

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

5 Members Present: Art Rugg; Mary Soares; Lynn Wiles; Laura El-Azem; Chris
6 Davies; Rick Brideau, CNHA, Ex-Officio; Scott Benson; Leitha Reilly, alternate
7 member; Al Sypek, alternate member; and Ann Chiampa, 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 M. Soares until she arrived and A. Sypek to vote for L. El-Azem until she arrived.
15

16 **Administrative Board Work**
17

18 A. Approval of Minutes – November 5 and November 12, 2014
19

20 **L. Wiles made a motion to approve and sign the minutes from the**
21 **November 5, 2014 meeting. R. Brideau seconded the motion.** No
22 discussion. **Vote on the motion: 7-0-0.**
23

24 **L. Wiles made a motion to approve and sign the minutes from the**
25 **November 12, 2014 meeting. R. Brideau seconded the motion.** No
26 discussion. **Vote on the motion: 5-0-2.**
27

28 (C. Davies and R. Brideau abstained as they did not attend the November
29 12, 2014 meeting).
30

31 Minutes for November 5 and November 12, 2014 were approved and signed at
32 the conclusion of the meeting.
33

34 [L. El-Azem arrived at 7:03 PM].
35

36 B. Discussions with Town Staff
37

- 38 • Samtex & Trust Aviation (Map 28 Lot 21-3-1)

39 J. R. Trottier stated that Staff met with engineers from RFS Engineering
40 regarding a private charter service owned by Samtex & Trust Aviation at
41 7 Industrial Drive, an Industrial-II zoned lot in the Airport Overlay
42 District. Samtex and Trust will be performing interior renovations to the
43 building which houses both a jet hangar and office space. This will result
44 in the need for nine additional parking spaces in order to comply with
45 the zoning ordinance. A total of approximately 2,600 square feet of
46 pavement would be added to the current parking (see Attachment #1),
47 and the entire parking lot will be graded to direct stormwater runoff to a
48 proposed treatment swale/detention basin east of the new spaces. The
49 new swale/basin will then flow into the existing drainage system. A

1 small vestibule addition has been proposed at the entrance to the
2 building from the parking area and the Manchester-Boston Regional
3 Airport has requested Samtex move the existing gated access to that
4 parking lot to the east. New pavement would then be added on the
5 other side of that gate (i.e. north of the Samtex parking area), however
6 that area is considered Airport property and is not within the Town's
7 jurisdiction. Staff is asking on behalf of the applicant whether the Board
8 would allow those changes within the Town's purview to be handled
9 administratively by Staff. There were no objections from Board
10 members to allow Staff to handle the matter administratively.
11

- 12 • Plans signed

13 C. May notified the Board that the following plan was signed recently at
14 the Town Offices on November 12:

- 15 ○ Twin's Smoke Shop Minor Site Plan

- 16 • Zoning Audit – Facilitated Workshop

17 C. May stated that the development professional community has been
18 invited to attend a workshop hosted by Staff on December 10 from 3 PM
19 to 5 PM to provide their input on the Preliminary Zoning Ordinance Audit
20 document presented to the Board at their November 12 meeting.
21
22

23 [M. Soares arrived at 7:08 PM].
24

25 Other Business

- 26
27 A. NHDOT Update on I-93/Exit 4A Improvements from Peter Stamnas, P.E.,
28 NH DOT Project Manager

29 Peter Stamnas, Project Manager for the NH Department of Transportation
30 (DOT), provided an update on improvements made to Interstate 93, including
31 overall construction to the corridor, the upcoming phase that will directly
32 impact Londonderry, and Exit 4A.
33

- 34
35 • Overall I-93 construction update

36 Approximately \$250 million worth of construction along the 20 mile
37 stretch of I-93 in NH between the State border in Salem and the I-293
38 split in Manchester has yet to be completed, however that amount is
39 now fully funded. Roughly 60% of overall improvements made to the
40 corridor are either under construction or are complete. Those items
41 include:
42

- 43
44 ○ Widening of the corridor from two lanes to four in each direction;
- 45 ○ Work done on approximately 45 bridges, including the removal
- 46 from service of all 19 red listed bridges within the corridor;
- 47 ○ Construction of a total of seven miles of sound walls;

- 1 ◦ Construction of water quality basins;
- 2 ◦ Creation of a mitigation package for environmental impacts (e.g.
- 3 to wetlands and other natural resources);
- 4 ◦ Completion of roadway improvements at Exit 5 and near
- 5 completion of the entire Exit 5 project;
- 6 ◦ The anticipated completion in 2016 of work south of the weigh
- 7 stations in Windham (Presently, three southbound lanes are open
- 8 from Exit 3 to the State line and three corresponding northbound
- 9 lanes should be complete by mid-2015).

10
11 Overall improvements to the corridor were comprised of three phases,
12 i.e. early action projects, mainline priorities and capacity improvements,
13 the latter of which is the next to be initiated. This will include work to be
14 done from the weigh stations in Windham through to the aforementioned
15 limits of work in Manchester. Design of those improvements is roughly
16 60-70% complete and associated right-of-way acquisitions have begun,
17 including approximately 24 acquisitions to take place in Londonderry.
18 Two periods of constriction for the third phase will be put out to bid in
19 the fall of both 2015 and 2016, and the corresponding work for each
20 period will begin the spring of the following year. All work is expected to
21 be complete by the end of the 2020 construction season at an expected
22 cost of \$200 million.

23
24 Projects to take place within the boundaries of Londonderry at an
25 expected cost of \$100 million include:

- 26
27 ◦ Widening of four miles of the corridor from Kendall Pond Road to
- 28 just south of Exit 5;
- 29 ◦ Reconstruction of northbound on and off ramps at Exit 4;
- 30 ◦ Construction of a new bridge over I-93 on NH Route 102, with an
- 31 increase in total lanes from five to seven (i.e. 4 lanes eastbound,
- 32 including 2 through lanes and 2 left turn lanes and 3 lanes
- 33 westbound, including 2 through lanes and one dedicated ramp
- 34 lane);
- 35 ◦ Construction of a new Ash Street bridge over &-93;
- 36 ◦ Addition of new bridges over Beaver Brook and replacement of
- 37 both northbound and southbound culverts located there;
- 38 ◦ Repair of bridges, over Kendall Pond Road and Stonehenge Road;
- 39 ◦ Reconstruction of 3,600 feet of NH Route 102 from Londonderry
- 40 Road to just east of Garden Lane, which will also impact
- 41 intersecting town roads;
- 42 ◦ Reconstruction of 2,200 feet of Ash Street/Pillsbury Road
- 43 beginning at Londonderry Road;
- 44 ◦ Construction of 7,400 linear feet of sound wall, one section along
- 45 Trolley Car Lane of roughly 4,300 feet and another along Seasons
- 46 Lane of a little over 3,000 feet;
- 47 ◦ Construction of ten water quality basins along the corridor to treat

1 stormwater runoff;

- 2 ◦ Completion of two letter of map revisions in coordination with
3 Town Staff, one for Beaver Brook and the other for Wheeler Pond;
4

5 P. Stamnas next provided an update on proposed Exit 4A. Both
6 Londonderry and the Town of Derry have requested that DOT take on a
7 more active role in completing the Environmental Impact Statement
8 (EIS). DOT has agreed to assume that administrative control, which will
9 involve an assessment of the existing information to verify it is current
10 and accurate. P. Stamnas stated it was vital for both towns to be
11 engaged in that process in order to complete it. Londonderry and Derry
12 will be responsible for all costs to complete the EIS, while DOT will be
13 responsible for final design and construction once Federal highway
14 approval has been obtained. Each Town's financial commitment is
15 limited to \$5 million (or a total of \$10 million), including expenditures to
16 date. All responsibilities associated with the project will be outlined in a
17 three party agreement to be drafted by DOT and signed by all three
18 parties.
19

20 A. Rugg asked for Board input and/or questions.
21

22 C. Davies asked why the bridge over Stonehenge Road would require work
23 when it was already reconstructed not more than 12 years ago. P. Stamnas
24 replied that the work is being done to accommodate the widening of the rest of
25 the corridor. C. Davies also suggested additional sound walls for certain areas
26 close to the highway, however P. Stamnas said the sound walls are determined
27 through "sound investigations" which have been completed and use an
28 established policy to conclude what areas are in need of sound walls based on
29 specific criteria in relation to the cost of that construction. This policy, along
30 with noise evaluations, value criteria, fact sheets, and the rationale used for
31 the choices made are available on DOT's website, and P. Stamnas offered to
32 answer any questions of the Board not addressed there. M. Soares asked how
33 much future development DOT takes into consideration when determining
34 areas where sound walls are needed. Bill Cass, Director of Project
35 Development for DOT, explained that the threshold is essentially at those
36 projects that have been approved at the time DOT is doing their various
37 analyses of the corridor. He added that developers typically would be aware of
38 work being done by DOT and would take that into consideration in doing their
39 own project planning. S. Benson inquired as to whether any timeframe
40 currently exists for the construction of Exit 4A. P. Stamnas answered that the
41 first goal is to examine and, if necessary, update the EIS and it is unknown at
42 this point how long that will take. L. Reilly asked what the lifespan of the new
43 bridges is expected to be. P. Stamnas said that with improvements in
44 materials and construction practices, it is anticipated that the new bridges
45 could last approximately 75 years. A. Chiampa asked if infrastructure for a
46 possible train line has been included in the overall project. While room has
47 been left for a potential mass transit corridor, P. Stamnas said no plans exist
48 now for such a project. A. Sypek asked how stormwater runoff and road salt
49 are dealt with due to the increase in roadway pavement. P. Stamnas answered

1 that the majority of the runoff is directed to water quality basins for treatment,
2 the goal being to have no net increase in nutrient loading and/or suspended
3 solids. What is being added by way of drainage structures will provide more
4 treatment capacity that what exists today. He described road salt as on
5 ongoing challenge for DOT along the corridor in order to keep it from further
6 impacting impaired waterways. Improved efficiency in winter maintenance
7 operations through better technology and enhanced education is also ongoing
8 and is done in coordination with associated towns. A. Rugg asked if DOT has
9 plans to preserve any portion of the existing Robert Prowse Bridge, more
10 commonly known as the Ash Street Bridge, since P. Stamnas mentioned its
11 replacement in the list of improvements in Londonderry. P. Stamnas answered
12 that the bridge has been documented from a historical standpoint and DOT is
13 working on providing a "resting place" for pieces of the bridge, as well as a
14 possible plaque on the new bridge, however nothing has yet been finalized.

15
16 A. Rugg asked Staff for input.

17
18 J. R. Trottier asked why DOT does not employ underground detention and
19 infiltration techniques in their stormwater management. P. Stamnas said open
20 drainage is used because of lower costs and more effectiveness in terms of
21 long-term maintenance and nutrient removal. While underground methods
22 have been excluded from treatment along the main corridor, he noted that
23 technology such as pervious pavement has been employed at places, for
24 example the Park and Ride at Exit 5.

25
26 A. Rugg asked P. Stamnas if he had any questions of the Board. He said he did
27 not, and instead stressed the need for the Town to be engaged in the decision
28 making and development of Exit 4A and the update of the EIS.

29
30 **Public Hearings/Workshops/Conceptual Discussions**

31
32 A. JJJM Enterprises, LLC (Owner) and Gordon Welch (Applicant), Map 15 Lot
33 129 - Public Hearing to consider the applicant's request to rezone Lot 129
34 from Commercial-I (C-I) to Commercial-II (C-II) at 484 Mammoth Road.

35
36 Steven Keach of Keach-Nordstrom Associates presented on behalf of applicant
37 Gordon Welch a request to rezone Map 15 Lot 129 from C-I to C-II as the first
38 step in a proposed self-storage facility development. The project was
39 introduced to the Board on September 10 in a conceptual presentation, where
40 it was explained that G. Welch plans to purchase the three lots, consolidate
41 them, and proceed with the self-storage development. The self-storage use is
42 not permitted in the C-I zone as it is in the C-II zone, therefore rezoning Lot
43 129 would avoid creation of a new lot for commercial purposes with split
44 zoning. Seeking a variance for the C-II use in a C-I zone would not accomplish
45 the same goal.

46
47 A. Rugg asked for Staff input.

48
49 C. May read into the record the Staff Recommendation to rezone Lot 129 from

1 C-I to C-II since the proposed zoning is consistent with the intent of zoning in
2 the area and will allow the development of three commercially zoned lots. The
3 rezoning would furthermore result in a more regularly shaped zoning district,
4 as noted by S. Keach. Staff therefore endorsed the request for the Planning
5 Board to recommend the rezoning to the Town Council.

6
7 A. Rugg asked for input from the Board.

8
9 The main concern from Board members was the possibility that if property is
10 rezoned to C-II and the subsequent merging and development of the self-
11 storage facility do not occur, a more intensive use allowed in C-II such as
12 vehicle sales or vehicle repair could be proposed for that property. While
13 consensus of the Board in September was that a self-storage facility could be
14 an appropriate use for that area, other uses such as vehicle sales/repair would
15 most likely not be, given the abutting AR-I and R-II zones. S. Keach noted
16 that the Town's additional buffer requirements between commercial and
17 residential uses would help to mitigate this potential issue, which he noted is
18 not likely to occur, given the Board's favorable view at the conceptual hearing.
19 Furthermore, the Board could require additional buffering measures such as a
20 berm, increased vegetation, etc. G. Welch and C. May pointed out that if the
21 lots are not merged, the development envelope left on Lot 129 would not make
22 many allowed C-II uses viable, particularly since larger buffers to AR-I zones
23 on two sides of the lot would decrease the developable area. L. Reilly verified
24 that abutting property owners, particularly those in the residential zones,
25 would be notified of this possible rezoning. S. Keach noted that they would be
26 and already were for this stage of the process. G. Welch noted that he also
27 personally reached out to abutting landowners, including several attempts with
28 the abutting AR-I parcel to the south that were unsuccessful. He did, however,
29 speak with the owner of 487 Mammoth Road directly to the southwest who did
30 not express any concerns. A. Chiampa inquired about the hours of operation
31 for the proposed self-storage facility. G. Welch answered that gate access
32 would be available to customers between 8 AM and 9 PM.

33
34 A. Rugg asked for public input. There was none.

35
36 **M. Soares made a motion to recommend to the Town Council that they**
37 **approve the rezoning of Map 15 Lot 129, currently zoned C-I**
38 **(Commercial-I) to match the C-II (Commercial-II) zoning**
39 **classification of the immediate area as discussed at the December 3,**
40 **2014 meeting and as recommended by Staff. L. Wiles seconded. No**
41 **discussion. Vote on the motion: 7-0-0.**

42
43 A. Rugg noted that the Town Council will have two readings of the proposed
44 amendment to the zoning ordinance, the second one being a public hearing.

45
46 **Adjournment:**

47
48 **M. Soares made a motion to adjourn the meeting. R. Brideau seconded the**
49 **motion. Vote on the motion: 7-0-0.**

50

1 The meeting adjourned at 8:03 PM.
2
3 These minutes prepared by Associate Planner Jaye Trottier
4
5 Respectfully Submitted,
6
7
8
9 Lynn Wiles, Secretary

DRAFT

Planning Board Meeting Minutes - December 3, 2014 - Attachment #1



Edward J. Jansury, Jr., P.E., L.L.S.
SENIOR CIVIL ENGINEER
LEED® Accredited Professional

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P: 603.524.4647 F: 603.528.7653
email: ejansury@rfsengineering.com www.rfsengineering.com

SKETCH PLAN
SCALE: 1"=40'
DATE: 11/25/14

02B-021-3

SAMBYX + TRUST
02B-021 3-1

PROPOSED
VESTIBULE

14+1
SLOPE

NEW PAVEMENT

RELOCATED GATE

RESTRICTED AREA

15' GREEN AREA

1620 SQ FT

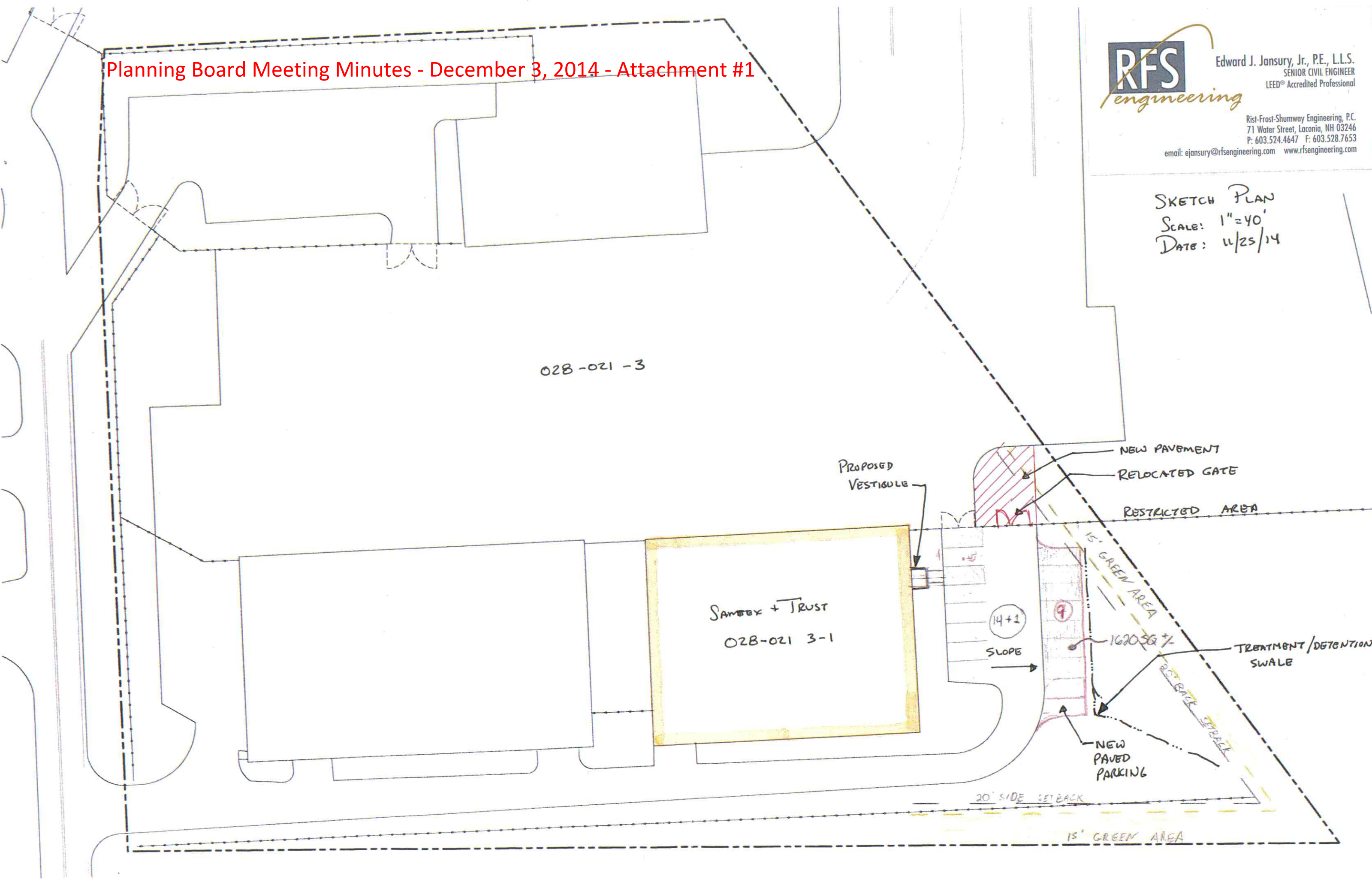
TREATMENT/DETENTION
SWALE

NEW
PAVED
PARKING

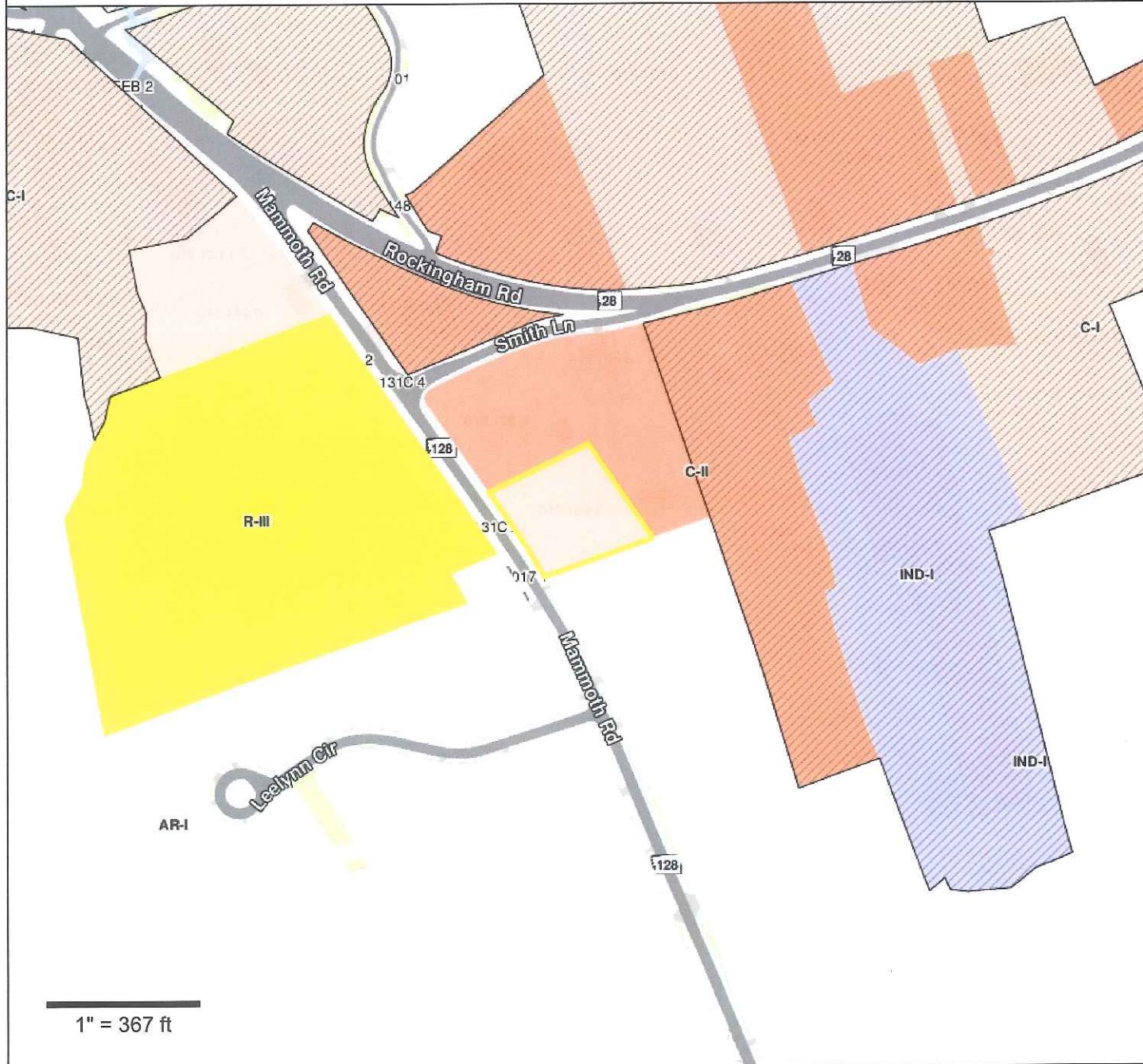
25' BACK STRIP

20' SIDE SETBACK

15' GREEN AREA



Land of JJJM Enterprises, LLC



Property Information

Property ID	015 129 0
Location	484 MAMMOTH RD
Owner	JJJM ENTERPRISES, LLC

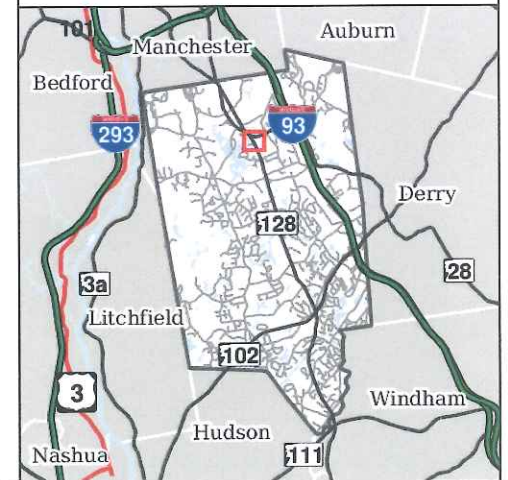


MAP FOR REFERENCE ONLY NOT A LEGAL DOCUMENT

The Town makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

At any given time property boundaries and/or owner information may not reflect recent changes.

Parcels updated as of April 1, 2014.



MEMORANDUM

To: Planning Board

Date: December 3, 2014

From: Cynthia A. May, ASLA
Town Planner

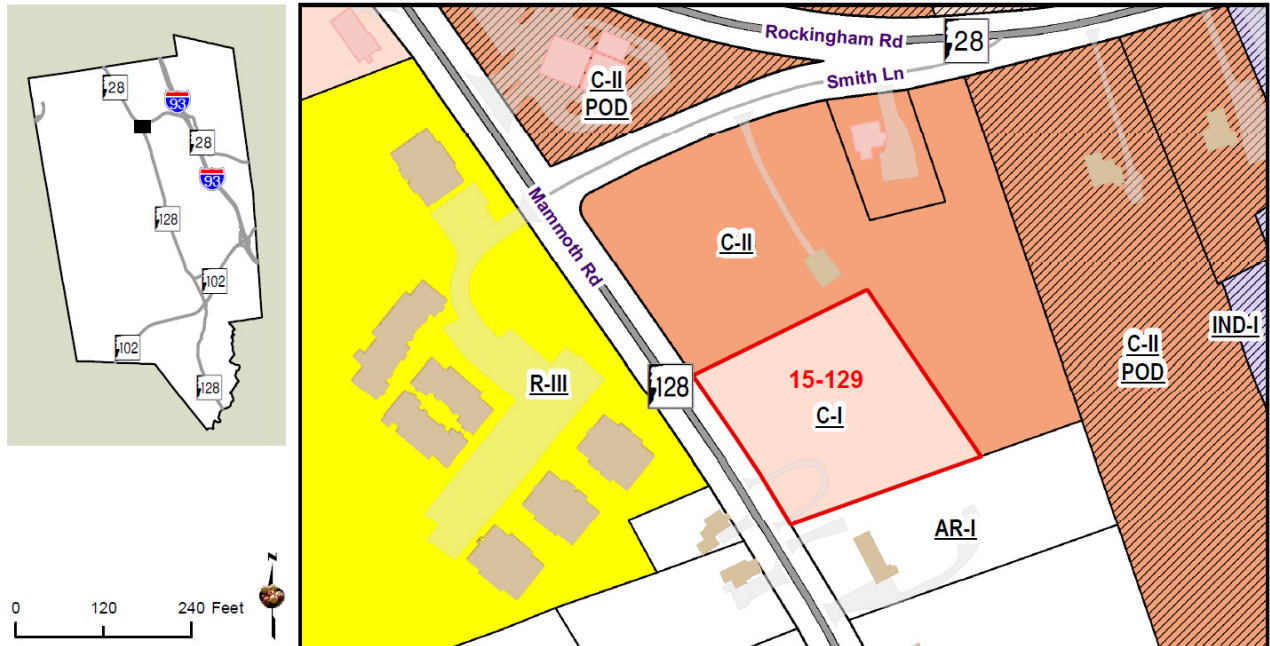
Re: Rezoning Request: Map 15 Lot 129 (From C-I to C-II)

The Planning & Economic Development Division has reviewed the above referenced rezoning request and we offer the following comments:

Review Comments:

The applicant requests the rezoning of the above referenced lot from C-I to C-II. The parcels is located on Mammoth Road and Page Road (Please see the map image below).

12/3/2014: JJJM Enterprises, LLC (Owner) and Gordon Welch (Applicant), Map 15 Lot 129 Public Hearing to consider the applicant's request to rezone Lot 129 from Commercial-I (C-I) to Commercial-II (C-II) at 484 Mammoth Road.



On September 10, 2014, Gordon Welch appeared before the Planning Board for a conceptual discussion of a proposed self-storage facility on Map 15, Lots 127, 128 and 129. All three lots are under the common ownership of JJJM Enterprises, LLC. Lot 129 is zoned Commercial-I (C-I) while Lots 127 and 128 are zoned Commercial-II (C-II). Lot 129 is surrounded by C-II to the north and east, Agricultural- Residential (AR-I) to the south /southwest and Residential-III (R-III) to the west. Mr. Welch intends on purchasing the three lots and merging them to create the area needed for the aforementioned self-storage development. Such a facility is an allowed use in the C-II zone by the ordinance, but is not a permitted use in the C-I zone. The applicant seeks to rezone Lot 129 to C-II so it can be merged with Lots 127 and 128 without creating a split-zoned parcel.

Staff Recommendation:

The proposed rezoning is consistent with the intent of zoning in that area and would allow the development of three lots intended for commercial use. Rezoning the lot as requested would also create a more regularly shaped zoning district. As such, staff recommends that the Planning Board ***RECOMMEND*** to the Town Council that they approve rezoning Map 15 Lot 129, currently zoned C-I (Commercial-I), to match the C-II (Commercial-II) zoning classification of the immediate area as discussed at the December 3, 2014 Planning Board meeting.