

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF SEPTEMBER 10, 2014 AT THE MOOSE HILL**
3 **COUNCIL CHAMBERS**
4

5 Members Present: Art Rugg; Mary Soares; Lynn Wiles; Chris Davies; Jim Butler,
6 Ex-Officio; Rick Brideau, CNHA, Ex-Officio; John Laferriere, Ex-Officio; Scott
7 Benson; Leitha Reilly, alternate member; and Al Sypek, alternate member
8

9 Also Present: Cynthia May, ASLA, Town Planner and Planning and Economic
10 Development Department Manager; John R. Trottier, P.E., Assistant Director of
11 Public Works and Engineering; and Jaye Trottier, Associate Planner
12

13 A. Rugg called the meeting to order at 7:00 PM. He appointed L. Reilly to vote for
14 Laura El-Azem.
15

16 **Administrative Board Work**
17

18 A. Extension Request – KAK Real Estate Holdings Minor Site Plan (Twin’s Smoke
19 Shop), Map 15 Lot 55, 80 Perkins Road, Zoned MUC [Conditionally Approved
20 March 20, 2014].
21

22 C. May explained that although the conditions of approval should be fulfilled in
23 the near future, the applicant is requesting an additional 60-day extension
24 because of the approaching September 16, 2014 expiration date.
25

26 **M. Soares made a motion to grant a 60-day extension to November 14,**
27 **2014. L. Wiles seconded the motion. No discussion. Vote on the**
28 **motion: 9-0-0.**
29

30 B. Extension Request – Akira Way Extension Subdivision Plan, Map 28 Lot 31, 9
31 Akira Way, Zoned I-II [Signed October 3, 2012].
32

33 C. May referenced a letter from Attorney John Cronin, representative of the
34 applicant, requesting a two year extension in which to begin improvements
35 associated with the Akira Way Extension subdivision plan. Per RSA 674:39,
36 improvements related to a subdivision must begin within 24 months of plan
37 signature or the plan will no longer be exempt for five years under the RSA
38 from changes made to the zoning ordinance or other Town regulations. The
39 applicant is not yet ready to begin the work on the extension of Akira Way,
40 hence the extension request. C. May noted that the extension will leave the
41 applicant with one year to substantially complete the project according to Town
42 regulations.
43

44 **M. Soares made a motion to grant a 2 year extension to October 3,**
45 **2016 and that the work would need to be substantially complete within**
46 **one year after that date. L. Wiles seconded the motion. No discussion.**
47 **Vote on the motion: 9-0-0.**
48

49 C. Discussions with Town Staff

Staff had no topics to bring to the Board.

A. Rugg announced that Ann Chiampa was appointed by the Town Council on September 8 to finish the alternate Planning Board term vacated recently by Maria Newman. Once she resigns from her current alternate position on the Heritage Commission, she can be sworn in as a Planning Board alternate by the Town Clerk.

Public Hearings/Workshops/Conceptual Discussions

A. Planning Board Workshop to review the 2014 (FY 2016 – 2021) Capital Improvement Plan (CIP).

C. May stated that the CIP Committee met two weeks ago and made their adjustments to the scoring of projects as submitted by the various departments, boards and commissions involved. Priorities set by the CIP Committee were as follows:

Applicant	Project	Recommended Priority	Projected Cost	CIP Committee Placement in 16-21 CIP
School District	New SAU Office	Priority 2, Necessary	\$4,150,000	17-18
School District	Auditorium	Priority 2, Necessary	\$10,000,000	A&E 15-16
Fire	Central Fire Station Renovations	Priority 2, Necessary	\$3,149,650	16-17
DPW - Solid Waste	Drop Off Center	Priority 1, Urgent	\$125,000	15-16
DPW - Environmental	Plaza 28 Pump Station Replacement	Priority 1, Urgent	\$3,150,000	16-17
DPW - Environmental	Sanitary Sewer Extension - South Londonderry Phase II	Priority 3, Desirable	\$2,535,750	17
DPW - Environmental	Sanitary Sewer Replacement - Section of Mammoth Road	Priority 2, Necessary	\$385,875	17
DPW - Environmental	Sanitary Sewer Extension - Mammoth Rd North	Priority 4, Deferrable	\$749,700	17

Trailways	Rail Trail Phase 3	Priority 2, Necessary	\$387,000	18-19
Trailways	Rail Trail Phase 4	Priority 3, Desirable	\$800,000	19-20
Elder Affairs	Senior Center Expansion	Priority 2, Necessary	\$560,000	17-18

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A. Rugg asked if Senior Affairs Director Cathy Blash could provide a review of projects completed at the Senior Center and projects still found necessary. C. Blash explained that the project was rated a priority 1 last year because it included the immediate need for a partial roof replacement. There is still the need to create adequate space for the many activities and clinics held at the center, along with a need for a larger kitchen, extra office space, and an additional bathroom. M. Soares suggested using the Londonderry YMCA, however C. Blash stated that space there is already being used for yoga classes. She noted that the Londonderry Senior Center is also open to residents of Londonderry as well as of the surrounding towns and membership is available to anyone 55 years and older for an annual \$10 fee. The majority of members, however, are Londonderry residents. C. May stated that with the possible construction of new parking to go along with the expanded building, up to approximately 70 parking spaces could be made available.

Janusz Czyzowski, Director of Public Works and Engineering, gave a brief overview of the improvements proposed for the Drop Off Center on West Road, including an awning for use during inclement weather, a new concrete pad and a new paved area. While discussing the use of reclamation trust fund fees and sewer access fees to pay for the Drop Off Center and DPW sewer projects in the CIP project list respectively, A. Sypek asked why the Senior Center's request is only given a #2 ranking when those DPW projects would not add to the tax rate. R. Brideau noted that the Senior Center's project cannot be listed as Priority #1 because by definition, those are urgent because they are "Needed immediately for health and safety."

L. Reilly reported that the School Board voted unanimously on September 9 to place the architectural and engineering costs of \$500,000 for a proposed auditorium on the March 2015 Town Meeting warrant. Tony DeFrancesco, Chair of the Londonderry School Auditorium Committee, said the entire town could benefit from the envisioned auditorium, not just the schools. If the anticipated schedule is realized, payment of the associated bond would commence just as the bond for the Middle School is paid in full. M. Soares noted that for the first few years, the only difference for taxpayers would be a slightly higher interest rate on the new bond.

Bob Rimol of Londonderry Trailways gave an overview of the accomplishments made to date on the Rail Trail as well as what Phases II and III would entail (see Attachment #1). Trailways is applying for a Federal trail grant at the end of the month which will be awarded in January, 2015.

A. Sypek asked the Fire Chief and J. Czyzowski for a status report on the capital reserve program for Fire Department equipment and Fire/DPW vehicle

1 replacement. Fire Chief Darren O'Brien noted that last year, the Town opted
2 not to fund the program, but explained the financial benefit to fund it instead
3 of purchasing bonds for new equipment and vehicles. J. Czyzowski agreed that
4 the fund is critical to addressing the significant costs associated with vehicles
5 and equipment so that those costs are spread out evenly over the years rather
6 than asking the voters to approve big-ticket items in a single year.

7
8 No changes were made to the CIP as submitted by the Committee.

9
10 A. Rugg stated the public hearing for the 2013 (FY 2016 – 2021) Capital
11 Improvement Plan will take place at the October 8, 2014 Planning Board
12 meeting which begins at 7 PM.

- 13
14 B. JJJM Enterprises, LLC (Owner) and Gordon Welch (Applicant), Map 15 Lots 127
15 (6 Smith Lane, Zoned C-II), 128 (486 Mammoth Road, Zoned C-II) and 129
16 (484 Mammoth Road, Zoned C-I) - Conceptual discussion of a proposed self-
17 storage facility.

18
19 Steve Keach of Keach-Nordstrom Associates and applicant Gordon Welch
20 presented this conceptual plan that would involve the merging of Lots 127, 128
21 and 129 on Map 15 in order to construct a four-building self-storage facility. A
22 total of 58,900 sf would be built on the combined 5.7 acres, including a 25x30
23 office in the northeast corner of the northeastern most building (see
24 Attachment #2). The existing vacant building in that same area would be
25 removed and a small parking area would be constructed at what would be the
26 single gated entrance to the site off Smith Lane. Business hours for the office
27 would be from 9 AM to 6 PM and the units would be accessible by customers
28 via a coded key pad from 6 AM to 9 PM. Landscaping requirements will be
29 exceeded for the portions of the lot facing Mammoth Road and the residence to
30 the south in order to visually screen the site. A solid vinyl fence will also shield
31 the views from those directions and a decorative fence will be placed along the
32 north and east boundaries with additional landscaping. The lot is also
33 bordered along the east by a 50-foot Conservation Overlay District (COD)
34 wetland buffer.

35
36 A rezoning of Lot 129 would be sought from the Town Council (with a positive
37 recommendation obtained from the Planning Board), since that lot is currently
38 zoned C-I where the self-storage use is not permitted. S. Keach noted the
39 inconsistency of the zoning of that one lot since the other commercial
40 properties to the north and east are zoned C-II. The site is also bordered by
41 R-III to the west and AR-I to the south and S. Keach suggested the use would
42 be an appropriate one in the transitional area. Relief will be sought in the form
43 of a Conditional Use Permit (CUP) to allow nine parking spaces where 49 would
44 be required under the zoning ordinance. S. Keach explained that G. Welch's
45 experience in the self-storage industry has shown that patrons will typically
46 park parallel to their self-storage unit to load and unload items, therefore the
47 nine spaces at the entrance should prove sufficient for the employees and
48 visitors to access the office in that location. A one-way vehicular circulation
49 design, 24-foot wide aisles around the buildings and 30-foot wide aisles in
50 between the buildings would allow for this parallel parking while not inhibiting
51 traffic around the site. Municipal sewer and water will be extended to the
52 project.

1
2 A. Rugg asked for Staff input.

3
4 J. R. Trottier noted to S. Keach that Smith Lane is a State road. A driveway
5 permit would need to be obtained from the NH Department of Transportation
6 (DOT) and the Town would provide input on that application. C. May stated
7 that a second CUP would be needed to allow some grading within the COD
8 buffer. This grading was the result of suggestions made by Staff during
9 preliminary discussions to maintain the 50-foot residential landscape buffer to
10 the west. Staff also stressed the use of fencing and landscaping to reduce
11 visual impacts from off-site. The buildings, she noted, are not like the typical
12 long, narrow self-storage buildings and will have slightly pitched roofs.

13
14 A. Rugg asked for Board input.

15
16 C. Davies and J. Butler verified there would be no outside storage of any
17 vehicles, trailers, boats, etc., other than a single vehicle available for patrons
18 to use. When asked about proposed lighting, G. Welch explained that wall
19 mounted lights with deflectors at a height of approximately eight feet will
20 provide needed security but not be intrusive to surrounding lots. Concerns
21 from the Board focused on the need for adequate visual screening from
22 residential abutters and the motoring public and for safety regarding traffic
23 coming from Rockingham Road onto Smith Lane. This was not only due to the
24 driveway location and length, but also because of the grade of Rockingham and
25 Smith Lane at that point. The Applicant was encouraged to be proactive in
26 speaking to abutters about the proposal. M. Soares asked that he specifically
27 approach the owner of the daycare on Lot 125 in view of the morning and
28 evening hours when the office is not yet open but customer access is available.

29
30 A. Rugg asked the applicant if they had any questions for the Board. There
31 were none. S. Keach thanked the Board for their time and stated the applicant
32 anticipates coming before the Board with the rezoning request in about a
33 month.

34
35 C. First Londonderry Association, LLC (Owner) and Avise Properties, Inc.
36 (Applicant), Map 12, Lots 120 and 131 – Conceptual discussion of a proposal
37 for multi-family workforce housing at 30 Stonehenge Road and 113 Hardy
38 Road, Zoned AR-I.

39
40 Steve Keach of Keach-Nordstrom Associates and property owner Raja Khanna
41 of Avise Properties, Inc. presented a conceptual plan for a 288-rental unit
42 workforce housing development on the 62 combined acres of Lots 120 and
43 131. (S. Keach noted that according to the Tax Assessor's records, the two
44 lots total 65 acres, however a site survey determined them to be just over 62
45 acres). This would equate to a density of less than five units per acre where
46 10 units per acre is allowed under the Inclusionary Housing ordinance. A
47 former trolley car corridor runs east/west/northwest from Hardy Road through
48 both lots and is now owned by Public Service of NH and used as a utility
49 corridor as well as for a Derry sewer discharge line. All development
50 associated with the project would be north and east of the corridor. Access to
51 the site from Stonehenge Road would be at the highest point to ensure
52 adequate sight lines and a secondary gated entrance would be to the west of

1 the main drive. No access would be available from Hardy Road.

2
3 Two conceptual site plans have been developed; one with 18 buildings at the
4 16-unit maximum per building allowed by the ordinance and the other
5 featuring twelve 24-unit buildings, the majority of which in both scenarios
6 would have two bedrooms and offer several one bedroom units. S. Keach
7 described the latter 24-unit proposal as the preferred layout (see Attachment
8 #3). The 12 three-story building design would require a variance from the
9 Zoning Board as it exceeds both the 16-unit maximum and the potential for
10 20-unit buildings through a Conditional Use Permit from the Planning Board.
11 The rationale for the increased number of units is to achieve the affordability
12 required for a workforce housing project while still being economically feasible
13 for the owner. An additional variance might be sought to reduce the number
14 of workforce housing units from 75% to 50% for the same reasons of financial
15 feasibility. A variance will also be sought regarding phasing in order to allow
16 the project to be built over a three year period in order to obtain adequate
17 financing, versus the six to seven years permitted by the ordinance. Rents for
18 the workforce housing units could not exceed \$1,440 a month according to
19 State and Federal laws and must include utilities. The 16-unit conceptual
20 proposal (see Attachment #4) would require a total of 18 buildings to provide
21 the same 288 units. The 24-unit option would cover a total of 16.5 acres with
22 no impacts to wetlands to the south and the 16-unit choice would involve 22
23 acres with some wetland impacts due to an access way crossing.

24
25 Amenities in the campus-style setting would include a community building
26 with a fitness room in the central green space, an audio-visual and
27 entertainment space, as well as a central mail station. Minimum parking
28 requirements would be met with additional spaces provided near the proposed
29 community building. Public utilities are currently available on Stonehenge
30 Road closer to Mammoth Road and the applicant would extend the sewer line
31 from the Wagon Wheels Mobile Home Park. No waivers are anticipated for the
32 associated stormwater treatment design. A traffic report will be submitted, as
33 will reports pertaining to economic and other related impacts.

34
35 A. Rugg asked for Staff input.

36
37 J. R. Trottier asked why the westerly access would be gated and S. Keach
38 replied that the intent is to ensure vehicles use the main access where line of
39 sight is maximized. He added that discussions with the Fire Department
40 resulted in the opticon controlled gate. J. R. Trottier also inquired about
41 internal circulation due to the numerous loops involved with both scenarios
42 and the possibility for issues with vehicles backing out of parking spaces. S.
43 Keach stated later on that the spaces themselves would be 20 feet long and
44 the traffic aisles would have a width of 24 feet (where only 22 feet is
45 required).

46
47 A. Rugg asked for input from the Board.

48
49 Concerns over traffic circulation were expressed again; however concerns
50 were greater regarding traffic impacts to surrounding areas, including the
51 intersections of Stonehenge and Bartley Hill Road to the west and Stonehenge
52 and Hardy Road and then Stonehenge and Rockingham Road to the east. S.

1 Keach said those areas would be included in the traffic analysis. Board
2 members also questioned how visible the buildings would be from Stonehenge
3 Road. S. Keach and R. Khanna noted that much of the existing mature
4 vegetation bordering Stonehenge would remain, that the natural downward
5 slope of the land moving away from Stonehenge would reduce the visual
6 impact associated with the height of the buildings, and that the ends of the
7 buildings would face Stonehenge Road. J. Butler asked that the owner
8 consider making some percentage of the units affordable to seniors in the
9 community and R. Khanna said he would investigate that possibility. J. Butler
10 also verified that the owner intends to keep the property and development
11 long-term and construct the buildings with durable materials in the interest of
12 lasting aesthetics. J. Laferriere pointed out that Londonderry school buses
13 would not provide the pickup of school aged children within the development.
14 S. Keach suggested a bus shelter could be considered at the main entrance.
15 S. Benson asked if the owner had determined a need for this housing option in
16 Londonderry. R. Khanna said his real estate company receives inquiries about
17 affordable rental housing in Londonderry on a regular basis, yet cannot offer
18 any to those seeking it. A. Sypek inquired about adequate water capacity
19 through the use of the booster pump station in fire emergencies and what
20 amount of hydrant flow would be needed for this development. Brian
21 Johnson, Division Chief of Fire Prevention, said a minimum of 500 gallons a
22 minute would typically be needed, although it is dependent on the specific
23 construction of the buildings. He stated that the Fire Department would prefer
24 the 24-unit option because of the layout of the buildings. L. Wiles noted his
25 inclination towards the 16-unit buildings based on the apparent strong
26 preference for that limit expressed during the public hearing process when the
27 workforce housing ordinance was first developed. A. Rugg noted that the
28 Heritage Commission will be focused on the building design and landscaping
29 associated with the project. He also encouraged the owner to approach their
30 abutting neighbors before initiating the approval process with the Town.

31
32 A. Rugg asked the applicant if they had any questions for the Board. There
33 were none and the Board was thanked for their time and input.

34 35 **Other Business**

36
37 There was no other business.

38 39 **Adjournment:**

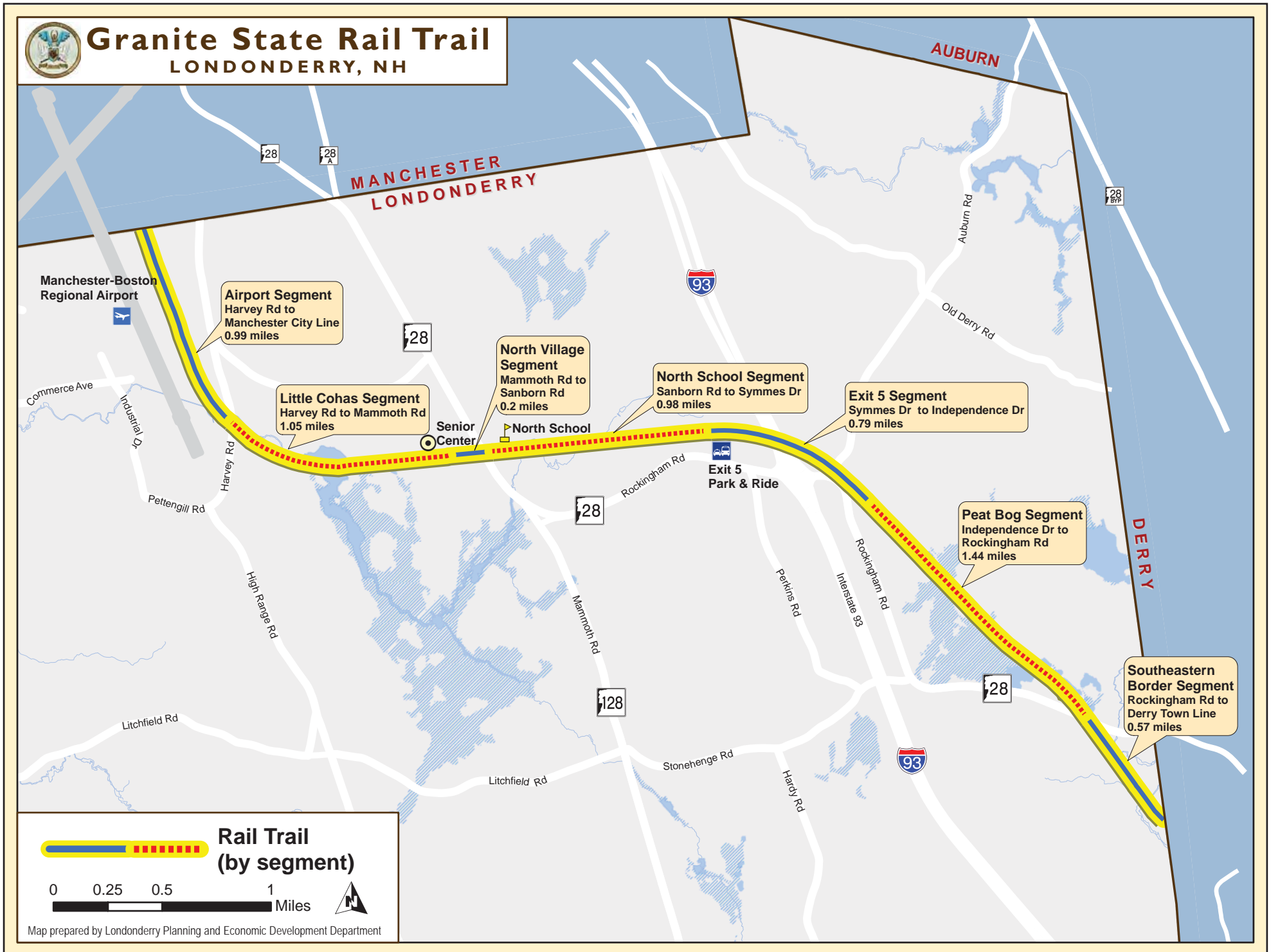
40
41 **M. Soares made a motion to adjourn the meeting. J. Laferriere seconded**
42 **the motion. Vote on the motion: 9-0-0.**

43
44 The meeting adjourned at 9:40 PM.

45
46 These minutes prepared by Associate Planner Jaye Trottier

47
48 Respectfully Submitted,
49
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51

- 1
- 2 Lynn Wiles, Secretary



C-I

C-II

LANE

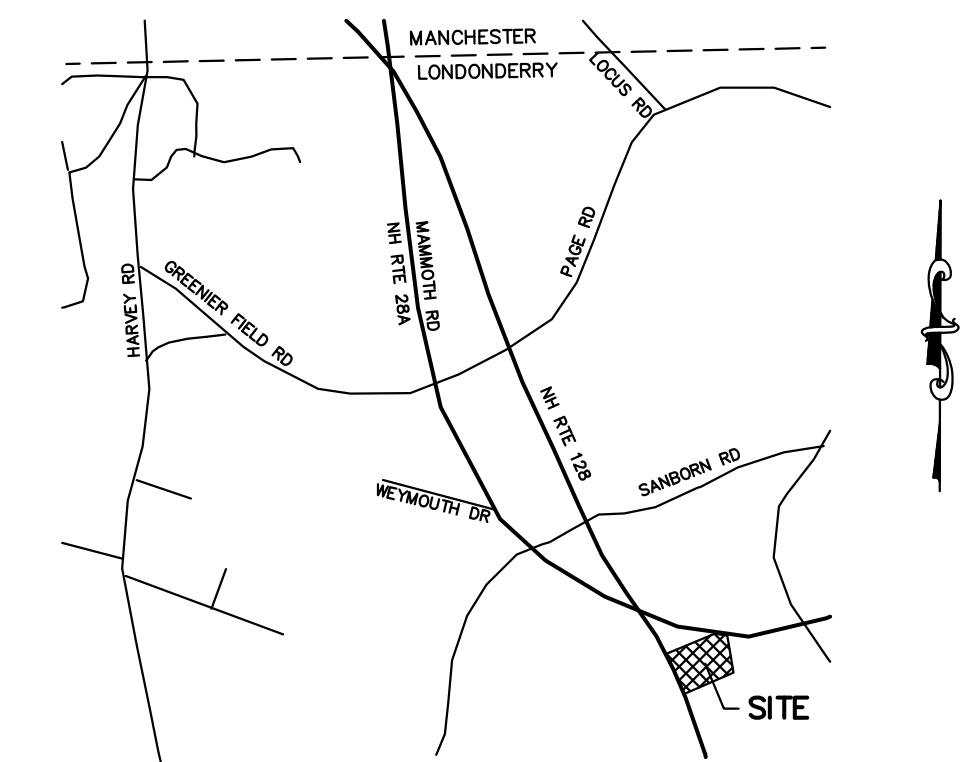
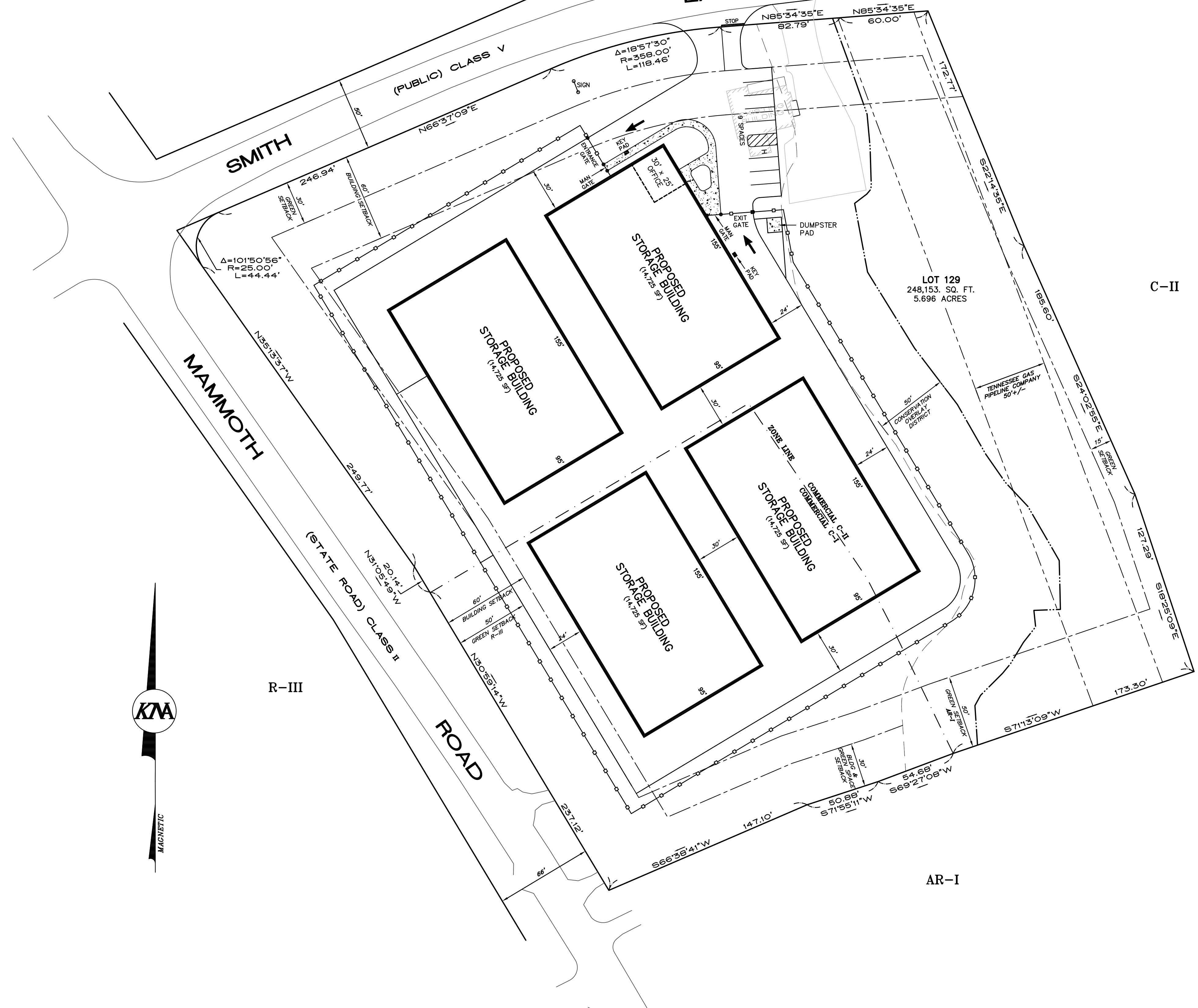
SMITH

MAMMOTH

R-III

ROAD

AR-I



LOCATION PLAN
SCALE: 1" = 2,500±

GENERAL NOTES:

- THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED STORAGE FACILITY WITH ACCOMPANYING SITE IMPROVEMENTS ON OF MAP 15; LOTS 127, 128 & 129.
 - REFERENCE SUBJECT PARCELS AS THE TOWN OF LONDONDERRY TAX MAP 15; LOTS 127, 128 & 129.
 - TOTAL AREA OF PARCEL: 248,153 SF, OR 5.7 ACRES
 - PRESENT ZONING: COMMERCIAL I & II (C-I AND C-II)
- | | REQUIRED | PROVIDED |
|---------------------------|-----------|----------------------|
| MINIMUM LOT SIZE | 43,560 SF | 248,153 SF |
| MINIMUM LOT FRONTAGE | 150' | 507.03' (MAMMOTH RD) |
| MAXIMUM BUILDING HEIGHT | 50' | N/A |
| MAXIMUM BUILDING COVERAGE | 25% | 24.4% |
| MINIMUM GREEN SPACE | 33% | 49% |
| WETLAND BUFFER | 50' | 50' |
- *MINIMUM BUILDING SETBACKS:
- | | BUILDING | GREEN |
|-------|----------|-------|
| FRONT | 60' | 30' |
| SIDE | 30' | 15' |
| REAR | 30' | 15' |
- PROPOSED USE: STORAGE. NOTE: STORAGE IS ALLOWED IN C-II COMMERCIAL ZONE BUT NOT IN C-I COMMERCIAL ZONE.
 - OWNER OR RECORD: JJJM ENTERPRISES, LLC
6 SMITH LANE
LONDONDERRY, NH 03053
VOL 5222 PG 1830

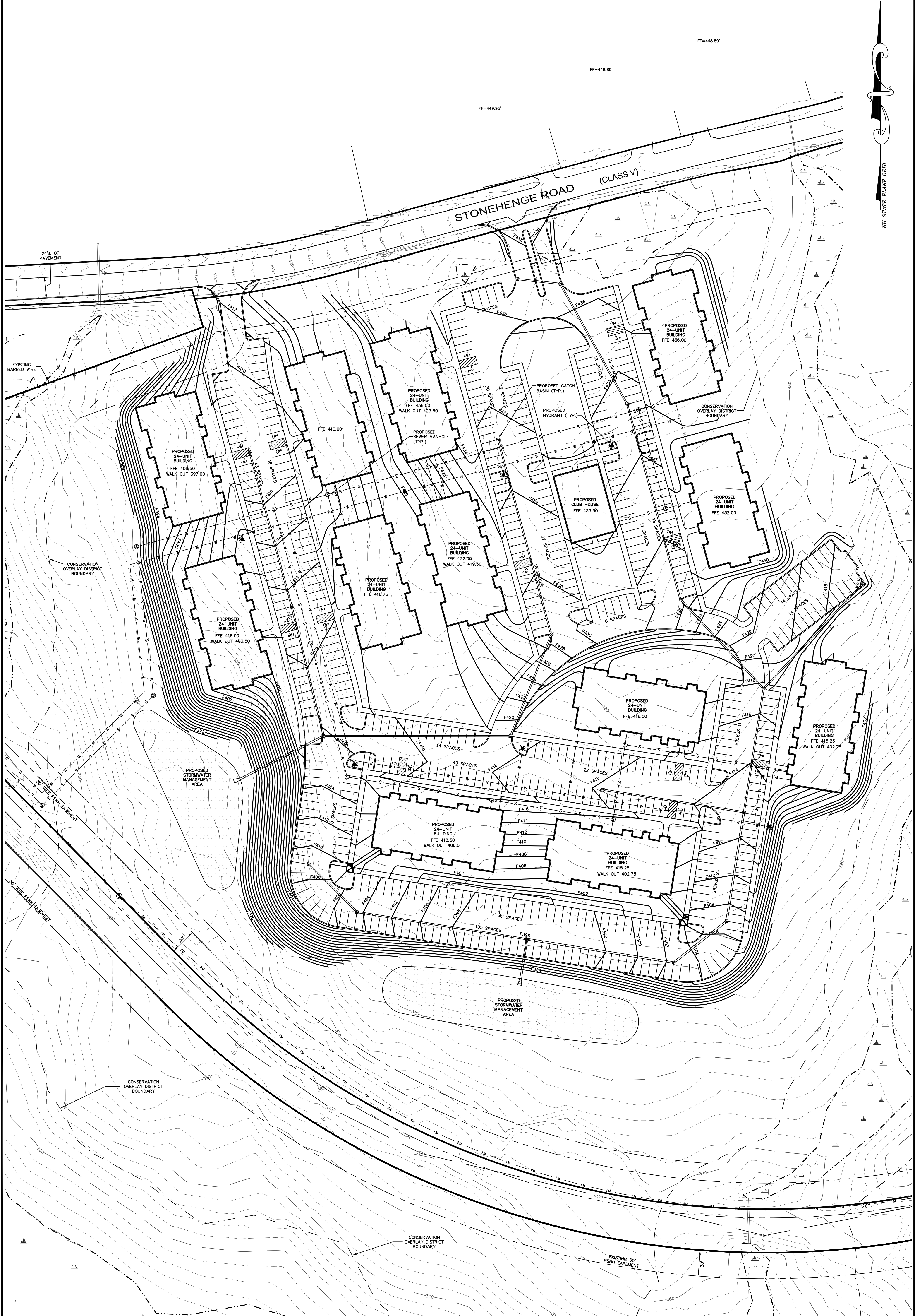
CONCEPTUAL PLAN
SELF STORAGE FACILITY
MAP 15; LOTS 127, 128 & 129
MAMMOTH ROAD AND SMITH LANE
LONDONDERRY, NEW HAMPSHIRE
ROCKINGHAM COUNTY

PREPARED FOR:
GORDON WELCH
10 HIGHVIEW CIRCLE
MANCHESTER, NH 03104

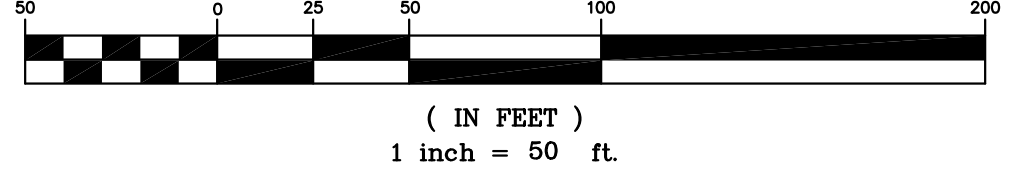
KMA KEACH-NORDSTROM ASSOCIATES, INC.
Civil Engineering Land Surveying Landscape Architecture
10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 627-2881

REVISIONS			
No.	DATE	DESCRIPTION	BY
1	09-08-14	OFFICE BUILDING/ENTRANCE	SBK

DATE: 30 JULY 2014 SCALE: 1"=40'
PROJECT NO: 14-0721-2 SHEET 1 OF 1



GRAPHIC SCALE



KMA KEACH-NORDSTROM ASSOCIATES, INC.
Civil Engineering Land Surveying Landscape Architecture
10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 627-2881

PROJECT NO: 13-1125-1 DATE: AUGUST 2014
SCALE: 1" = 50' SHEET 1 OF 1

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