

3-10-21: These minutes are subject to possible revisions/corrections during review at a subsequent Planning Board Meeting.

**Town of Chester
Planning Board Meeting
Wednesday, March 10, 2021
Virtual Meeting
Approved Minutes**

For the duration of the COVID19 pandemic, the Planning Board will be meeting electronically under the emergency provisions of RSA 91A. <https://zoom.us/j/92697843243>, or via telephone - dial (301) 715-8592; the meeting ID is 926 9784 3243.

Members & Staff Present (remotely):

Brian Sullivan, Chairman
Evan Sederquest, Vice Chairman
Elizabeth Richter, Member
Mike Weider, Member
Selectman Chuck Myette, Liaison
Aaron Hume, Alternate Member (for Richard Snyder)
Andrew Hadik, Town Planner

Members Absent:

Richard Snyder, Member

Meeting Agenda

7:00 PM – General Business

1. Review & approve an amendment to the minutes for the 2/24/21 PB meeting.
2. Review & approve the minutes for the 3/3/21 PB meeting.
3. Quick online tour of OSI's Housing Survey.
4. Explain CEDS grant application for Halls Village Road & culverts reconstruction.

7:15 PM – Appointments

Jonathan Remillard & Brian Remillard re: Processed Glass Aggregate (PGA)

7:15 PM – Public Hearings

None scheduled

Meeting Minutes

Chair Sullivan called the meeting to order at 7:00 PM and asked for a roll call of those present: Elizabeth Richter, Aaron Hume, Mike Weider, Evan Sederquest, Selectman Chuck Myette. Chair Sullivan read the virtual meeting preamble and stated that Alternate Aaron Hume would be active for Mr. Snyder.

7:00 PM – GENERAL BUSINESS

1. Review & approve an amendment to the minutes for the 2/24/21 PB meeting.

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Mr. Hadik noted that he amended the minutes of the February 24, 2021 meeting to record who moved to come out of non-public session and who moved to seal the minutes for the two non-public sessions. He also noted who moved to adjourn the meeting.

Mr. Weider moved to approve the minutes as amended for the February 24, 2021 meeting. Mr. Hume seconded the motion. A roll call vote was taken. Sederquest – aye, Hume – aye, Myette – aye, Richter – aye, Weider – aye, and Sullivan – abstained. The motion passed 5-1-0.

2. Review & approve the minutes for the 3/3/21 PB meeting.

Chair Sullivan said in line 95, **entities** should be changed to **boards/commissions**. In line 200, remove the words **trigger the**.

Mr. Sederquest moved to approve the minutes as amended for the March 3, 2021 meeting. Mr. Hume seconded the motion. A roll call vote was taken. Sederquest – aye, Hume – aye, Myette – aye, Richter – aye, Weider – abstain, and Sullivan – aye. The motion passed 5-1-0.

3. Quick online tour of OSI's Housing Survey.

Mr. Hadik reviewed the New Hampshire Office of Strategic Initiatives' interactive GIS tool. An interesting feature shows the residential building permits in surrounding towns. Overall, it is uniform in the area for single-family housing, but there was a surge in multi-family permits in Manchester, Londonderry, Merrimack, and Salem. The data is obtained from surveys sent to municipalities. Part of his job is to share these sources of information with the Planning Board.

7:15 PM – Appointments - Jonathan Remillard & Brian Remillard re: Processed Glass Aggregate (PGA)

Mr. Hadik introduced Brian Remillard for a conceptual discussion with the Planning Board regarding adding processed glass aggregate (PGA) processing at the composting facility he and his brother own on Dump Road behind the Transfer Station. PGA is a very useful product. It has excellent drainage capabilities, so can be added to the gravel layer when doing base work under roads.

Mr. Remillard said he is working with the state to see if PGA can pass as a sand product to be used as septic sand. Mr. Hadik said the New Hampshire standard for processing PGA is 1" minus, but Massachusetts and other New England states require 3/8" minus. Mr. Remillard said he intends to work with the finer products, since his ultimate goal is to use it as sand.

Mr. Remillard is contemplating a crushing operation to process 1,000 tons to see if this is something he is interested in pursuing. He will present a complete site plan to the Planning Board if he decides it is feasible and can find a market for the product. The eventual storage area would be two or three times the size of the one currently proposed, capable of holding 5,000 tons.

Mr. Hadik showed the Board a photograph of the type of pad where the product will be stored before processing, which will be separated from the composting operation. The material will be surrounded by interlocking concrete blocks to create a constrained area so it cannot migrate and mix with the compost. The pad will be paved with asphalt. Mr. Remillard plans to use the first 1,000 tons of processed materials on site.

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Mr. Hadik said the State has reorganized a commission to address the shortage of landfill space. They are trying to find uses for recycled glass, instead of putting it into landfills. The state soon may mandate that glass be processed instead of being put into landfills.

If the Planning Board agrees on a trial run without a SPR, Mr. Remillard will still need a temporary permit. Mr. Hadik is not sure if Mr. Remillard will have to go to the Zoning Board. If the Planning Board approves this plan, then they will set a tonnage limit and a time limit during which the trial run would need to occur. After that time, he would have to return for a full site plan review.

Mr. Remillard said he might want a trial run for 3,000 tons on site. Chair Sullivan asked how many truckloads it would take to transport 3,000 tons and what time window would be necessary to acquire the raw material. Mr. Remillard believes he can accumulate it quickly. Mr. Hadik said it would take approximately 125 30-yard truckloads to transport 1,000 tons, and 375 truckloads to transport 3,000 tons.

Mr. Hadik said the requirements state that PGA must be covered when being used. He has read it is mixed into concrete or buried and used for drainage purposes, but mostly it is used under roads, sidewalks and bedding pipes. Mr. Remillard said they will use it as a subbase underneath the roadways at his site. They also may add material to it and sell it as fill.

Ms. Richter asked how Mr. Remillard will keep the dust from being dispersed into the air during the crushing process. Mr. Remillard will not do the crushing; he will sub it out. The dust created during crushing is hazardous, so the material is wetted prior to crushing, eliminating the hazard. Selectman Myette said it is like a sand and gravel operation. The crushing produces dust. If it is wet down or suppressed, it is manageable. There are four environmental issues that need to be addressed:

1. Silica in the air. The dust needs to be managed, whether it is crushed inside or outside. The finer the material is crushed, the more dust is created. Mr. Remillard said the crushing operation has a machine that monitors the dust.

2. Noise. The site is situated away from the road and residents, but there still might be a noise issue if they decide to undertake this operation full time.

3. Storage. Leachate from the glass will need to be contained so it is not negatively impacting soil and groundwater.

4. Trucking. With full-time operation, there will be increased truck use of Dump Road, and in and out of town. The accompanying issues will have to be addressed and monitored.

Mr. Weider said he is familiar with a large-scale operation that mixes PGA with concrete to produce cinderblock blocks and heavy concrete items, and they have difficulty finding enough glass. Most glass in the United States is put into landfills. If PGA is used on roadbeds, it cools a lot slower than other aggregates, does not have the tensile strength of other aggregates when combined with other materials, and has a higher fracture rate so when it is used in concrete for roads, the roads do not last as long.

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Chair Sullivan said using water suppression at the point of crushing will help control dust, but it will also create runoff. Mr. Hadik suggested that Mr. Remillard have an environmental consultant prepare an operating plan for the Board to review.

Mr. Remillard said the crushing (*equipment*) operator would be responsible for any environmental concerns. He is willing to produce an operating plan, but not conduct an environmental study. Ms. Richter said she believes the test run must be operated as safe as a full-blown (*full-time*) operation. Mr. Remillard believes the crushing operator has an operational plan, and will speak to him about it.

Selectman Myette said the test run would be a good opportunity to monitor what is being generated in terms of water, dust, and noise. Mr. Remillard said that is why he is doing the test run. He would ask the crushing operator to keep records so he could determine air quality, etc. Selectman Myette asked Mr. Remillard to bring the operator to the next meeting and he agreed to do so.

Mr. Hadik said they need to be cognizant that the operation location is upwind of the Transfer Station. Mr. Remillard said they are locating it as far as possible from the Transfer Station. The crushing operation's owner, Ivan, has been working with Waste Management for 20 years.

General Business continued.

4. Explain CEDS grant application for Halls Village Road & culverts reconstruction.

Mr. Hadik said CEDS stands for Comprehensive Economic Development. He was asked to do a rush application for a CEDS grant. This falls in line with Selectman Myette's suggestion to prepare projects to be ready to apply for federal grants. It will likely be a cost-sharing grant.

Mr. Hadik said \$2 trillion of stimulus money was approved, which includes money for infrastructure projects. There are large and expensive projects in the CIP that are more than just internal road maintenance. They also pertain to access in and out of Town for commuters and/or bypasses around the busy intersection in the center of Town.

The CEDS application is due Friday morning for the Halls Village Road and culverts reconstruction project. This project has been in the CIP since 2007. It has taken on increased urgency in the past couple of months due to the impact of a large development that crosses town borders into Sandown. They were carrying \$2.2 million in the CIP for a total rebuild project; those numbers have come down substantially. The linear length of Halls Village Road was too high in the CIP; it is 1.2 miles instead of 1.8 miles. One section was rebuilt many years ago and was done well, so it does not need a box cut rebuild. Mike Oleson had geotechnical boring work done for the other section of the road, and only one of ten boring stations had a thin layer of peat silt. There will be sections where the road must be raised a little, but the cost has come down substantially, from \$1,250,000 to \$600,000 per mile. The project has been moved into the CIP Reclaim category, although it has been assigned a higher cost amount per mile.

There are two stream crossings in proximity at the sharp turn on the road. The two culvert crossing projects would cost \$450,000 apiece if they required arched bridges with natural bottoms. DuBois & King has already done some preliminary hydrologic work. Mr. Hadik said there is not much upland in the drainage area feeding these culverts that would qualify for development purposes, so there is not as great a potential for later creation of increased runoff. They could upsize to 48" concrete culverts with

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pre-cast headwalls and install a small section of ditch-line between two culverts to use one as an overflow structure. These culvert projects will require installing guardrails. They should be able to withstand a 100-year flood if there are headwalls installed on both the upstream and downstream sides. The combined original cost to replace the two culvert crossings (*with concrete arch bridges*) was \$900,000 - \$1 million, it is estimated now at ~\$290,000.

Halls Village Road bears a lot of bypass traffic. The intersection in the center of Town is overburdened, and there are few bypass options. A project must qualify for a CEDS grant in one of four areas. This project would qualify as infrastructure development. There is also a business component, with two auto repair businesses and a sawmill on the road. Some preliminary engineering work (*geotechnical sampling, hydrologic & hydraulic studies*) has already been done, and the right-of-way has been surveyed.

There should also be funding added to this year's Town budget for engineering designs for the Hanson Road and Shepard Home Road bridges. These projects would probably qualify under CEDS, but Mr. Hadik does not want to submit applications without the appropriate (*defensible*) cost estimates. He will contact Jeff Adler for cost estimates to have DuBois & King do the design work for those bridges, and then will ask Selectman Myette to bring these estimates back to the BOS for budgeting consideration.

Selectman Myette said this is the type of thinking the Highway Department needs to do. In looking at the (*Highway*) CIP, they are in the (*cumulative*) \$19 million range (*of projects scheduled*) for the next seven years. The Town cannot raise taxes to meet that amount. Mr. Hadik said the recent recalculation of these three projects will probably reduce the (*cumulative*) cost of the (*Highway*) CIP by ~\$1.6 million.

The Halls Village Road & culverts reconstruction project would start around July 1, 2022 and be completed by June 30, 2024. The total cost would be ~\$1,010,000; it originally was \$2.2 million.

Miscellaneous

Selectman Myette said a question came up at the BOS meeting regarding the Planning Board's policy on reimbursements and expenditures. Regarding the Police Department requesting impact fees to purchase gloves as part of their PPE equipment, the BOS believed the process was backwards, since the purchase was made before approval was given. He asked if there was a procedure in place to ensure that departments come to the PB and request fees before items are purchased.

Mr. Weider said a process does exist. The request comes to the PB and the BOS approves it before anything is purchased. The Board of Selectmen can refuse the request. The PB must honor the request if it falls within the category. The Board of Selectmen is the check to say yes or no.

Mr. Hadik said there is a four-page document that has been updated by the Board and counsel for the BOS, however, it is rarely referenced. He will give the document to Town Administrator Doda to distribute to the Department Heads, and Selectman Myette will present it to the BOS to enforce.

The Board discussed specific PPE expenditures by the Police Department and whether they should come out of impact fees or state monies set aside for such purchases.

Future Meeting Dates

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234

235 *March 24 – CPH Maclean SUB – likely to request continuance*

236

237 ***Ms. Richter moved to adjourn the meeting at 8:35 p.m. and Mr. Sederquest seconded the motion. A***

238 ***roll call vote was taken. Sullivan – aye, Sederquest – aye, Hume – aye, Myette – aye, Richter – aye,***

239 ***Weider – aye. The motion passed 6-0.***

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241 ***Respectfully submitted,***

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243 ***Beth Hanggeli, Recording Secretary***