for someone else to build. It leaves maximum flexibility to the property to be
131 developed in a different commercial way. It gives a lot of land area to manipulate the layout.

132
133 R. Duhaime: You can't put up the commercial unless you have a 50 percent lease rate. That is why I
134 thought you would put residential on top. Has there been interest in commercial?

135
136 D. MacGuire: There have been interested parties and a potential single user to take the whole 10,000
137 sq. ft. The goal is to get this moving in the spring/summer of this year. Maybe the commercial would
138 not get started until the fall. If we needed to do two commercial buildings, then we could adjust be-
139 cause we are not putting in all of the town houses at once. We would be fine with that as a condition.

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R. Duhaime: If you do that back section you are on town roads. If you are on the main road you are on a state road and you may be talking about improvements on DW Highway. I am curious as to how much you are will to put forth as far as traffic improvements.

D. MacGuire: We thought this was a good plan for this property. If we can't accommodate parking or snow we can lower the units. We wanted to address that at the site plan level. If we need a pond outlet for drainage we may lose units.

D. Pichette Volk: You own 30, 31 and 31A?

D. MacGuire: He is not the property owner but yes all three parcels. This was one mobile home park with three lots that have three separate descriptions.

D. Pichette Volk: It would take a combination of 31 and at least one of the others to give the appropriate frontage.

D. MacGuire: Correct.

D. Pichette Volk: What would the sq. footage be if you built the 30.

Wayne Kenney: 1,400.

D. MacGuire: They would be two bedroom and a smaller overall footprint. No garage. This is based on a reality unit that has had good success.

D. Winterton: These would be rental units?

D. MacGuire: They would be rentals to start. We would master plan that if it would make sense to have them condos but we would have to come back to convert. They will be built so they could be converted.

D. Winterton: There was a prior approval with this?

N. Williams: They were advised to take it to the zoning board and were granted a variance for mixed use. The variance is null if it is not acted on within two years.

D. MacGuire: When I started years ago sometimes variances ran with the land. This is a new RSA change. I asked to have it checked to see if that was still in affect.

N. Williams: To me that was a procedural error and it should have come to the planning board.

D. MacGuire: I think this is a better design and less density than the prior plan. There is merit to doing the second floor residential but it limits what you can do with the building as far as users.

S. Gilbert: What have you looked at in terms of traffic?

187 D. MacGuire: We haven't done any form of traffic analysis due to expense. This has been contem-
188 plated in the past. We are at less density than what was approved in the past. We would have a traffic
189 study as part of the site plan approval.

190
191 S. Gilbert: My concern is for the people who are already living there getting in and out. Do you have
192 any ideas of what sort of business that may go into the commercial part?

193
194 W. Kenney: We do not know the type of use.

195
196 D. MacGuire: Through the design process it will become more actively marketed. Our goal is to come
197 in with a real user that is locked in.

198
199 S. Gilbert: What makes the most sense for the economy? Restaurants are going again. However, you
200 are running into the challenge of getting people in and out. If you don't have a way of doing that you
201 are hurting yourselves. If it is an office people are there for eight hours.

202
203 C. Stelmach: Is this still PZ?

204
205 N. Williams: The PZ overlay was adopted in 2006 and still remains. NHDOT review will be required.
206 That will impact the number of parking spaces for Dartmouth St. as well.

207
208 C. Stelmach: Have you talked to the state about what they would want to see for improvements?

209
210 D. MacGuire: We would do that once we got into the design part of it. Sometimes you can't fix the
211 problem but you can help with the delay. We would probably do some specific observations of Dart-
212 mouth and Hunt to see the hot spot times of the days.

213
214 C. Stelmach: That should be during the summer when the Brick House is open.

215
216 R. Duhaime: They will want the driveway a little further from the intersection and a right hand lane
217 only slowing onto Dartmouth. We don't want them to turn north onto Hunt Street. How do you put the
218 conditions on this?

219
220 N. Williams: Tonight they are asking for the waiver to permit the use. We need to be clear with the
221 density that will be permitted. They will be back for the engineering and site design. The conditions for
222 phasing would be talked about during the site approval process.

223
224 R. Duhaime: What is the percentage of density compared to what is allowed?

225
226 N. Williams: There is no density for residential in PZ.

227
228 Open public hearing

229 No public comments

230 Close public hearing

231

232 *D. Boutin motioned to approve a performance zone waiver request to allow for a mixed use to in-*
233 *clude a density of 30 residential units for Wayne Kenney Builders, LLC represented by The Dubai*
234 *Group, LLC, 1385 Hooksett Road, Tax Map 18 Lots 30, 31, & 31A. Seconded by D. Winterton.*

235
236 D. Pichette Volk: Is this having Wayne Kenney as the builder?

237
238 N. Williams: This is a waiver. It doesn't travel with the land. It is specific to the applicant.

239
240 D. Pichette Volk: Shouldn't the applicant's name be in the record?

241
242 N. Williams: We are looking to make a condition this is to Wayne Kenney Builders and no one else.

243
244 **Motion carries with a vote of 7-0.**

245
246 **BOARD DISCUSSION**

247
248 **1. MASTER PLAN DRAFT REVIEW**

249
250 **Chapter 6 – Transportation**

251
252 **Ongoing**

253
254 There was a board consensus to leave “Continue partnering with MTA to coordinate the expansion of
255 service hours for the current demand - response commuter bus service” as is.

256
257 There are no short-term initiatives on the matrix.

258
259 **Mid-Term**

260
261 There was a board consensus to leave “Mitigate traffic congestion issues in the vicinity of Hackett Hill
262 Road, Main Street, and Route 3A” as is.

263
264 There was a board consensus to leave “Conduct a study of traffic signal timing at Alice Avenue and
265 Industrial Park Drive” as is.

266
267 There was a board consensus that “Conduct a feasibility study for a traffic signal at the intersection of
268 DW Highway and Cinemagic Way” will be dropped as there is no longer a need due to the road widen-
269 ing and round about project.

270
271 There was a board consensus to leave “Approach NHDOT to install dedicated turn lanes at several lo-
272 cations along the north end of Route 3A, including at the intersections of Pine Street, Cross Road, the
273 Recycle and Transfer Station, and Brookside Way” as is.

274
275 There was a board majority to add the words “develop opportunities and develop plans” to “Develop a
276 comprehensive inventory of Town sidewalks and identify opportunities for enhanced connectivity.”
277 Board discussion ensued. D. Boutin wished to delete the entire section on sidewalks.

278

279 There was a board majority to leave “Develop a pedestrian/complete streets plan for local streets with
280 heavy foot traffic such as Martins Ferry Road, Mammoth Road, and Alice Avenue” as is. D. Boutin op-
281 posed.

282
283 There was a board majority to leave “Work with MTA to perform a feasibility study for the implemen-
284 tation of regular scheduled bus service in key areas of Hooksett, such as SNHU campus, Exit 9, Exit
285 10, and the Village as is. D. Boutin opposed.

286
287 It was a board consensus “As proposed in prior Town master plans, extend College Park Drive/Campus
288 Drive in an easterly direction through the University Heights development and into abutting conserva-
289 tion lands in order to provide future access to the proposed Town beach at Heads Pond” should be
290 worded “As proposed in prior Town master plans, extend College Park Drive/Campus Drive in an east-
291 erly direction through the University Heights development and into abutting conservation lands in or-
292 der to provide future access to the proposed town beach at the town pond behind Heads Pond.” It was
293 also a board consensus that the conservation commission should be added as plan partner.

294
295 **Long-Term**

296
297 There was a board consensus to leave “Coordinate with NHDOT on future widening projects along the
298 entire length of DW Highway south of College Park Drive” as is.

299
300 It was a board consensus the word “Aggressively” should be removed from “Aggressively advocate for
301 the construction of bicycle lanes, sidewalks, and crosswalks along newly reconstructed and widened
302 sections of DW Highway.”

303
304 It was a board consensus “Work with Manchester Sand & Gravel to fully develop the roadway network
305 in the area of the Valley Industrial Park, including upgrades to Lehoux Drive and reconstruction and
306 signalization of the intersection of Industrial Park Drive and DW Highway” should be revised to say
307 “Work with Manchester Sand & Gravel, NHDOT, and future developer to improve future development
308 on Manchester Parkway and DW Highway.”

309
310 There was a board consensus to leave “Approach NHDOT to include in its 10-year plan center turn
311 lanes along the length of Londonderry Turnpike south of Auburn Road to the intersection with 101” as
312 is.

313
314 There was a board consensus to leave “Advocate for the widening of bottlenecks on Route 3A to dual
315 carriageway from the Manchester line north to Quality Drive” as is.

316
317 It was a board consensus that “Work with Manchester Sand & Gravel to reimagine and redesign the
318 project formerly known as The Parkway to meet current planning and growth needs in the area abutting
319 the future Head’s Pond development” should be deleted as this is gone and will never be built.

320
321 It was a board majority to leave “As recommended in all previous Town Master Plans, conduct a feasi-
322 bility study for a potential new Merrimack River crossing at a centrally-located point between Exit 9
323 and the Village” as is. D. Boutin opposed and wanted this section removed.

324

325 It was a board consensus to remove “Depending on future residential home development on the West
326 side of Town, consider developing plans for the future upgrade and widening of Hackett Hill Road for
327 the entire length of the loop.”

328

329 **ADJOURNMENT**

330

331 ***D. Boutin motioned to adjourn at 7:58 pm. Seconded by M. Somers. Motion carried unanimously***
332 **with a vote of 7-0.**

333

334 **The next regularly scheduled meeting of the Planning Board will be held January 23, 2023 at**
335 **6:00 pm.**

336

337 **Respectfully submitted by,**

338

339 **/s/ AnnMarie Scott**

340

341 **AnnMarie Scott**

342 **Recording Clerk**