



TOWN OF HUDSON

Planning Board



Edward van der Veen, Chairman Rick Maddox, Selectmen Liaison

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HUDSON PLANNING BOARD MEETING MINUTES May 28, 2014

I. CALL TO ORDER

Chairman van der Veen called this Planning Board meeting to order at 7:03 p.m. on Wednesday, May 28 2014, in the Community Development's Paul Buxton meeting room in the Hudson Town Hall basement.

II. PLEDGE OF ALLEGIANCE

Chairman van der Veen asked Mr. Massey to lead the assembly in pledging allegiance to the Flag of the United States of America.

III. ROLL CALL

Chairman van der Veen asked Secretary Malley to call the roll. Those persons present, along with various applicants, representatives, and interested citizens, were as follows:

Members

Present: Glenn Della-Monica, George Hall, Ken Massey, Tim Malley, Vincent Russo, Ed van der Veen, and Richard Maddox (Selectmen's Representative).

Members

Absent: None. (All present.)

Alternates

Present: Marilyn McGrath and Nancy Brucker (Selectmen's Representative Alternate), and Jordan Ulery (arrived at xx p.m.).

Alternates

Absent: Charles Brackett (excused).

Staff

Present: Town Planner John Cashell.

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Recorder: J. Bradford Seabury.

IV. SEATING OF ALTERNATES AND ANNOUNCEMENTS

Chairman van der Veen noted that all regular members were present and no alternates needed to be seated at this time.

V. MINUTES OF PREVIOUS MEETING(S)

No minutes were addressed this evening.

VI. CASES REQUESTED FOR DEFERRAL

No cases had requested deferral from this scheduled date.

VII. CORRESPONDENCE

No Correspondence items were addressed this evening.

VIII. PERFORMANCE SURETIES

No **Performance Sureties** items were addressed this evening.

VIX. ZBA INPUT ONLY

No **ZBA Input Only** items were addressed this evening.

X. DESIGN REVIEW PHASE

No **Design Review Phase** items were addressed this evening.

XI. OLD BUSINESS

No **Old Business** items were addressed this evening.

XII. DESIGN REVIEW PHASE

No **Design Review Phase** items were addressed this evening.

XIII. CONCEPTUAL REVIEW ONLY

**A. Market Basket Additions
(Conceptual Review)
CSP# 01-14**

**Lowell/Wason Roads
Map 222/Lot 018**

Purpose of plan: To propose multiple small building additions and complete reconfiguration of existing parking and circulation improvements at the existing Market Basket Plaza. This work is in coordination with the proposed construction of a signalized intersection to serve the subject plaza, the Haffner's Service Station across Lowell Road, and the vacant parcel adjacent to Fairview Nursing Home.

Chairman van der Veen read aloud the published notice, as repeated above.

Mr. Tony Basso, of the firm of Keach-Nordstrom Associates, Inc., Bedford, New Hampshire, serving as the engineering representative of the applicant, said he was present for just one purpose, saying he wanted to ask the position of the Board with respect to a waiver of the parking space size to 9 feet by 20 feet rather than the required 10 feet by 20 feet. He said the standard industry parking space was 9-foot wide everywhere, adding that in this case, with over 500 parking spaces, the difference was 10%, or 50 spaces, or that much more green space. He referenced a drawing he had provided (***Conceptual Site Layout Plan, Market Basket, Map 222/Lot 18, 220 Lowell Road, Hudson, New Hampshire, Hillsborough County***; dated April 14, 2014, with no revisions), saying he was able to bring the lot up to the standard green space requirement by using 9-foot by 20-foot parking spaces. He said there was only one other town (Hooksett) from the seacoast to Keene that required a 10-foot width, noting that most required 9 feet and some only asked for 8.5 feet. He explained that a 10,000 ft² addition was being proposed for the north end of the store, with a small cooler addition at the rear, together with a new entrance improvement, which would result in rehabbing the entire front parking lot. He said he could do it with 10-foot by 20-foot spaces but could do a better job with 9-foot by 20-foot spaces. He said the owners knew what they needed and the 10% difference was a lot, taking space that could be used for islands and green space. He argued that it did not make sense to pave more than was necessary. He then concluded by saying he wanted to know before he finished the design.

Chairman van der Veen opened the meeting for public input.

Mr. David Shaw, 10 Holly Lane, expressed concern about possible increase in noise, noting that Market Basket handled its trash and started deliveries before 6:00 a.m. Mr. Basso said the existing site plan was quite old and might not have current restrictions. He said trash pickup was not allowed at night and on weekends any more, saying he thought this would be a part of the site plan amendment, which would have standard notes.

No one else coming forward, Chairman van der Veen closed the public session.

Selectman Maddox asked Mr. Shaw if the fence were still up. Mr. Shaw said portions were still up. Mr. Basso said the fence was not in good condition, with chunks missing where it had been hit by a plow or other vehicles. He said that would be addressed in the amended site plan.

Mr. Della-Monica asked if Mr. Basso would be amenable to putting in some 10-foot widths to provide for winter use by vehicles with plows. Mr. Basso said he would not mind if the Board gave him a percentage, saying again that there was a lot of space involved. Mr. Della-Monica said nine or ten spaces would be fine by him.

Ms. McGrath asked how many spaces were there now. Mr. Basso said he only had a conceptual plan, which said 499 were required and 524 were proposed. Ms. McGrath said she had been across the street from this site one day last week when the place was mobbed, saying she could not imagine that they were planning on expanding the site when there was not enough parking as it was. She asked about spaces for the additions on the plan; Mr. Basso said one (the addition at the north end) was space in the store and the other (at the rear) was for cooler storage. He noted that there was more land available.

Ms. McGrath asked about the space on the end; Mr. Basso confirmed it would be for retail use. Ms. McGrath asked about space in the store; Mr. Basso said he thought it was about 60,000 ft² or 65,000 ft² right now, and he was adding 11,000 ft². Ms. McGrath said she was concerned about the parking, reiterating that it had been mobbed when she saw it on the referenced occasion. Mr. Basso said the proposed lane was in the grassed area, saying a significant amount of parking was being added and it would exceed the standards.

Ms. McGrath said the original approval or Market Basket called for a number of trees, many of which had been removed when Lowell Road was widened. She said Mr. Kettenbach, a store principal, had promised to replace those trees but had not done so. Mr. Basso said what was planned was a complete redo of the parking lot and the landscaping, and his impression was that they would have to comply with the current landscaping regulations.

Selectman Brucker asked where the entrance would be. Mr. Basso showed her on the plan. She then asked for an example of another site that had 9-foot by 20-foot parking spaces; Mr. Basso responded "Every store in Nashua." He then read off a list of space requirements for other communities: Manchester, 8.5 feet; Londonderry, 9 feet; Bedford, 9 feet; Windham, 9 feet; Salem, 9 feet; Merrimack, 9 feet; Nashua, 9 feet; Portsmouth, 8.5 feet; Concord, 9 feet; and Hooksett, 10 feet.

Selectman Maddox said the 10-foot width might be a problem for Market Basket but the parking lot was a bedlam, and he questioned why it should be changed, saying he did not see any benefit to Hudson.

Mr. Ulery said he took the opposite view, being a frequent customer at the Market Basket site; he said there would be less agitation if there were more parking spaces. He said this change would reduce future problems.

Mr. Basso said he did not disagree that part of the current parking lot was bedlam, but a big part of that was because the entrance was in front of the parking and that everyone must cross in front of the store to get to the Lowell Street exit. He said a lot of the problem was related to circulation, predicting that with the new signal light and with redesign of the driving lanes the bedlam would be diminished.

Mr. Hall sked how many lanes were proposed to get from Wason Road to Lowell Road. Mr. Basso said there was one right turn lane, saying the short right-turn pocket there now would be extended back to the entrance. Mr. Hall then said he did not think he would vote to grant the waiver to a 9-foot width.

Mr. Massey said he was having a hard time understanding how people would know where there the 10-foot-wide spaces were in a mixture of 9-foot and 10-foot spaces,

adding that he frequently saw large SUVs in areas designated for compact spaces, saying the natural inclination was to go to the first empty parking spot people could find.

Mr. Basso said he did not know at this time how the lot would be divided between the two sizes, saying that was an alternative that had been brought up at this meeting.

Mr. Della-Monica asked about handicap spaces; Mr. Basso said they were required to be 8 feet with an adjoining 8-foot space. Mr. Della-Monica said he could see 10-foot spaces along the Lowell Road side, with all the rest being 9-foot spaces, adding that people with trucks would find the wider spaces in a relatively short period of time, and adding further that people who came there often would find the wider spaces or else park in the 9-foot spaces.

Selectman Maddox said people would park as close to the door as they could.

Mr. Malley said he drove a large construction vehicle and had never had a problem parking in the Market Basket lot.

Chairman van der Veen asked if Town Planner Cashell recalled the parking spaces at the Hannaford site and at the Wal-Mart site. Mr. Cashell said he could determine that. Mr. Basso said the older section at the Hannaford Brothers store had 9-foot widths, having been done many years ago, and the newer section in front of the former Blockbuster store had a mixture of 9.5-foot and 10-foot widths.

Mr. Massey said this would be a moot question in the 1960s, but the trend today was for smaller cars. He said he could support 9-foot spaces with the provision that 10-foot widths would be placed along the front.

Town Planner Cashell said typically 30% of a shopping center's parking spaces were dedicated for compact cars. He said there were quite a few pickups, which found it difficult to park in a 9-foot space. He noted that it was a lot easier to park at Wal-Mart, which had 10-foot by 20-foot spaces.

Ms. McGrath asked if Mr. Hall would explain why he would not vote for the 9-foot width. Mr. Hall said it was for the reasons that had been expressed, saying 10-footers were much easier to get in and out of. If the Board wanted to change it, he suggested, the Board should change the requirement, saying he was sure both Wal-Mart and Sam's had 10-foot widths.

Chairman van der Veen noted that a door ding was a \$500 expense, saying he was opposed to the waiver.

Mr. Hall noted that most people wheeled carts between cars, and it would be more difficult with 9-foot widths.

Mr. Massey said this was such a huge parking area that to grant a waiver would mean the Board would find it difficult in the future to tell anyone else they could not. He said he was not willing, following reflection, to make such a far-reaching change. Ms. McGrath expressed agreement, adding that she would like to know of a few local sites with 9-foot parking spaces, so she could go see how comfortable she was there. Chairman van der Veen said Town Planner Cashell could set that up for her.

Mr. Ulery said two sets of drawings would be useful, to see what the differences would be. Mr. Basso said he could do that but he did not think that was where the Board was going.

Mr. Russo said a fair amount of spaces still needed to be 10-feet by 20-feet, adding that he did not think the others should be designated for compact cars. He said a percentage probably made sense, but he did not know what that percentage would be.

Mr. Basso said he had done a plan for 10-foot spaces, but he had then done a plan with 9-footers and thought it looked better. He then declared he would go with the 10-foot spaces.

Chairman van der Veen asked how right turns would be made from the Haffner's intersection. Mr. Basso said that intersection was going to stay the way it was.

Mr. Massey noted that there was a tremendous portion of the property used for snow storage at the north end of the property, and he would want to know where the snow storage would be with the added parking spaces. Mr. Basso said it would probably have to be trucked out, as they would not have that kind of space anymore.

Ms. McGrath noted for Mr. Shaw that the Planning Board had been putting stipulations on the plans restricting trash pickup from earlier than 7:00 a.m. or later than 7:00 p.m., adding that she would expect this restriction would be placed on the revised site plan.

XIV. NEW BUSINESS/PUBLIC HEARINGS

A. Prime Motor Group Site Plan SP# 06-14

201 Lowell Road
Map 216/Lot 011

**Purpose of plan: Site development for expanded vehicle display area.
Application Acceptance & Hearing. Deferred from the 05-14-14 Planning Board Meeting.**

Chairman van der Veen read aloud the published notice, as repeated above.

Town Planner Cashell referenced his planning report, noting that since the last deferral it had been determined that there were four catch basins on Lowell road tied in with this property, and with the widening project that took place in 2004/2005 it appeared that more stormwater flow onto the property had been added by the town. He said the issue was that the stormwater had to be properly handled on the site, so the plans were being revised at this time and CLD would be checking the revisions for accuracy, and Laurie Stevens, the new TE would also be checking. He said he had been working closely with Mr. George Ferdette, the project engineer, but the timing had been too tight with two weeks between meetings, so he would advise that the Board defer this matter to the second meeting in June.

Chairman van der Veen asked if there were any comment from the public. Mr. Robert Scharn, 34 School Street, the only person in attendance, declined to speak.

Ms. McGrath asked when the sign for the used car lot had been taken down. Town Planner Cashell said he had talked to the applicant, advising him not to use the property for business activities until it had been approved.

Mr. Scharn said he had taken the sign down Saturday morning, after receiving the letter on Friday, adding that he had not been able to get the lifting equipment until Saturday.

Ms. McGrath said cars were still on the property. She stated that they should be removed from the site prior to the plan coming before the Board. Town Planner Cashell said he thought they had already started pulling the cars off the site. Ms. McGrath said she would not vote for the plan if the site were not in compliance when it came before the Board.

Selectman Maddox expressed concern about the pervious pavement, and he expressed a hope that information about that would be provided to the Board members before that hearing. Town Planner Cashell said they were willing to stipulate on the plan that they would maintain the surface in accordance with industry standards for that type of surface, which he felt meant vacuuming the sand from the pavement a couple times a year. He said this was probably the best surface to be applied for this use in New England, saying vehicles on these lots typically did not drip oils or petroleum products on new/used car lots, and the owners would not be putting sand or salt down on the lots. He said there was probably a reason why they wanted to do it this way, which probably had to do with reducing the amount of retention area needed under the parking lot. He said it was more expensive to put the pervious surface down but it was less expensive to handle the drainage afterward. He noted that he had said in his staff report that the applicant had a lot of selling to do, as this would be the first attempt in Hudson to put this sort of surface down.

Ms. McGrath asked if the drainage from this site went to the Merrimack River. Town Planner Cashell answered in the affirmative. Ms. McGrath said she would like to get information from CLD as to what they would recommend for this type of surface for drainage going into the Merrimack River. Chairman van der Veen expressed agreement.

Mr. Massey said this would not be the first time this type of surface had been before the Planning Board, saying there had been another plan several years back, involving a University of New Hampshire research project. Town Planner Cashell said he had been to that university site, saying everything depended on what was put down and what was underneath as a subsurface, adding that it recharged the storm water into the system and helped distribute it more evenly into the ground water supply. Chairman van der Veen said he felt the applicant needed to have a third party come in and provide factual information.

Ms. McGrath said it would be fine if they brought in a consultant, but she still wanted to hear from CLD.

Selectman Maddox noted that a trash truck had dropped a load of hydraulic fluid on Lowell Road recently;. He asked what would happen if that occurred on the proposed surface. Town Planner Cashell said that would be one of the demonstrations when the applicants came before the Board.

Mr. Della-Monica said the State of California had started to use this stuff, and there were tradeoffs. Addressing Selectman Maddox's question, he said the hydraulic fluid would run to wherever the runoff went and turn it into pretty much a point source of contamination, adding that the substrate was supposed to act as a filter, so that it would break down slowly. He said the newer systems were better.

Mr. Della-Monica moved to defer this matter, date specific, to the June 25th meeting; Mr. Malley seconded the motion.

VOTE: Chairman van der Veen called for a verbal vote on the motion.
All members voted in favor, and Chairman van der Veen declared the motion to have carried unanimously (7-0).

XV. OTHER BUSINESS

Chairman van der Veen noted a recent news article about a store working on AR-15 firearms, and he asked if that was supposed to come before this Board. Town Planner Cashell said the Zoning Officer had determined that the property use over the past years was in line with what was being proposed by this new use.

Ms. McGrath said typically when a business ceased to exist the property had to come back for site plan approval, but this had not been addressed by previous or current code enforcement for some reason. Some members of the Board noted that the bicycle shop use had been reinstated temporarily during the last year.

Town Planner Cashell noted that he had provided handouts consisting of copies of two studies that had been produced recently, and he recommended that members of the Board read through these.

XVI. ADJOURNMENT

All scheduled items having been addressed, Mr. Malley moved to adjourn; Mr. Hall seconded the motion.

VOTE: Chairman van der Veen called for a verbal vote on the motion.
All members voted in favor.

Chairman van der Veen then declared the meeting to be adjourned at 8:09 p.m.

Date: May 29, 2014

Edward van der Veen, Chairman

J. Bradford Seabury, Recorder

Tim Malley, Secretary

These minutes were accepted as submitted following review at the 07-09-14 Planning Board meeting.