

1 **LONDONDERRY, NH PLANNING BOARD MINUTES OF**
2 **THE MEETING OF April 12, 2023, AT THE MOOSE HILL COUNCIL**
3 **CHAMBERS**

4 **I. CALL TO ORDER**

5 Members Present: Art Rugg, Chair; Al Sypek, Vice Chair; Jake Butler, Secretary; Lynn
6 Wiles, Assistant Secretary; Ann Chiampa, member; Jeff Penta, member; Ted Combes,
7 Ex-Officio – Town Council; Roger Fillio, alternate member; Jason Knights, alternate
8 member; Giovanni Verani, Ex-Officio; and Bruce Hallowell, Ex-Officio (arrived at 7:05
9 p.m.)

10 Also Present: Kellie Caron, Assistant Town Manager/Director of Economic Development;
11 and John Trottier, Director of Engineering and Environmental Services

12 Chairman Rugg called the meeting to order at 7:00 PM, explained the exit and
13 emergency procedures, and began with the Pledge of Allegiance.

14 **II. OTHER BUSINESS**

15
16 **a. WOODMONT COMMONS ANNUAL UPDATE**

17 Chairman Rugg informed the Board that the Woodmont Commons 2022 annual fiscal
18 report is going to be presented this evening before the other items on the agenda.
19 Chairman Rugg told the Board that the purpose of the annual update is to determine if
20 Woodmont Commons is tax positive or tax negative, in which case they would owe the
21 town money. He reported that Woodmont Commons has never been tax negative and is
22 not tax negative this year. He requested that the Board be filled in on what has been
23 accomplished in the past year at Woodmont Commons and what plans exist for the
24 future, as far as can be disclosed. Lucy Gallo, DPFG, from 250 International Parkway,
25 Suite 208, Lake Mary, FL, the author of the report, will present to the Board via Zoom this
26 evening. L. Gallo reviewed the report with the board. She began by thanking the town
27 and school staff for their help and support. The purpose of her report is to compare
28 revenue and incremental general fund expenditures for the period between July 1, 2021
29 and June 30, 2022. She went on to report that there were 229 new residents living in
30 Woodmont Commons and 71 employees working in the businesses on the property as of
31 June 20, 2022. The annual estimated property tax revenue as of June 30, 2022, based
32 on the assessed value on April 1, 2021, is \$317,018. Cumulatively, the property has
33 generated \$1,902,674 in property tax revenue. She reported that there have been no
34 incremental operating expenditures associated with Woodmont Commons. The only
35 capital item that has been allocated to the project is for the Central Fire Station
36 Expansion debt service and that is for \$4002.22. The annual net revenue generated for
37 the town by Woodmont Commons for FY2022 is \$354,880. Based on the findings in this
38 report, there are no additional amounts due to the Town under the terms of the
39 Development Agreement. Sixteen public school children were living in Woodmont
40 Commons during the FY2022, a net gain of two students over FY2021, but there were no
41 incremental operating or capital expenditures in the school district attributable to
42 Woodmont Commons. The property generated an annual net operating revenue of
43 \$896,948 for the school district. Appendix 1 contains a list of all tax parcels in Woodmont

44 Commons and their valuation as of April 1, 2021. She reported that construction on The
45 Baldwin is still ongoing, working toward a fall 2023 opening, so any incremental operating
46 expenditures or revenue associated with the development will not show up yet. Chairman
47 Rugg asked if there were any questions, and the Board had none.

48 Kevin Smith, 6 King Phillip Drive, Londonderry, New Hampshire addressed the board in
49 the capacity of a consultant to Woodmont Commons. K. Smith has been familiar with the
50 project since the beginning of the project in 2013 when he served as Londonderry Town
51 Manager. Several developments in Woodmont Commons are scheduled to open this
52 year. Derry Medical Center is scheduled to open in May 2023 and The Baldwin
53 Independent Living Community is opening the first phase of its project in October 2023.
54 K. Smith showed images of the Derry Medical Center building, including of the brick wall
55 requested by the Planning Board and the Heritage Commission, as well as the ongoing
56 construction of The Baldwin. There are several other development projects in the
57 pipeline. Wood Partners Residences are currently in design review with the Town and
58 have gone before the Heritage Commission. Upon approval, they are slated to build 260
59 apartments on the west side of the property. Derry Medical Center is preparing a site plan
60 and subdivision for their second medical office that will be leased by a currently
61 undisclosed well-known medical user. Phase II of The Baldwin is also in the planning
62 stages. All 290 units that will be finished at full build-out are currently full and have a
63 waiting list, so they will approach with their Phase II plan soon after opening their initial
64 260 units. K. Smith showed a conceptual plan showing the location of the second Derry
65 Medical Center building at the end of Main Street. The building will be between 30,000
66 and 40,000 square feet, with a brick façade. Behind the building will be space for a five-
67 story hotel pad. Woodmont Commons is aggressively pursuing retail and restaurants.
68 They have been talking with a number of hotel developers. They are also pursuing
69 additional residential on Main Street similar to current mixed-use buildings on the
70 property. On the east side, exit 4A is making good progress in construction. The first
71 phase is slated to be completed in the first quarter of 2024. Woodmont Commons has
72 received many inquiries from larger users for the 200 acres of developable land on the
73 east side.

74 A. Chiampa asked if Woodmont Commons lost any acreage from the expansion of Route
75 93 and exit 4A, or from the new lines put in by Eversource. K. Smith replied that the only
76 acreage lost was for the road that is going in, Old Rum Trail, that will bifurcate the
77 property.

78 K. Smith continued to explain they were working on permitting issues. They are finalizing
79 the sewer capacity agreement with the town so there is adequate sewer to serve the
80 entire west side, both north and south of Pillsbury Road, which will be served by both
81 Derry and Manchester. Pennichuck Corporation has been permitting their water tank,
82 transmission line, and pump station, which is anticipated to be built in 2024. They are
83 working on permitting to bring water and gas from the west side to the east side, and the
84 most expeditious way appears to be to bore under I-93. They are meeting with NHDOT,
85 the Town, Liberty Utilities, and Pennichuck Water next week regarding this process. They
86 are coordinating with NHDOT and the Town on the location of curb cuts and utility
87 sleeves coming off of Old Rum Trail. They are coordinating with the Town and DES for a
88 permit for a construction haul road directly opposite Londonderry Road. They are
89 coordinating the relocation of the power lines on the east side with Eversource.

90 L. Wiles asked about the long-term outlook for single family homes and townhouses in
91 Woodmont Commons. K. Smith replied that the Planned Unit Development (PUD) Master
92 Plan shows that the majority of that will be north of Pillsbury Road, and it is in the not-so-
93 distant future. They have done surveys and now need to figure out the layout of those
94 different sub-areas. L. Wiles observed that sewer capacity is currently an issue and
95 asked how that was impacting the project at this time. K. Smith replied that, thanks to a
96 grant from Congressman Pappas' office, it has made the process of connecting to sewer
97 in Manchester quicker. J. Knights expressed that he was disappointed because it has
98 been about ten years, and it seems like they are still only hearing that they are almost
99 there, while communities like Bedford and Salem are issuing press releases about more
100 rapid progress. He added that he is afraid that they will continue to hear this for the next
101 five or six years, and that the empty space on the property is embarrassing. Chairman
102 Rugg replied that he thinks it is moving, even though the expectation was that it would
103 move a little bit quicker, but he would rather it move slowly to make sure everything fits
104 together, and that the Board has had the ability to work closely with Woodmont Commons
105 on design and the master plan. K. Caron stated that she doesn't disagree on the
106 comments about the speed at which Woodmont has been moving, but that she, the Town
107 Manager, and the engineering department has been working daily to resolve the utilities
108 issues, especially sewer, which are slowing the development. She believes that receiving
109 this grant is a major step and will result in more projects coming to fruition in the coming
110 years. J. Knights expressed that having K. Smith involved is a positive thing. K. Smith
111 thanked him, and pointed out that there was a significant infrastructure investment that
112 had to happen before developments could move forward. The biggest issues to get
113 restaurants into the space is a lack of staffing and the borrowing costs. A. Chiampa asked
114 if there were the same sewer issues on the east side of the property. K. Smith replied that
115 it is a separate issue, and they have just started working on their analysis, but are
116 focusing on the west side first. A. Chiampa then asked if the issues the rail trail were
117 having with exit 4A impacted Woodmont Commons as well. K. Smith hopes not, and they
118 don't care what the configuration of the trail is as long as it doesn't delay the project. T.
119 Combes expressed that he hoped the plan for the west side still included some recreation
120 areas and suggested some signage welcoming people to Woodmont. J. Butler echoed K.
121 Caron's comments, and is confident that the Town will see things move forward more
122 rapidly. G. Verani reminded people that COVID slowed development as well, and asked
123 on average how many units were in the multi-use residential buildings. K. Smith replied
124 that Wood Partners are proposing 264 units in their development, with about 24 in each
125 building, which is what the PUD Master Plan allows. G. Verani thought they were bigger.
126 A. Sypek asked if Woodmont would be allowed to put up signs under Town regulations.
127 K. Caron replied that it is allowed under the PUD Master Plan. Chairman Rugg reminded
128 the Board that Woodmont Commons has its own PUD Master Plan which contains a
129 master plan and development plan unique to it. T. Combes asked if there would be any
130 attempt to increase the number of housing units in the plan to address the increased
131 housing needs in southern New Hampshire. K. Smith suggested that it would be a good
132 idea to review the PUD Master Plan, especially since COVID changed the demand for
133 office space that was included in the PUD Master Plan. T. Combes followed up to ask if
134 they could increase the number of units in buildings and the height of the buildings. K.
135 Smith said potentially. Chairman Rugg said that would mean reopening the PUD Master
136 Plan. T. Combes said that he believes that the PUD Master Plan should be reopened

137 since it has been ten years since its creation and the economics have completely
138 changed. Chairman Rugg agreed, and suggested that the Town needs to revisit its
139 master plan as well. Developing the Woodmont Commons PUD Master Plan took three
140 years, and it was worked on alongside the Town's master plan. State municipal
141 guidelines suggest reviewing a master plans every ten years, so the Town is due. A.
142 Chiampa wants to make sure retail is included to bring other residents of Londonderry
143 into Woodmont Commons. K. Smith said that he was available for questions offline
144 anytime. B. Hollowell asked how big the waiting list for The Baldwin was and if they would
145 look for a third phase. K. Smith says that he doesn't think so.

146 **III. ADMINISTRATIVE BOARD WORK**

- 147
- 148 a. **APPROVAL OF MINUTES:** Chairman Rugg informed the Board there are
149 no minutes to approve.
- 150
- 151 b. **REGIONAL IMPACT CONSIDERATIONS:** Chairman Rugg informed the
152 Board there are no projects for their consideration.
- 153
- 154 c. **DISCUSSION WITH TOWN STAFF:** K. Caron reported that the property at
155 148 Harvey Road currently has an existing approval for a 3600 square foot
156 warehouse/office building. A foundation has been poured and all drainage
157 has been completed in accordance with that approval, which was approved
158 in approximately 2006. The property was recently purchased by the
159 business across the street, DDA Services, and they would like to move
160 forward with construction of the building and make some minor changes to
161 the site. Those changes include a reduction in parking and making some
162 changes to landscape to make sure it follows current Town standards. K.
163 Caron does not believe that the changes are significant enough to require
164 planning board approval but she wanted to make the Board aware in case
165 they see activity at the site. Chairman Rugg asked the Board if they agree
166 that staff could handle this matter, and the consensus was yes. K. Caron
167 reminded the board about the May meetings. There was supposed to be a
168 joint meeting with the Heritage Commission regarding the look book, but
169 June 14th seems to be a more feasible date for that meeting. Chairman
170 Rugg agreed.

171 **IV. OLD BUSINESS**

- 172
- 173
- 174 a. **PUBLIC HEARING** on the application for formal review of a lot line
175 adjustment plan to adjust the lot line between Seven Chartwell Court, Map 3
176 Lot 45-61, Zoned AR-1 and 11 Greeley Road, Map 3 Lot 165-1, Zoned AR-
177 1, Diana F. Wolters Rev. Trust (Owner & Applicant) continued from the
178 March 8, 2023

179 Chairman Rugg read the application into record noting that it was continued from the
180 March 8, 2023 meeting. At that meeting, the Board had discussed a waiver in regards to
181 sight distance. Chairman Rugg will receive staff input first, the Board, then the general
182 public.

J. Trottier affirmed that staff worked with he applicant and surveyor to determine what would be required for them to shim and overlay that portion of Chartwell Court in order for them to get the sight distance, and it would cost the applicant about \$12,000. He reminded the board that there are two different types of sight distance. Intersection sight distance is calculated to allow time for a moving vehicle to stop if a vehicle pulls out of the intersection. Sight distance is often problematic in older districts, and this subdivision was built in 1986. When regulations were revised in 2000-2001, they created stopping sight distance, which is to an object six inches off the ground. AASTHO (American Association of State Highway and Transportation Officials) looks at the distance to an object two feet off the pavement. They would need to shim Chartwell Court about four inches to achieve the current Town regulated sight distance. Staff looked at this and suggest using the two-foot from the pavement guideline for older districts, while keeping the six-inch guideline for newer districts. Staff would support the waiver in this case because it meets the two-foot standard.

The board members had no questions.

Mark Sargent, engineer, representing Ms. Wolters, complimented J. Trottier's explanation. He had nothing to add to it. He pointed out that his client couldn't absorb the \$12,000 cost for a lot line adjustment.

No members of the general public provided comment.

A. Sypek made a motion to grant the applicant's request for three waivers outlined per staff recommendation dated April 12, 2023.

J. Butler seconded the motion.

The motion was granted, 9-0-0. The Chair voted in the affirmative.

A Sypek made a motion to grant conditional approval of the lot line adjustment to adjust the lot line between Seven Chartwell Court, Map 3 Lot 45-61, Zoned AR-1 and 11 Greeley Road, Map 3 Lot 165-1, Zoned AR-1, Diana F. Wolters Rev. Trust (Owner & Applicant), in accordance with plans prepared by Richard D. Bartlett & Associates, LLC, dated August 20, 2022, last revision February 27, 2023, with the precedent conditions to be fulfilled within two years and prior to plan's signature, and general and subsequent conditions of approval to be fulfilled, as noted in the staff recommendation memorandum, dated April 12, 2023.

J. Butler seconded the motion.

The motion was granted, 9-0-0. The chair voted in the affirmative.

V. New Plans/Conceptual Plans

- a. Conceptual review and non-binding discussion of a mixed-use development including residential multi-family units, retail, a daycare and phased construction of multiple manufacturing buildings in the Industrial I and Industrial II Districts, 6 Akira Way, Map 28 Lot 31-6, 104 Grenier Field Road, Map 17, Lot 2, 5 Kitty Hawk Landing, Map 17, Lot 5-5, 11 Akira Way, Map 28, Lot 31- 36, Londonderry Holdings LLC (Owner & Applicant).

226 Chairman Rugg read the case into the record noting that this is a conceptual and non-
227 binding discussion only this evening.

228 Dick Anagnost, co-developer, introduced himself; landowners Grace and Ken Solinsky;
229 engineer Nick Golon of TFMoran; and architects Scott DeLorme and Jaime Neefe as the
230 beginning of the development team. Chairman Rugg shared that he likes the idea. He
231 referenced a similar development in Durham where the individual built housing and a day
232 care for his employees. He compared this type of development to those run by the mills in
233 the 19th century. D Anagnost explained that he had completed the same type of village-
234 style development in Bedford, where The Copper Door is located. He described a village
235 as co-located uses that support each other, even if the area is not zoned appropriately for
236 the area. G Solinsky and K Solinsky created a technology company that had been
237 located directly behind this parcel. D Anagnost developed a number of projects in
238 Londonderry, including, in 1988, the parcel directly in front of the one where this project is
239 located. This project runs from Akira Way, where there will be an entrance, up to Kitty
240 Hawk Drive. The parcel is 75 acres in size. The project will have Envision Technologies,
241 an optics company owned by G and K Solinsky, at its core housed in a 263,000 square
242 feet industrial building. It will include research & development and manufacturing. The
243 Envision building will be built in two phases. The first will be 152,000 square feet. There
244 will then be an addition of 111,000 square feet. At full buildout, the facility will employ
245 roughly 1300 people. It will create about 1100 new jobs in Londonderry. The second
246 component is housing. They are proposing 303 housing units spread over seven
247 buildings. A lack of housing is one of the biggest challenges facing employers in southern
248 New Hampshire, and providing housing makes it easier to hire. They are proposing a
249 mixture of workforce and market rate housing to cover all different employee salary
250 bands. The next largest challenge is day care, which they are proposing as well. They are
251 proposing walking trails and bike paths for connectivity. Although the property is not
252 currently zoned for it, they are proposing a 15,000 square foot retail center, based upon
253 the concept of a convenience or general store. The plan also includes a 7500 square foot
254 machine shop, a 4500 square foot molding shop, and another 7500 square foot building
255 for the company OnPoint, also owned by G and K Solinsky, which will provide more jobs.
256 The services will also benefit the other technological companies surrounding the project.

257 A Chiampa stated that she thinks this is a great project and thinks she remembers
258 something like this in the master plan for Pettengill Road. Chairman Rugg agreed and
259 says that in the 1990s, the master plan at the time prevented them from creating a
260 village. The Woodmont Commons PUD is the closest there is to a village.

261 N Golon described the development goals as providing housing for the workforce as well
262 as walkability with a maximum distance from the front door to work of 700 feet, with no
263 more than 1000 feet to retail and services. There is a lot of green space included on the
264 plan and they tried to limit environmental impact. Out of approximately 75 acres, there are
265 more than 4 acres of wetlands and none would be impacted by the project. N. Golon
266 described the layout of the project. The retail area would be on the immediate right after
267 entry from Akira Way. Across from that would be the day care, which would be
268 approximately 9000 square feet. According to N. Golon, neither of these lots are
269 appropriate for development under their current zoning because of the topography. There

would be a timber bridge over the wetlands leading into the rest of the development to avoid impact. Across the bridge is the community area with centralized parking. The project is designed to limit huge expanses of parking. The residential buildings vary from 27 to 55 units. The most central buildings are three to four stories, while the other ones are taller. It will use municipal water and sewer. Drainage will be a difficult aspect of the property. In order to maximize green space, they will have to be creative in how they manage their storm water. Landscaping will be a big part of it, using native species to revegetate the area after clearing. From the high point in the northeast quadrant to the low point in the south quadrant, the elevation goes from 420 feet to 300 feet. N. Golon explained they needed to be very creative in how to place their buildings within the 120-foot grade change. The Envision building is in the only place that can support a large industrial building. The rest of the parcel's topography is better suited to the other uses that they are outlining. N. Golon suggested that the first phase of the construction would be to come in off of Kitty Hawk Landing to build the bridge to give access to the retail and day care components first. The zoning is not set up perfectly for this project so they plan to go to the Zoning Board of Adjustment.

D. Anagnost added that the entrances are on Akira Way and Kitty Hawk Landing to allow double access for emergency vehicles and residents. All roads that are not Akira Way or Kitty Hawk Landing will be private roads so there will be no new roads for the town to maintain. There is a potential parking deck included. They do not know their exact parking needs but they have planned to include parking to comply with all ordinances, even though they do not think they will need it all and will likely scale it down. They are trying to minimize the number of impervious surfaces.

Chairman Rugg asked the staff to provide input first, and then the Board. J. Trottier stated that staff met with D. Anagnost, N. Golon, and their team a few weeks ago. K. Caron explained that in preliminary meeting, they discussed how this project did coincide in with the current master plan. They also reviewed the relief that would be needed, including variances for the residential and retail components, as well as the special exception. The applicant is prepared to go through that process with the Zoning Board.

J. Butler thinks this is an interesting project in an interesting location. He thinks it will serve its employees well. He asked about a figure at the top of the plan. N. Golon replied that it is a paper road relocation. There are currently a number of paper roads and lots with questionable frontage issues that would be consolidated under this project and become developable. J. Butler said that the accessory parking lot stands out and that it should connect to Akira Way. He likes the idea of the day care. J. Penta appreciated the presentation and thanked the applicant for bringing it to Londonderry. He likes the village and technology aspects, and the fact that it is in the north. He asked what a paper road is. N. Golon explained that they are roads created to provide frontage that are not actually built. J. Penta wished them luck and looks forward to working with them. B. Hallowell likes the village concept. He asked if there was any consideration given to underground parking. N. Golon said that the podium construction is very expensive. There are also many ledge outcroppings that make that impractical. They are open to exploring carports, but underground parking doesn't fit with the financial goals of the project. B. Hallowell suggested a parking structure to the side that allows for leveled parking in a central location since the complex itself is walkable. He also suggested a gym, recreation area, courts, and pool as amenities that attract people. N. Golon said that the area between the

316 retail and residential areas are an opportunity for trails and recreation. B. Hallowell said
317 that the concept of a country store where you can get everything is also a good social
318 opportunity and place for community. R. Fillio asked where they were going to put snow.
319 N. Golon replied that it will go in the green spaces, and that streets are designed for ease
320 of removal. R. Fillio said that every plan that comes to them has a snow storage area
321 designated. G. Verani likes the idea of creating jobs and that it will direct more people to
322 the business in North Londonderry. He thinks accessibility is good. He is concerned
323 about the building sizes of the residential units, and wants to know what the town can do
324 to accommodate it. K. Caron replied that it is a variance process at this time, but the
325 Town is looking at the regulatory process to see how it can be more accommodating to
326 mixed-use developments. The can also use PUD to put in changes without so much
327 zoning relief. G. Verani commented that he didn't see anywhere to detain the water. N.
328 Golon said that in the industrial district buildings can go up to 50 feet, and that the
329 ordinance for number of units only applies to R3 districts, and could avoid the need for
330 zoning exceptions. They are also open to all options to detain water and it will take some
331 creativity. A. Sypek thinks the project is fantastic. He wanted to know if the units are
332 intended for the people who are going to work on site. D. Anagnost said that they are
333 designed to meet those needs for both line employees and engineers and executives. A.
334 Sypek asked if someone not working on the premises could live there. D. Anagnost said
335 yes. L. Wiles thinks it's a great project and a great use of that location. He is looking
336 forward to working through the regulations with them. T. Combes said he would like to
337 see a restaurant and bar or brewery on the site to encourage community at the end of the
338 day. He also commends them on trying to provide a day care but staffing is a challenge.
339 J. Knights overall loves the project and thinks it will address a lot of issues. He likened the
340 project to something you will see in Europe. He asked if this is all one phase, aside from
341 the previously described addition. D. Anagnost said that the Envision building and the
342 infrastructure will be done up front, and then the housing, commercial and the day care in
343 the first phase. Later phases would include the parking garage, the expansion, and the
344 other industrial buildings on the plan. It will take a number of years to develop. J. Knights
345 asked if they were considering solar. D. Anagnost pointed out that G and K Solinsky are
346 on the cutting edge of technology and they are looking into being the first net zero
347 housing project ever built in New Hampshire. They are looking into feasibility now. There
348 is a good possibility that they could generate all the energy needed to support all of the
349 housing, manufacturing, commercial, and day care. It isn't guaranteed, but they are trying
350 to figure it out. A. Chiampa appreciates all that the project is offering. She has some
351 issues at the east of the property because there is an abutting apple orchard on
352 conserved land. Currently, there is a three-story parking garage planned on that side of
353 the property. She asks them to take that into consideration. N. Golon said it is a great
354 point, and if the garage does go there, it will try to integrate with the topography. D.
355 Anagnost said that it will all be attractive and look like a real village. A. Chiampa asked
356 them to consider the neighborhood and how much you can see, and wanted to know
357 what type of architecture they are planning to use. D. Anagnost said he isn't sure exactly,
358 but all the buildings will be integrated with each other. Chairman Rugg thanked them for
359 bringing it to the Board and thinks this is the direction where the Town should go. A.
360 Chiampa asked if there are any height limits because of the airport. N. Golon replied no,
361 but that they need to file with the FCC because of the proximity.

362 VI. OTHER BUSINESS

363

364 Chairman Rugg said that K. Caron is working on zoning regulations and will present them
365 at a later date. Plans for the May 3rd meeting are due on April 13th. The meeting on May
366 10th has four continued plans.

367 **VII. ADJOURNMENT**


368
369 **A Sypek made a motion to adjourn the meeting at approximately 8:55**
370 **p.m. Seconded by T. Combes.**

371
372 **The motion passed, 9-0-0.**

373
374 **The meeting adjourned at approximately 8:56 pm.**

375 These minutes were prepared by Kirsten Hildonen.

376 Respectfully Submitted,

377 
378 _____
379 Name: Jake Butler Lynn B. Wices
380 Title: Secretary 1st Secretary

381
382 These minutes were accepted and approved on May 3, 2023, by a motion made by
383 A. Sypek and seconded by J. Butler