

UNAPPROVED MINUTES
Town of Auburn
Planning Board
PUBLIC HEARING
January 24, 2024

Present: Ron Poltak, Chairman. Jeff Porter, Vice-Chairman (7:06pm). Jill Dross, Member. Paula Marzloff, Alternate Member. Michael Rolfe, Selectmen's Representative. Minutes prepared by Denise Royce.

Also Present: Carrie Rouleau-Cote, Building Inspector.

Absent: Michael O'Callaghan, Members. Jess Edwards, Alternate Member.

The meeting was being held at the Auburn Town Hall. Mr. Poltak called the meeting to order at 7:00pm. Mr. Poltak moved on to introducing the Board members. Mr. Poltak indicated that they would approve the meeting minutes from January 3, 2024 as it was a very lengthy meeting and the Board members have not had a chance to review them yet.

At this time, Mr. Poltak elevated Mrs. Marzloff to full voting status in the absence of Mr. Porter who is on his way. Mr. Poltak explained that there are two (2) items on the agenda tonight of which one is an informal discussion, and the other is a continuation.

GENERAL BUSINESS

Auburn Self Storage (Joe Robinson)
404 Hooksett Road, Tax Map 9, Lot 16
Discuss Release of LOC and Reduced to \$1,650.00 CILO

Mr. Poltak read the letter from Stantec recommending the surety reduction for 404 Hooksett Road. At this time, Mr. Poltak asked for a motion and a second to the effect of surety we are holding back in the event some trees don't make it.

Mr. Rolfe made a motion to reduce the surety from \$121,309.72 down to \$1,650.00 for a reduction amount of \$119,659.72 as recommended by Stantec in a letter dated January 5, 2024 for Auburn Self-Storage, 404 Hooksett Road, Tax Map 9, Lot 16. Mrs. Marzloff seconded the motion. A vote was taken, and all were in favor and the motion passed.

R&L Carriers
Londonderry Turnpike, Tax Map 1, Lots 22 and 23
Discuss Potential Warehouse Trucking Facility

Mr. Poltak explained that R&L Carriers were before this Board a few months ago in which the Board and R&L Carriers had a very informal discussion. Mr. Poltak also stated that they came forward and told them of the possibilities of coming to Auburn to build a facility and shared with the Board what the facility would look like. Mr. Poltak further added that Mr. Pratt and staff had come to town hall and met with Ms. Royce and Mrs. Rouleau-Cote at town hall, which he did not attend. Mr. Poltak mentioned that they would be building a road and that he was unaware that it was 128 acres in Auburn and 240 acres in Londonderry and it was a trucking facility and then the potential of the 240 acres to be further developed with homes and the like.

With that said, Mr. Poltak indicated that he wanted to hear it all tonight and turned the discussion over to Mr. Pratt. Mr. Brian Pratt of Fuss & O'Neill introduced himself to everyone present tonight and indicated that R&L Carriers and Lamontagne Builders are present tonight as well. Mr. Pratt began by saying that it was 120 acres in Auburn with three existing parcels which are all owned by Governor's Hill Corp. Mr. Pratt went through and pointed out the location of the lots to the Board members. Mr. Pratt indicated that this plan is similar to what they've seen before. They have completed some wetland delineations which was a big concern. Mr. Pratt pointed out that there were three lots that were existing so it would be like a merger/resubdivision just to kind of reconfigure the lots. Mr. Pratt pointed out the locations of the three (3) contiguous lots to the Board members. The lot to the right was approximately 30 acres and the lot to the left was approximately 46 acres which is coming in off the By-pass 28. The property is located directly across from Morton Builders. They would plan to phase this building because they don't need to build the entire road which is approximately 2,500 linear feet to the town line and the purpose of that connection is that there is 240 acres in Londonderry. They plan to build 1,200 feet of road to start and there would be a temporary cul de sac which would give R&L Carriers the frontage for their lot and efficient access to their facility. Mr. Pratt gave an overview of all the parcels which consist of Tax Map 1, Lot 23, 22 and 24-1 and then there's 240 acres in Londonderry. They're still working on some surveys and some concepts as well as locating some wetlands. They don't have a plan finalized to share publicly until they obtain a little more survey information.

Mr. Pratt informed the Board that Londonderry has a planned unit development overlay district of which parcels of 100 acres or more basically can write their own zoning with limited dimensional requirements. There is a possibility for a large residential development to go there with some mixed use. The maximum for the planned units is 6 units per acre. They don't have a concept ready to share but as soon as they do, they will share it with the Board. Mr. Poltak asked if there would be two (2) access ways for the development. Mr. Pratt said yes there would be two (2) access ways of which one would be in Londonderry and the other would be to Auburn. In Londonderry, the road would be private.

Mr. Pratt stated that for the initial phase the plan would be to design a subdivision and the R&L Carriers would be doing their own but would be coming concurrently. Mr. Pratt added that the R&L Carrier site would like to do that as soon as possible.

Mr. Tatem asked Mr. Pratt about off-site improvements such as turning lanes or deceleration lanes. Mr. Pratt commented that, they are planning on doing a turn lane as well as a trip generation analysis and they are coordinating with DOT and believe it will be under 100 trips in the peak hour so it would not trigger an actual study but they did let DOT know that it would be further expanded and there would be a second driveway permit at that time. In the short term, Mr. Pratt did not believe there would be much off-site improvements, but they are thinking of a deceleration lane and a left turn lane into the site and into the Morton site.

Mr. Rolfe asked how long the road would be into the site. Mr. Pratt indicated that they were planning on using the collector road details of Auburn's Ordinance which he believes has 24 feet of travel way and 5 feet of paved shoulders on each side so about 34 feet. A brief discussion ensued with regard to the road.

Mr. Poltak asked Mr. Pratt how many trips a day that trucks would be going in and out of the site. Mr. Pratt stated that there would be 55 trucks in the morning that would be leaving in the morning between 8am and 11am so it would be under 20 trips per hour so a truck every 3 minutes. Then the trucks arrive back between 4:30pm and 7:30pm and would be staggered as well. They are not all arriving at the same time. Overall the trip generation is pretty low.

Mr. Pratt moved on to say that they want to work with the town and want everyone fully aware of what is going on and welcome all the feedback. Mr. Poltak talked about regional impact and Mr. Pratt pointed out that once they submit to Londonderry that it would absolutely have a regional impact because it crosses a town line and also it could be 1,200 potential units. The initial application will be a 3-lot subdivision and a 2,800-foot road and the R&L Carrier project. Mr. Pratt also mentioned that they would then have to come back to the Planning Board when they have something for the pad lots in the front. Mr. Pratt went on to talk about concept #18 and explained that they took some ideas because they really don't know what will happen with the two lots in the front yet. Mr. Pratt pointed out the wetland buffer along with the location of the wetlands. Mr. Pratt talked about contractor bays and possibly self-storage facility possibly going in there.

A brief discussion ensued with regard to which way the trucks would be going from the site. If they would be going north or south. Mr. Stan Richards of R&L Carriers was unfamiliar with the area and did not know at this time. It was noted that Beaver Brook Road backs up in the morning. Mr. Richards indicated that they have an in-house safety department that is going to travel the different routes and will look at what kind of turning radius from point "A" to point "B". They have to look at residential communities and school zones, everything that would factor in the impact or potential of accidents of being on that road. Their goal is to get to the highway. At this time, Mr. Poltak asked where the two (2) other access points would be. Mr. Pratt stated that one would be Auburn Road which

is the existing Brook Hollow Gravel Pit, and the other is the Mill Pond Subdivision in Londonderry.

Mr. Poltak believes it was an ambitious timetable, especially if you have to go before the Zoning Board of Adjustment. Mr. Pratt informed the Board that they are on the agenda to go before the Conservation Commission on February 6th, which will be a very similar presentation. Mr. Poltak wanted Mr. Pratt to keep in mind the traffic with the potential of something else going into those two areas in the front. Mr. Pratt informed the Board that they will be doing some trip generations for not only the R&L Carrier site but also for what they show on the plan tonight. They will work with Stantec to size the intersection appropriately with the understanding that it may expand in the future.

Mr. Poltak asked Mr. Pratt about the 30,000 square foot of wetland impact and asked if that was the amount of impact to be filled. Mr. Pratt stated that there are wetlands scattered throughout the site and pointed out the isolated wetland pockets to the Board members. Mr. Pratt added that they do have their wetland scientist here tonight if anyone had any questions. Mr. Pratt commented that there would be 39,000 total square feet of wetlands that would be filled as part of this application. They are scattered throughout the site and R&L Carrier needs the flat area of the site to have their trucking facility located. Mr. Poltak asked if they would be mitigating. Mr. Pratt said yes, they have to mitigate anything over 10,000 square feet and they've met with DES and the Army Corp of Engineers and would be setting up another meeting.

Mr. Rolfe asked if they would be changing their own tires at this facility. Mr. Richards stated that they would have a 4 or 5 bay maintenance shop on the property. One would be a service pit to change the oil in and one would be for tires and alternators.

Mr. Pratt informed the Board that when they first come in it will be for the road and the subdivision plan and the R&L Carriers site. They will have some wetland buffer impacts as well as actual wetland impacts and those are highlighted in the green color which are primarily for stormwater runoff. They're trying to limit the buffer impacts, but 125-foot buffer is kind of a big buffer that is tough to make the stormwater work when you have to end it 125 feet away. They will have some buffer impacts for the road as well and some various buffer impacts as you go, which is something they will be bringing forward to the Zoning Board of Adjustment. Basically, they hope to get some feedback from the Planning Board today and then continue with their design and meet with the Conservation Commission and get their feedback and get the plans to a comfort level design where they have the stormwater basins actually designed and then submit to the Zoning Board of Adjustment. If they don't get ZBA approval, then the project doesn't work because they have to get buffer impacts and wetland impacts in order to proceed.

Mr. Poltak wanted to confirm that 1,200 feet of road would be Phase I of the overall project and Phase II would be finishing the road to the Londonderry side for connection. Mr. Poltak was looking at their schedule and with regard to timing he would like to have a complete application and wanted to know why they wouldn't finish it to the Londonderry town line. Mr. Pratt stated that the Town of Auburn has a maximum of 1,200-foot road

length and that is why they are doing it that way. There's no reason at this point to build the road all the way to the Londonderry town line.

Mr. Bob Lamontagne commented that the road needs to extend because they will be building further pass 1,200 feet and plus it will make it a through road because we always wanted a through road. Mr. Poltak agreed. Mr. Porter and Mr. Rolfe both asked if it would be a private road. Mr. Lamontagne said it would be private, but that people could go through it as it would be an access for ambulance and fire.

Again, Mr. Poltak believed their timetable was ambitious. The Board and Mr. Pratt went through the timetable, and they would be looking to start Phase I this fall. Mr. Poltak was trying to define a complete application. It was noted that the first application to be submitted would be for the 1,200 feet of road and the subdivision of the lots which would be reconfiguring the lots which would be done by Fuss and O'Neill. The next application would come from R&L Carriers and their engineer to develop the R&L Carriers site of which they go simultaneously. Mr. Tatem believed it was nice that they designed the whole road now instead of doing it in pieces. Mr. Pratt added, yes, they will be designing the whole road now but would be phasing the road in sections for future development.

Mr. Poltak asked the Board members if there were any further questions. Mr. Pratt commented that they would like some feedback from the Planning Board and to know if there was anything they did not like so they could design it appropriately. Mr. Pratt asked the Board if they wanted to discuss the wildlife corridor or did, they want to leave it up to the Conservation Commission. Mr. Poltak would like to leave it to the Conservation Commission.

In conclusion, Mr. Poltak believed the Board could work with them in terms of taking it step by step and phase by phase, but they would need to work with the Planning Board. Mr. Richards asked the Board if there was anything that prohibits or says that this will not happen as they're putting in a lot of time. Mr. Poltak stated that there would be a serious impact on the natural features of that area but did not feel there were any issues that would prohibit this project from moving forward. Mr. Rolfe added that it was a state road, and it was not a town road. Mr. Poltak believed this was a big project but did not believe it was unworkable.

Mr. Pratt and Mr. Richards thanked the Board for their time and the discussion ended at 8:04pm.

At this time, the Board took a two (2) minute break before beginning the Public Hearing portion of tonight's meeting.

PUBLIC HEARING

Matthew Peterson, Keach-Nordstrom

On Behalf of Tanglerock Holdings, LLC &

Russell C. Sullivan

Off of Tanglewood Drive & Rockwood Terrace, Tax Map 4, Lots 13-4 &16

Major Site Plan Review (55+ Community Development – 62 units) &

Lot Line Adjustment

Continued from December 13th, 2023

Mr. Poltak talked about the letter received yesterday from Stantec that had a list of items to discuss and believed that drainage was an issue. At this time, Mr. Tatem went through approximately 6 of the outstanding items with the Board and Mr. Peterson. Mr. Tatem started by saying that all of the houses are serviced by onsite septic for two (2) units per septic system, which they are not concerned about. They still need to be submitted to the state for final approval. The water system contains two (2) wells with water mains going down the road and all homes will be sprinkled. There still needs to be a lot of technical details that need to be included which is comment #5 of the letter dated January 23, 2024. Mr. Tatem moved on to comment #36 which calls out the stations. Comment #61 pertains to Landscaping and believes there should be landscaping plans included. Mr. Peterson explained that there was a Landscaping plan included in the plan set. Mr. Tatem believed those plans need to be discussed with the Board members with the Landscape Architect. Comment #70 which talks about not having an adequate sight distance from Tanglewood Drive. Mr. Tatem believed these were the bigger items that needed to be discussed tonight. Mr. Tatem also brought up the fact that the Town has been doing their roads at 3% and on the detail, it says 2% and it should be 3% but asked the Board if they had an issue with this one since they were private roads. Mr. Rolfe asked how wide the roads would be. Mr. Tatem stated 22 feet.

At this time, Mr. Matthew Peterson of Keach-Nordstrom along with Attorney Dan Muller were present tonight representing Tanglerock Holdings, LLC. Mr. Peterson went on to say that they have been before the Board multiple times and have given an overview of the project and have been through two (2) reviews here and the one thing they did not get into was drainage. Mr. Peterson began by going through the plan and talking about the different soils throughout the property which has 13 different types of soil. Mr. Peterson talked about water flow and the fact that they have to look to make sure they meet the pre and post runoff numbers. Mr. Peterson indicated that the Town of Auburn requires the 100-year storm to still have a foot of freeboard in all of their detention ponds, so these ponds are substantially sized to handle that. There are 8 total detention treatment areas on the site. They have gravel wetland ponds, infiltration ponds, a detention pond and they have a pocket wetland pond and pointed each pond out to everyone present tonight. Mr. Peterson talked about the fact that they issued a waiver to the State to not treat the last 300 feet of Rockwood Terrace and the State rejected that, so they propose a detention pond at the corner of our private road and the Town road to make sure our pre and post numbers work. Currently with the AOT they received their second review back and its basically Fish and Game that would like them to do an

Easement on the open space that they walked previously, and we offered to do a Deed Restriction instead because it's a lot harder to find someone to take over an Easement. This will be something that goes up to AOT for the Fish and Game for the wildlife corridors they were looking for. The other thing they requested was for them to get rid of the sumps out of the catch basins because they are afraid that the turtles will fall into the grates and not be unable to find their way out of the catch basins. Mr. Peterson mentioned it to Mr. Tatem and he said that it's Fish and Game and if they requested it then Stantec will support it. Mr. Peterson talked about the forebays. Mr. Tatem commented that, the last development done in Auburn on Freedom Lane does not have any sumps in it because of Fish and Game. A brief discussion ensued with regard to this request. Mr. Peterson again stated that this would be reviewed by AOT and that he was sure that the Army Corp of Engineers would also be taking a lot at this as well. Ms. Leblanc wanted to point out that there is supposed to be 100 foot buffer and they are planning to put in a detention pond and did not believe this should be there. Mr. Peterson stated that he would have to take another look to be sure but believed that drainage and detention ponds were allowed within the buffer. Mr. Poltak commented that, what they are proposing to build needs to be on the record and wants them to be sure that it coincides with our regulations as to size and number of bedrooms.

At this time, Mr. Peterson passed out copies of two (2) house concept plans to each of the Board members. Mr. Peterson went through the two (2) house plans with the Board members. Mr. Peterson also noted that, they did landscape plans for each unit to be sure that there were sufficient plantings. A brief discussion ensued with regard to the models of homes to be built within this development.

Mr. Peterson also pointed out that there would be no RV or boat parking within this development. With that said, Mr. Peterson stated that, that was all he had tonight but wanted to just hear from the Board members. Mr. Peterson mentioned the connection between Tanglewood Drive and Rockwood Terrace and added that, they gave a presentation last time that they were proposing to phase it with the Fire Department and the sprinkling of each home. Mr. Peterson asked what the Board's thoughts were with not having to connect the two (2) roads in the first phase. Mr. Porter brought up the fact about mail delivery. Mr. Rolfe mentioned that the last time they talked about surety being put in place to make sure the two (2) roads connect and that he did not have a problem with doing it this way as long as surety was in place. Mr. Poltak stated that he would like to see the two (2) roads connected and would like to see this in place before any phase starts. Mr. Poltak also mentioned that, he believed they were reluctant to build the clubhouse in Phase I. Mr. Peterson did not believe it would be used in the beginning so they were not envisioning completing the clubhouse first. Mr. Peterson stated that, the phasing was originally, Phase I would be to complete the 9 homes straight in and then the 17 homes on the far left. A brief discussion ensued with regard to connecting the two (2) roads.

In conclusion, Mr. Poltak pointed out a list of things that he would like to see done. The list is as follows:

- 1) Complete the town road portion in Phase I done to binder coarse and then the rest can take place.
- 2) Landscape plans with model plans of houses
- 3) Water distribution plan
- 4) Septic plan designs
- 5) Mail delivery & Clubhouse
- 6) Sight Distance
- 7) Guest parking
- 8) Storage of Boats & RV's – make a destination place or make them not allowed.
- 9) Rear Right of Way Access – Mr. Peterson commented that he did not have a way to do that.
- 10) Technical Team and asked who that would be. Attorney Dan Muller was present.
- 11) Timing in general which will be the last discussion item.

Mr. Tatem commented that Mr. Peterson stated that there would be no RV storage and read the section for “Allowed Support Facilities” and commented that, the Board has the authority to require on-site storage facility if they think it would be beneficial, they can request an area for storage of RV's and boats.

Mr. Tatem went on to read the section regarding the “Buffers” and commented that it doesn't say it's required, or it needs to be vegetated and believed that you could put ponds within the buffer. Mr. Tatem understood what the abutter was saying and thought that maybe something could be done with some screening.

Ms. Leblanc asked about the property having some sort of property management of some sort. Ms. Leblanc talked about the clubhouse and people renting the space for functions and they're going to need more parking than the spaces that are allotted. It was pointed out that there would be a Homeowner's Association that would take care of all of these things.

Mr. Poltak asked about the condominium docs which have already been submitted and reviewed by town council. Mr. Poltak asked Mr. Peterson about their team. Mr. Peterson believed that they could come back next month with a better list for the Board.

With that said, Mr. Poltak asked the Board if there were any further questions. None were noted. Ms. Leblanc asked about water testing and asked for an update. Mr. Peterson stated that he would be speaking with Bruce Lewis and would get that information for next time.

Mr. Poltak stated that the next meeting for the Planning Board is scheduled for February 21st. Mr. Poltak asked for a motion to continue the Public Hearing until February 21st.

Mr. Porter made a Motion to Continue the Public Hearing for Tanglerock Holdings, LLC, Off of Tanglewood Drive & Rockwood Terrace, Tax Map 4, Lots 13-4 & 16 until Wednesday, February 21st, 2024. Mr. Rolfe seconded the motion. A vote was taken, and all were in favor and the motion passed.

Mr. Poltak thanked the applicant and Attorney Muller. Mr. Peterson thanked the Board members for their time and the discussion ended.

OTHER BUSINESS

No new business was discussed tonight.

At this time, Mr. Poltak thanked everyone for their participation tonight and indicated that a motion to adjourn would be in order.

Mr. Porter made a motion to adjourn. Ms. Dross seconded the motion. A vote was taken, all were in favor and the meeting stood adjourned at 9:10pm.

The next Planning Board meeting is scheduled for Wednesday, February 21st, 2024 at 7:00 pm. This meeting will be held at the Auburn Town Hall, 47 Chester Road. This date is subject to change.