



PLANNING BOARD
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MINUTES OF THE PLANNING BOARD PUBLIC HEARING

Thursday, February 16, 2017 – 7:00 p.m. – Town Hall Conference Room

Members Present: Chair Stu Gerome, Scott Baker, Courtney Homer, Chip Hussey, David Moore, James Connelly – Alternate, Steve Gerrato - Alternate

Members Absent: Rich Winsor, John McDevitt - Selectmen's Rep

Staff Present: Mark Fougere - Consultant

Chair Gerome opened the Planning Board meeting at 7:00 p.m. A roll call was taken by the Chair; he announced a quorum was present and the meeting was being recorded.

1. Projects of Regional Impact

There were no projects of regional impact to discuss.

2. Site Plan Review, Conditional Use Permit (Map R21, 51)

125 Ocean Road

Owner/Applicant: Bill Goodison, Bluebird Greenland LLC

The owner/applicant is proposing the redevelopment of property located at 125 Ocean Road into a Bluebird Storage facility and offices.

Brian Pratt, CLD Consulting Engineers, addressed the Board. Also present were Bill Goodison, owner of Bluebird Greenland, and Brendan McNamara, architect. 125 Ocean Road is the former Interstate Moving and Storage building. The owner/applicant was requesting a change of use and submitting a site plan upgrade to convert the building to Bluebird Self-Storage, which will primarily be a climate-controlled self-storage facility. B. Pratt briefly described the existing building as well as the proposed Phase I and Phase II additions. There will also be a traditional non-climate controlled storage unit in the rear.

Plans are to keep the existing single storage high-bay building and convert it to a two story building. Offices will be located in the front corner of the building closest to I-95. The total square footage between the two phases is 136,600. That will be approximately 850 units; the interior layout design is not finished. The interior units will vary by size and shape. The existing site entrance will remain; the existing parking area will be modified by expanding it for additional spaces. There will also be a concrete sidewalk. There will be multiple loading areas; the goal is to have individuals walk the shortest distance from the loading area to their storage unit. Tractor trailers are not expected to access the site. There will be 43 parking spaces in Phase I and 51 in Phase II. This is more parking than needed, but meets the criteria in the Site Plan Regulations. There is water to the building; it has been confirmed with Portsmouth Water Department it's sufficient to provide fire protection. There is natural gas to the facility. A new septic system will be installed.

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An Alteration of Terrain permit is required; the application has been filed. Full stormwater treatment will be applied for all disturbed areas—roof of additions and pavement that will be torn up and replaced. It will not be applied to the roof on the existing building due to underdrains that are in place and will be maintained; runoff currently flows into stormwater detention ponds. The treatment system will be FocalPoint, which is a manufactured biofiltration system. The water will flow from the parking lot, through a catch basin structure, and into a vegetated area with mulch and filtered media. The water will be collected and fully treated before flowing into the expanded detention pond.

A waiver was requested for landscaping and screening (number of trees). Based on the Site Plan Review Regulations, 400 trees would be required. The landscaping plan that was submitted shows 65 trees. There was a discussion about the buffer with the Volkswagen dealership. The manager was satisfied that the existing trees provide a good buffer, and didn't feel a fence was necessary; that has been removed from the plans.

There is a gravel wetland that will provide stormwater treatment collected from several points on the property. The gravel wetland is a detention pond with a filter media in the bottom that stormwater passes through before flowing into the existing wetlands on the rear of the property. An impact for the wetland buffer is needed for the stormwater. All buildings and pavement have been kept out of the 75' buffer. They have met with the Conservation Commission; they didn't have any concerns about impacting the buffer provided it was for stormwater but wanted to see more infiltration. Test pits have been done; there isn't enough depth to the groundwater to do full infiltration. The buffer will be vegetated once it's complete.

A Variance for use was granted by the ZBA as well as a Variance for building signs and the pylon at the entrance. The existing billboard on the property remains with the previous owner through an easement. A condition of the easement was that no trees could be planted or structures built in the area of the billboard; a clear view from the highway must be maintained.

Permits needed include: AOT, driveway due to amended use, and the septic system. They are seeking approval of the site plan and a Conditional Use Permit for buffer impact.

The Police Chief's review was discussed. A trip generation assessment was submitted; the Chief requested an intersection assessment for Rt. 33 and Ocean Road, and was satisfied with the results. The impact will be negligible. Many of the comments from the Fire Chief will be addressed when applying for the building permit, specifically the fire protection and structural systems. They will continue to work with the Fire Chief during the building permit process. As noted in the letter from Superior Fire Protection, a fire hydrant test was done with the City of Portsmouth; the results were sufficient to supply the fire sprinkler system. The materials stored on site will be ordinary or moderate hazard; flammable materials are not allowed. The only facility that will be allowed to store vehicles will be the traditional storage building in the rear.

The engineering was reviewed by Underwood Engineering. The majority of their questions were related to stormwater. The comments were not discussed and did not change the plans visually; some inverts were changed as well as moving pipes. Comments were also submitted by the Building Inspector. The elevation for the flood zone is the edge of wetland. The size of the existing utilities will be added to the plans. Town regulations for septic require 4' separation; the septic system will be raised 6". Flow estimates for the septic system were calculated for eight employees and up to 20 people using the restroom facilities per day. The pavement grade near the entrance was a concern and will be maintained at a 2% pitch. A Conditional Use Permit has been requested for tree cutting and the 75' setback. The grade of the existing site entrance is a 6.5% pitch. The Subdivision Regulations require a

DRAFT – SUBJECT TO CHANGE

3% grade within 75' of the intersection. The Building Inspector suggested it be reviewed with the Planning Board. Being a low traffic generator, they are trying to maintain the existing driveway. A 3% grade for a distance of 75' would require the entire driveway to be raised multiple feet. M. Fougere noted that the Site Plan criteria is 5% for a driveway; the State DOT requirement is 6%. The applicant would like to maintain the existing driveway "as is", adding that to make a change will have an impact on the parking lot and front of the building. The gravel drive for access to the billboard: the distance from the wetlands provides a vegetated buffer for the water to flow through, and is an acceptable practice for AOT. In addition, the gravel drive will not be salted or sanded; treatment is not needed.

Comments from the Planner were reviewed with the Board. A note will be added to the lighting plan that all lighting shall comply with the Site Plan Review Regulations. B. Pratt noted the snow storage area on the plan. A gate will be installed to prevent people from accessing the storage units after hours.

B. McNamara addressed the architecture. The building will be similar to a New England mill building using stucco because of the climate control and they're trying to insulate the building. They are trying to achieve a level of authenticity by dressing up a large box. There will be faux windows on the facility to prevent light from entering the storage units. The office will have a 4' soffit overhang. A picture of the Manchester facility was distributed (copy on file). The visual portion of the building will be stucco. The lower portion of the building will be brick; the building is meant to be durable. The dealership side of the building will be metal cladding. Corporate colors are gray with a blue stripe.

S. Gerrato noted the roof is flat; the snow will remain on the roof. S. Gerrato also commented that the horizontal rib siding has not been allowed on past projects. Recladding will be done over what is currently on the side of the building. Stucco will be seen on the I-95 side. The north face of the building can't be seen from the highway. The man-made pond will be enlarged; however, the wetlands will not be disturbed.

There is no perimeter fence planned for security: I-95 is on one side as well as wetlands, and the dealership on another. The only vulnerability is the back building; there will be a gate and cameras in the rear. The main building will be alarmed. The dealership didn't want a fence; there is no walk through from the VW dealership to the rear building. The driveway entrance is approximately 26'; tractor trailers are not allowed. Driveway grade: M. Fougere stated that it's an existing driveway and he didn't have any issues. It's a short drive, is not being modified and has good sight distance.

Lighting will be wall packs along the sides of the building, down-shielded and dark sky compliant; there will be a pole light for the driveway entrance. Hours of operation will be Monday through Friday, 6 a.m. to 8 p.m.; Saturday 6 a.m. to 6 p.m.; and Sunday 6 a.m. to 4 p.m.

B. Pratt pointed out the snow storage locations, and noted it could also be done along the edge of the pond. The area around the 75' buffer allows for it to melt down and flow through the vegetated buffer. Chair Gerome noted the north side of the new addition near the wetland was going to be treated and asked if the natural filtration would be adequate for treated snow dispersion. B. Pratt responded that it was 75' and has a moderate slope. AOT requirements put it at a 50' vegetated buffer to provide full treatment.

Grading: The State is 6%; the grade is at 6.5%. M. Fougere noted it was an existing driveway; a new site would need a waiver from the State. A waiver would not be needed from the Town. They haven't heard from the State on the driveway permit. B. Pratt suggested that a condition of approval could be that they work with DOT to address their concerns.

DRAFT – SUBJECT TO CHANGE

The waiver for the number of trees was discussed. The applicant was requesting to reduce the number from 400 to 65; members of the Board felt 65 may be too many. There was a brief discussion about reducing the number to 45 trees. Chair Gerome noted the Board didn't want to see the area along the dealership thinned out. B. Goodison stated that area needed to be cleaned up but trees wouldn't cut down; landscaping was important. The Board agreed the landscape plan should be resubmitted showing 35 to 45 trees, based on the landscape designer, and agreed with the waiver (note: the waiver for trees was not formally approved). A revised waiver for trees will need to be resubmitted.

A Conditional Use Permit is needed for the utilities to the billboard. A gravel driveway will be built and the utilities installed underground. In order to provide good solid treatment for DES, they will need to encroach into the buffer. The sides and banks will be vegetated. All the water that flows in and out will be super clean.

MOTION: C. Hussey moved to grant a Conditional Use Permit to Article 18.6.1 on the Zoning Ordinance to allow work in the 75' wetland buffer for reconfiguration of utilities and the gravel access way to the billboard. And, further, to install a drainage/stormwater management system and associated grading. Second – C. Homer; all in favor. MOTION CARRIED

The landscaping was continued to the meeting on Thursday, March 16, 2017. The driveway must conform to DOT requirements. The Board would also like a final review of the revisions from Underwood Engineers. M. Fougere stated the architect could start working on the building plans.

MOTION: C. Hussey moved to continue the Site Plan Review for 125 Ocean Road to the meeting on Thursday, March 16, 2017. Second – J. Connelly; all in favor. MOTION CARRIED

3. Parker Driveway Access – Map R6, 8G

M. Fougere stated that the information packet given to the Board had been forwarded to the Town Attorney for his opinion. S. Gerrato had additional information for the Board and asked that it be forwarded to the Town Attorney; Chair Gerome stated it could be sent. This item was not discussed pending comments from the Town Attorney.

4. House Bill 486 – Protection of Wetlands: Chip Hussey, Conservation Commission Chairman

C. Hussey stated that House Bill 486 was a nice idea to standardize the wetland setbacks but was written badly. The way it's currently written, Towns would have no control and there would be no exceptions. It would override the Town's ordinance. M. Fougere added there would be no exceptions: currently, Greenland has exceptions for access to drainage and stormwater with oversight. House Bill 486 allows not exceptions whatsoever. M. Fougere stated that are some serious issues with the way it's written and the head of DES is against the bill. A hearing will be held next week.

5. Approval of Minutes

MOTION: C. Hussey moved to approve the minutes of Thursday, February 02, 2017. Second – S. Gerrato; five in favor, two abstain (S. Baker, J. Connelly). MOTION CARRIED

6. Approval of Invoices

MOTION: C. Homer moved to approve the payment of invoices from Altus Engineering in the amount of \$2,532.42 from the Planning Board Escrow Account. Second – S. Baker; all in favor. MOTION CARRIED

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7. Topics for Work Session: Thursday, March 02, 2017

MOTION: S. Gerrato moved to cancel the work session scheduled for Thursday, March 02, 2017, due to lack of Board members. Second – S. Baker; all in favor. MOTION CARRIED

8. Other Business

M. Fougere discussed an increase in review rates proposed by Altus Engineering; the costs are paid by the applicant. The last increase was in 2008. A copy is on file.

MOTION: S. Baker moved to approve the review rate increase as proposed by Altus Engineering. Second – C. Homer; all in favor. MOTION CARRIED

9. Adjournment

MOTION: C. Homer moved to adjourn at 8:15 p.m. Second – D. Moore; all in favor. MOTION CARRIED

NEXT MEETING

Thursday, March 02, 2017 – NO MEETING

Thursday, March 16, 2017 – Public Hearing, 7:00 p.m. Town Hall Conference Room

Respectfully Submitted: Charlotte Hussey, Secretary to the Boards

Approved: 