

## **LONDONDERRY, NH PLANNING BOARD** **MINUTES OF THE MEETING OF MAY 11, 2016 AT THE MOOSE HILL** **COUNCIL CHAMBERS**

Members Present: Art Rugg, Planning Board Chair; Chris Davies, Secretary; Rick Brideau, CNHA, Ex-Officio; Al Sypek; Scott Benson; Ann Chiampa (alternate member); Ted Combes (alternate member).

Also Present:

Colleen Mailloux, Town Planner; John Vogl, GIS Manager/Comprehensive Planner; John R. Trottier, P.E., Assistant Director of Public Works and Engineering; Jonathan Edwards, Consultant, ADG; Laura Gandia, Associate Planner (TEMP)

Chairman A. Rugg called the meeting to order at 7:01 PM, and began with the Pledge of Allegiance. Chairman Rugg appointed Ann Chiampa (alternate member) to vote for Leitha Reilly, and Ted Combes (alternate member) to vote for Mary Soares.

### **ADMINISTRATIVE BOARD WORK**

#### A. APPROVAL OF MINUTES

R. Brideau made a motion to approve the minutes of May 4, 2016 as presented. A. Sypek seconded the motion. The motion was granted, 6-0-1. S. Benson abstained. The Chair voted in the affirmative.

#### B. DISCUSSIONS WITH TOWN STAFF

C. Mailloux stated that the YMCA is seeking to install a shed to store some equipment, and she believes that this is a matter that can be handled administratively. The Board concurred.

J. Vogl stated that the 345 Rear Mammoth Road plans were signed.

Chairman Rugg stated that the meeting would proceed with "other business" first and then to the workshop.

### **OTHER BUSINESS:**

#### A. I-93 Expansion Project Update – Wendy Johnson

Wendy Johnson, PE, Project Manager, New Hampshire Department of Transportation, I-93 Widening Project, Seven Hazen Drive, Concord, New Hampshire along with Dan Prehemo, Chief of Consultant Design, discussed the scope and phases, construction updates, and capacity improvement projects of the reconstruction of I-93 from Salem to Manchester, and the widening of a 20 mile segment of I-93 between Exits 1 and 5 from the Massachusetts state line to

the I-293 split in Manchester, New Hampshire. She reviewed the scope of the work which included reconstructing/modernizing exits 1-5, work on 45 bridges (23 new and 19 which are on the "red list"), constructing 3 new park and ride lots at Exits 2, 3, & 5, expanding bus service, and constructing 5 miles of sound walls at 12 locations along the corridor. She discussed three construction phases: (1) **early action projects** (complete) – standalone projects with independent utility from mainline, park and rides, overpass bridges, and bus service and ITS devices. This phase included work at Exits 1-3 and 5, and the construction of 3 lanes in each direction from exit 3 south. The work began in 2006 and was completed in August 2015 with a cost of \$350M over 19 contracts; (2) **mainline priorities** (active) – projects to improve safety, capacity and infrastructure conditions of sections of the corridor, and principal bottlenecks. She stated that work is still being performed at Exits 2 and 3 and there are 6 construction projects totaling \$195M for the reconstruction of 5 miles mainline and 2 exits. Four of the contracts are complete at a cost of \$125M, and two active projects (90% complete) are active to be completed in 2016. She reviewed the active construction project status of project nos. 13933H (anticipated completion October 2016), 13933I (anticipated completion June 2016) and 13933E. She described project no. 13933I as the reconstructing of 3 miles of southbound lanes, relocation of 1.25 miles of NH 111, shifting 500 feet to the north, further away from Cobbetts Pond, designing of the existing road (Enterprise Drive) ending in a cul-de-sac at Castleton, and reconstructing of the south bound on-ramp. She stated most of the work is on a new alignment, or on the old southbound mainline (both of which are out of traffic). The cost for this project is \$35M and is 95% complete. She described in detail project no. 13933H which finalizes the work at Exit 3 while reconstructing 2 miles of north bound lanes to the north of NH 111 to the weigh station, tying the new north bound lanes into existing lanes at the north and south end, reconstructing northbound on and off ramps, and relocating ½ mile of NH 111A to the west (aligning with previous north bound off-ramp). The total cost for this project is \$35M to be finished this fall; (3) **capacity improvements** (next phase) – remaining projects to improve capacity and infrastructure condition along the corridor. There are four construction projects totaling \$200M funded with gas tax revenue from SB 367. Construction started in 2016, and is expected to be complete by 2020. She discussed the work at the Park & Ride Facility at Exit 3. She also described contract 14633B performed by RS Audley. Construction began in the spring of 2016, and there will be the reconstruction of three miles of I-93 (3 lanes in each direction) along with the widening of I-93 bridges over North Lowell Road and Fordway Extension. There is construction for four lanes but only three are in operation. W. Johnson stated that the Department is working with DES on salt reduction. The contractor provides for a tow vehicle as part of the contract as well as pull over areas. Total cost is \$55M with completion date of 2019.

Another project is 14633H which was awarded to A.J. Coleman on 5/4/16 to reconstruct 3.2 miles of I-93 with four lanes in each direction. Bridges will be widened over Cohas Brook and Bodwell Road. The total cost is \$51M and is expected to be complete in 2019. This project is in phased construction (3 major components) with no crossovers. Further discussion involved the tow vehicles and emergency operation plan, service patrol (all of I-93). Tow vehicle is limited to the three miles.

She stated three upcoming project for 2016 are 14633I (Exit 4 to 5 area), 14633D (Exit 4 area) and 10418H (Exit 3 Park & Ride). Project 10418H is to construct a 130 space Park & Ride located between the Exit 3 Northbound off ramp, NH Route 111 and NH Route 111A with access from NH Route 111 eastbound or NH Route 111A. The project is being designed to accommodate for future expansion and bus use with an estimated cost of \$2.5M. The State expects to bid this contract this summer with completion date in 2017.

Project 14633D, Exit 4 Area, will reconstruct 2 miles of I-93 with exit 4 reconstruction along with the widening of I-93 to 3 lanes in each direction. The project also consists of bridge work: replacing Pillsbury Road/Ash Street Bridge over I-93, NH Route 102 over I-93, and widening of I-93 bridge over Kendall Pond Road as well as a new Beaver Brook Bridge. Chairman Rugg discussed the sale and/or preservation of the Prowse Bridge, Robert Prowse, engineer. W. Johnson informed the Board that there are plans to sell the bridge, or if the bridge cannot be sold, then there would be some type of an interpretive panel to offer options of what to do with the bridge. The NH 102 bridge will be replaced, and the bridge at Exit 4 will be two lanes wider with two left turn lanes northbound, and a separate lane to get onto I-93 south bound. Total cost is \$65M to be completed in 2020. Traffic control phasing is not yet determined but she discussed what the anticipated phasing will be. She will be sending the traffic control plans to the Town once they are finalized, and there will be a municipal work zone agreement that the Department will ask the Town to sign. The Department will take control over the traffic control for the project.

Project 14633I (Exit 4 to 5 area) reconstructs two miles of I-93 and widens I-93 to 3 lanes in each direction, and widens I-93 bridges over Stonehenge Road. The total cost is estimated at \$33M to be completed in 2020 (bidding will occur sometime this year). She discussed the anticipated phasing (two segments) and did not anticipate cross overs. Exit 4A was briefly discussed, and the contact person for this project is Keith Cota, P.E., Chief Project Manager, NHDOT (603) 271-2171. W. Johnson stated that the Department is assisting communities with completing the NEPA process, and will work on procuring a consultant to complete the design once NEPA approval is obtained.

Questions were presented about bicycle and pedestrian lanes on Route 102 and 28, Mammoth Road. W. Johnson stated that to her knowledge, the Department is not undertaking any actions in those areas, and that would be left to the local municipalities. Options discussed included working in conjunction with regional planning commissions. W. Johnson discussed other options for municipalities such as the CMAC project, TA Programs, etc. that offer funds for sidewalk and pedestrian projects.

J. Vogl asked about the staging area at Exit 5, and if the State will retain that land. W. Johnson stated that it will until 2020, and then it will go to long range planning.

W. Johnson also encouraged the Board and the public to access the Department's website at [www.rebuildingi93.com](http://www.rebuildingi93.com). The Board thought putting this information and/or a link to the website on the community calendar/bulletin board and cable access would be helpful to the public.

W. Johnson thanked the Board and offered to answer any future questions.

**PUBLIC HEARINGS/CONTINUED PLANS/WORKSHOPS/CONCEPTUAL DISCUSSIONS**

A. Review of Proposed Parking Regulations and Related Amendments to the Zoning Ordinance

J. Edwards reviewed with the Board the objective of the workshop, namely to review the parking and loading requirements, and the possible transfer of material from the zoning ordinance to the site plan regulations. He reminded the Board of two mutually dependent actions going forward: (1) amending the zoning ordinance to move section 3.10 out of zoning ordinance; and (2) placing it in the site plan regulations as 3.08, 3.09 and 3.10 leaving language for single and two family houses, residential in the zoning ordinance which by state law cannot be part of the site plan regulations.

Zoning Ordinance Parking Amendments (DRAFT) were reviewed while noting the removed language. Regarding section 2.3.3.4.B, J. Edwards stated that parking will not subject to conditional use permits (CUPs are only administered in zoning) and the Planning Board will still have flexibility to approve variations to the required parking spaces. He stated airport district parking would remain part of zoning ordinance. J. Vogl spoke of the municipal agreement that the Town has with the airport. Performance standards were discussed and A. Chiampa asked about sidewalk width and minimum standards. C. Mailloux stated that there can be an amendment added to the site plan regulations to add the word "unobstructed." J. Edwards spoke of the severability of certain provisions, and how it is covered in the ordinance and site plans. J. Edwards spoke of an amendment adding to 3.10.B at the end "as provided in section 3.08 of the site plan regulations." There was no objection from the Board to this amendment. J. Edwards spoke of better graphics for the table on Page 10 and concluded his review of the zoning amendments.

J. Vogl summarized that the purpose of this exercise was to clean up and remove any redundancies in the zoning ordinance and site plan regulations with very few minor content changes. Chairman Rugg asked if there were any other questions and there were none.

Once the review of the zoning ordinance was concluded, J. Edwards proceeded with a review of the site plan regulations. J. Edwards started with a review of the changes of the numbering of the sections. He informed the Board that the process will be as follows: the Planning Board will hold a public hearing on both the site plan and zoning changes, and after the public hearing, the Planning Board will vote to recommend the changes to the zoning ordinance to the Town Council for action. Concurrently, the Planning Board will vote to adopt the changes to the site plan regulations. J. Edwards stressed that both actions are dependent upon the other, and any motion by the Planning board should be made contingent upon the Town Council's actions. The two should be adopted simultaneously or not at all.

J. Edwards and C. Mailloux reminded the Board that the site plan



regulations do not apply to residential. J. Edwards stated the zoning ordinances supersede the site plan regulations.

C. Davies pointed out the numbering on Page 1 for Section 3.08 where number 4 is lost. C. Mailloux pointed out that the numbering will be corrected to include a number "4".

After concerns raised by A. Chiampa, The Board agreed that on Page 3, item no. 4, the word "unobstructed" needed to be added in in front of the word six to read "a minimum of an unobstructed six foot width..." and "unobstructed" should be added to V as well.

J. Edwards spoke of the amendments made for the parking requirements on the table. He also spoke of the amendments in yellow on Page 9 particularly adding the word "said" in paragraph 3. The Board concurred that the word "above" would be more appropriate. The Board also noted and had no objection to the amendment in paragraph 2 adding reference to Federal law, 23 CFR Part 36.

J. Edwards discussed the amendment on page 10 dealing with lighting height requirement. Currently, the regulations provide a maximum of 25 feet for lighting mounting and the proposed change is to increase that number to 30 which will allow for more light distribution, fewer lights, etc. C. Mailloux stated that this is not changing the style but will allow for fewer poles, and keeps with industry standards. There was no objection from the Board regarding this change.

Another amendment involved adding the word "concrete" on page 11, paragraphs 6 and 10. The Board concurred with this change.

A. Chiampa questioned the language in paragraph g.2 on page 11 of the coordinated and joint parking design. C. Mailloux suggested using a different word than "omitted," and J. Vogl suggested added a graphic to make that section more clear.

J. Edwards discussed on page 13, paragraph 2.i.3, the calculation method per APA publication on parking. J. Vogl spoke of a matrix of type of uses and demands of parking during the day, and the calculation hour by hour of needed parking spaces including peak hours. J. Edwards concluded his review of the site plan changes.

Chairman Rugg reviewed the next steps. The Board and Town Staff concluded that the Board would receive a clean copy of all the changes to zoning and site plan as part of a public hearing on June 8, 2016. Chairman Rugg suggested that the changes be placed on the website. A brief review took place of the Parking Requirement Amendments, the use categories, and associated changes. J. Edwards stated that the figures came from a variety of different sources, such as the Urban Land Institute, National Parking Association, Virginia Polytech, Montgomery Parking Institution, etc. A. Sypek discussed agricultural uses, and the legislature's possible change to its definition allowing for weddings, gatherings, etc. C. Mailloux stated that agriculture is not contained in the site plan regulations, and the Town will need to adopt a wait and see approach depending on the will of the legislature. J. Vogl reminded the Board that the provision for future parking is retained. C. Mailloux spoke of the parking standards, the calculations and generators, and felt that these numbers strike a nice balance.

**ADJOURNMENT:**

**R. Brideau made a motion to adjourn the meeting at 9:28 p.m.  
Seconded by T. Combes. Motion was granted, 7-0-0.**

The meeting adjourned at 9:28 PM.

These minutes were prepared by Associate Planner (TEMP) Laura Gandia.

Respectfully Submitted,



Chris Davies, Secretary

These minutes were approved on June 1, 2016 by a motion made by A. Syrek  
and seconded by T. Combes.