



**PLANNING BOARD**  
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**MINUTES OF THE PLANNING BOARD**

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Thursday, February 03, 2022 – 6:30 p.m. – Town Hall Conference Room

Members Present: Bob Dion, Stu Gerome, Steve Gerrato, Catie Medeiros, John McDevitt, Dave Moore, Steve Smith (Selectmen's Rep)

Members Absent: Frank Catapano (Alternate)

Staff: Mark Fougere – Consultant

Also Present: NH State Senator Tom Sherman, NH State Representative Dennis Malloy, NH State Representative Joan Hamblet, Greenland/Newington PDA Representative Susan Parker

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Co-Chair Gerrato opened the Planning Board public hearing at 6:30 p.m. A roll call was taken by S. Gerrato; he announced a quorum was present and the meeting was being recorded by audio. M. Fougere announced there would be a 'hard stop' at 7:25 p.m. for a phone call with the Planning Board attorney.

1. Discussion – PDA Update; Rt. 33 Corridor

NH State Senator Tom Sherman, NH State Representative Dennis Malloy, NH State Representative Joan Hamblet, and Greenland/Newington PDA Representative Susan Parker participated in a discussion regarding the Rt. 33 Corridor and PDA. M. Fougere stated that since the expansion was proposed by Lonza, there has been discussion at the Planning Board about the traffic impact along Rt. 33. There have also been discussions regarding accidents on Rt. 33 and working with DOT for center turn lanes. The Planning Board engaged the services of Vanasse Associates to do a traffic analysis for the Town. M. Fougere noted there is a mile back-up from the south in the morning and a mile back-up from the north in the evening. The level of service (LOS) at the intersection of Winnicut Road and Rt. 33 is rated 'F', which is the worst LOS. Vanasse Associates did a cost estimate to fix that intersection: between \$3.4 million and \$5.2 million; it does not include soft costs for engineering and the right-of-way. That cost was done approximately 1.5 years ago. The intersection of Winnicut Road and Rt. 33 is the lynchpin; the other intersections are bad, but Winnicut Road/Rt. 33 is the worst and needs to be fixed.

The Planning Board has received information about the hangars at Pease. There will be 724,000 sq. ft. of warehouse space, or a 32% expansion of space at Pease above what currently exists. Since development started, 2.2 million has been added. The Board considers what is happening at Pease great and good for the economy, and the community does not have a problem. The 724,000 sq. ft. of space will be filled with employees and could have an impact on traffic.

The Planning Board has been working with Rockingham Planning Commission to have the Rt. 33 corridor included on a schedule. The Board recently received a letter from NH Fish & Game regarding the fish ladder; the Winnicut River Bridge will probably have to be widened, which could help. The Board recently sent letters to officials regarding concerns with Rt. 33. Pease will continue to grow. Greenland

## DRAFT: SUBJECT TO CHANGE

has to get in line for the 10-year highway plan like other towns. If Pease keeps expanding, the hangars will generate over \$300,000 annually for the PDA. The Town of Newington and City of Portsmouth receive tax revenue from Pease. Greenland needs to work with their State Representatives and State Senator. M. Fougere reminded those present that Lonza was approved for a 1,000 sq. ft. shell only. They will be back in front of the Portsmouth Planning Board to complete the building.

B. Dion stated that with air cargo there would be more trucking. J. McDevitt added that even though trucks going to the north ramp may be coming from Rt. 16 and I-95, they needed to consider where the employees would be coming from. B. Dion responded that there is another site in the middle where traffic would probably be going in both directions.

*State Senator Sherman arrived.*

NH State Representative deferred to Senator Sherman as the best source for a Rt. 33 update. S. Smith reviewed that the current 10-year plan is from the former college in Stratham to the Winnicut Road intersection; the Winnicut River Bridge is not included in that 10-year plan. Senator Sherman stated he was just updated by Bill Cass, DOT Deputy Commissioner. There is 'a little bit of disconnect' between the Rockingham Planning Commission (RPC) and DOT regarding the timing.

There were different levels of fixes for the short term: (1) No passing zone and that has been done; (2) Could it be two lanes with a turning lane? It is a wide straight-away. DOT did a feasibility study which indicated the shoulders would need to be built up. According to RPC, it is in an environmental review and a preliminary design is underway. Tim Roache, RPC, feels it will be bid to be ready for this construction season. Bill Cass, DOT, stated because it is federal funding (Highway Safety Funds) it will be FY 2023; it would go to construction the next building season. Senator Sherman had understood it would be this summer and not next summer. There is a lot of federal funding coming in. Senator Sherman has contacted Senator Shaheen about Coakley and how it affects Greenland, and he will also address the Rt. 33 issue to have something done this fiscal year.

During the meeting in the fall of 2021 at the Winnicut River Bridge, there were several concerns: the bridge, the fish ladder, its effectiveness and if it was worth fixing, the dry hydrant that does not work (this is a safety issue and a top priority for Senator Sherman), and the intersection of Winnicut Road and Rt. 33. Senator Sherman was told by Bill Cass, that Rt. 33 is on the list of high priority corridor studies. Senator Sherman noted corridor studies take a long time. The bridge is being addressed; there is money in the 10-year plan to do the design for that area, including the bridge and intersection. Senator Sherman was concerned that if it were done, the bridge and that area would not be included in the corridor study. Senator Sherman is a member of the Senate Transportation Committee. He will make absolutely sure to remain a strong advocate. Janet Stevens, Executive Councilor, was unable to attend due to illness; Senator Sherman noted she was slightly more up-to-date on the 10-year plan.

B. Dion has seen the DOT 10-year plan and it definitely notes the section between Winnicut Road and the old community college in Stratham as an FY 2022 project. If not, that was the source of confusion with RPC. B. Dion has questioned several times if it is reliable; he is hearing that it is not. Senator Sherman questioned if that was the most recent 10-year plan; he will research that further. Senator Sherman noted it changes every two years. The upgrade is in the 10-year plan using different federal funding.

B. Dion questioned if it was now in the 10-year plan as federal funding, why did it change from State funding to federal funding. Senator Sherman responded that the vast majority of transportation funding was coming from federal funds. There are federal Highway Safety Funds that would be used, which

## DRAFT: SUBJECT TO CHANGE

would allow the project to move faster than if using transportation funds. B. Dion asked if changing the funding source would cause it to be moved from 2022 to 2023. Senator Sherman stated that it was clear to him that it would be done in the fall of 2022.

D. Moore noted that while widening Rt. 33 and making a turning lane would be a good thing, it would not help the traffic and the backup. Senator Sherman commented that the major bottleneck was the bridge and the lights at that intersection. RPC has looked at it for a number of years and has really good objective data. Senator Sherman recommended they make a presentation to the Board to answer any questions. There was a discussion about the turning lane. Senator Sherman asked D. Moore to email his concerns to him and Representative Malloy; it would help during the design process. Senator Sherman noted that based on what he was hearing, adding a center turning lane may not solve the problem.

The corridor study is a separate process. Senator Sherman stated the disappointing part was that two corridors are done a year. There is a list and Greenland is on it; Rt. 33 is known as a dangerous corridor. M. Fougere noted that Greenland contracted with Vanasse Associates to do a Rt. 33 corridor study; they did an analysis of the three key intersections. It was determined that the Winnicut Road intersection was the worst and operated at a LOS 'F'. M. Fougere added that the intersection was not going to get fixed any time soon. By the time the study is done, the priorities were pinpointed, and funding was found, Vanasse estimated the cost to be between \$3.4 million and \$5.2 million. That did not include any engineering.

Senator Sherman stated there was money for the intersection and bridge design in the 10-year plan. There is \$125,000 in the Appropriations bill approved for this year to start the bridge design. Senator Sherman explained it must be approved by the Legislature and the Executive Council. B. Dion noted that amount of money for an engineering study was not much. Senator Sherman noted that the contact person would be Janet Stevens, Executive Councilor. Senator Sherman will check on the timing of the bridge design and the amount. B. Dion asked how to get the section between Winnicut Road and Post Road on the radar; he felt that was the bottleneck. Senator Sherman responded that would be part of the corridor study.

Susan Parker, Greenland/Newington PDA Representative, updated the Board on the PDA option agreements for hangar improvements. Plans are to demolish a 400,000 sq. ft. hangar (\$20 million) and rebuild. The second option agreement is with the North 40 Group, LLC. A building of 340,000 sq. ft. is planned for that location. The effective date of the first option agreement is February 01, 2022 and is a six-month agreement; the second one becomes effective after that date. The caveat of the option agreements is public input and possible public hearings. Included in the option agreements are traffic and impact studies (traffic, environment, and noise). S. Parker noted that the representatives for municipalities spoke very vigorously about traffic and noise.

S. Smith, referring to Hangar 227 (the largest), stated that the PDA's traffic pattern has traffic exiting on Rt. 33 to Exit 3 onto I-95. S. Parker thought that may change. She is on the PDA Transportation Committee. Once they know the number of people working in those facilities, they will have a better idea of traffic impact using the transportation formulae on the various arteries.

The possibility of making Rt. 33 a non-truck route was discussed. It is not likely to happen. Senator Sherman will ask. S. Parker added that it would not be all trucks; because it is air cargo, they would be flying in but was unsure of trucking on the other side. D. Moore stated that air cargo depots create a tremendous amount of truck traffic. M. Fougere noted that warehouse expansion is exploding around

## DRAFT: SUBJECT TO CHANGE

the area. B. Dion asked if the impact studies would include the air aspect of transportation. S. Parker responded they would.

Senator Sherman stated that the Housing Board of Appeals is now active and findings are not in favor of towns. He explained the purpose of the Housing Board of Appeals. J. McDevitt noted that Greenland's Zoning Ordinance and Regulations would need to be followed. Senator Sherman stated that when the Board denied a project, they needed to make sure it could be supported through the Ordinance and Regulations. Senator Sherman and Representative Malloy voted against the Housing Board of Appeals; attempts to repeal it have failed.

### 2. Non-Meeting

The Board moved into a non-meeting at 7:26 p.m., returning to public session at 7:47 p.m.

### 3. 2022 Goals

Goals were reviewed. Changes in the Subdivision and Site Plan Review Regulations should be addressed now that zoning season is over. M. Fougere will be working on amendments to those regulations in the next few months. Landscape standards will be amended. In the Subdivision Regulations a road can be built without any bonding. M. Fougere stated that is extremely dangerous and there should be at least an erosion control bond.

M. Fougere clarified that amendments to the Subdivision and Site Plan Review Regulations can be done by the Planning Board with a public hearing. Amendments to those regulations do not go to Town Meeting; Zoning Ordinance amendments need to go to Town Meeting. M. Fougere suggested that the Village Zone Committee start meeting in September.

### 4. Approval of Minutes

MOTION: S. Gerome moved to approve the minutes of Thursday, January 20, 2022. Second – J. McDevitt; five in favor, two abstained (C. Medeiros, S. Smith). MOTION CARRIED

### 5. Approval of Invoices

MOTION: B. Dion moved to approve payment of the invoice from Fougere Planning and Development in the amount of \$1,476.64 from the Planning Board Town budget. Second – S. Smith; all in favor. MOTION CARRIED

MOTION: B. Dion moved to approve payment of the invoice from Fougere Planning and Development in the amount of \$853 from the Planning Board Escrow account. Second – S. Gerome; all in favor. MOTION CARRIED

### 6. Topics for the Public Hearing

M. Fougere has spoken to the engineer for 309 Portsmouth Avenue (Mercedes). A wetland permit is needed from the State; the previous wetland permit expired. M. Fougere noted if they do not receive the permit from DES, the project cannot move forward. 309 Portsmouth Avenue will ask for an extension; the Board can ask them to withdraw their application and reapply when ready. 309 Portsmouth Avenue and Tower Place will not be at the public hearing on Thursday, February 17<sup>th</sup>.

## DRAFT: SUBJECT TO CHANGE

M. Fougere has contacted the engineer for the 597, 603 Portsmouth Avenue project. They are hoping to be granted conditional approval pending Altus Engineering's review. The Church located at 25 Dearborn Road would like to build a house for the minister on its property; M. Fougere will provide the Board with a staff report but did not have a problem with their plans. 69 Tide Mill Road, the Montessori School, will be before the Board for a Preliminary Conceptual Consultation. M. Fougere noted the project has been scaled down and there are two duplexes on the property that will be used for employee housing. Chief Laurent will provide a traffic review; she has their plans and traffic study.

### 7. Other Business

M. Fougere stated that the opinions he has seen from the Housing Board of Appeals have been 'spot-on'. Towns that denied projects based on nothing are getting sued. M. Fougere continued that if an application is denied, there should be a good reason and it needed to be stated in the Notice of Decision, pointing to an Ordinance or Regulation the applicant is not complying with.

Board members were reminded that the Deliberative Session would be held on Saturday, February 05<sup>th</sup>, 9:00 am, at Greenland School. Zoning Ordinances would be reviewed.

S. Gerrato stated he would like to institute zero tolerance for hazardous waste in the ground. He also would like to amend the decision for 150 Bayside Road so the hazardous waste used to clean the vessels had to be hauled away. M. Fougere did the math and yearly it is a cup (straight) of that material. S. Gerome stated that could not be done but zoning could be changed to prohibit it.

Thank you notes will be sent to invited guests who participated in tonight's meeting.

### 8. Adjournment

MOTION: S. Smith moved to adjourn at 8:07 p.m. Second – D. Moore; all in favor. MOTION CARRIED

NEXT MEETING
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Thursday, February 17, 2022 – 6:30 p.m., Town Hall Conference Room

Submitted By: Charlotte Hussey, Administrative Assistant