



OLD VALUES - NEW HORIZONS

## COMMUNITY DEVELOPMENT

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### Approved Planning Board Minutes Wednesday, February 4, 2015 7pm @ the Community Development Department

#### Board Members:

Kristi St. Laurent, Chairman – Present  
Alan Carpenter, Vice Chair – Present  
Paul Gosselin, Member – Excused  
Pam Skinner, Member – Excused  
Margaret Crisler, Member – Excused  
Vanessa Nysten, Member – Present

Bruce Breton, Selectman – Excused  
Joel Desilets, Selectman Alternate - Present  
Steve Bookless, Alternate – Excused  
Jim Fricchione, Alternate – Excused  
David Oliver, Alternate - Excused  
Kathleen DiFruscia, Alternate Member - *seated  
for Margaret Crisler*

#### Staff:

Ms. Wood, Community Planner  
Ms. Suech, Planning Assistant, Interim Minute Taker

Chair St. Laurent called the meeting to order at 7:13 pm, followed by the Pledge of Allegiance, member attendance and a brief synopsis of the agenda.

#### 1. Weston Estates Financial Release/Extension Request

- **Ms. DiFruscia made a motion to the partial release/extension request. Mr. Carpenter seconded the motion to recommend to the Board of Selectmen to reduce the Letter of Credit from \$167,443.66 to \$125,130.61, which is a reduction of \$42,213.05. Vote: 3-0-1.**

#### 2. Conditional Approval Extension Release

##### **Preliminary/Major Site Plan/Watershed Application 112 Range Road (Lot 17-L-15) Case 2014-13**

Northstar on the Range, LLC requested that the Board grant a 90 day extension for their Site Plan Approval, to complete the following outstanding items:

1. Waiver from 703.1.2 is granted with a solid vegetative buffer to be planted in-between the parking area and the street
2. A new sheet A-1 is to be included in the final plan set depicting the 2' lower rooflines, as was submitted at the meeting

3. Receipt of the NH DES septic permit and NH DOT Driveway permit (add permit #'s to final plans)

**Mr. Carpenter made a motion to extend the approval from February 13, 2015 for 90 days, thus extending the conditional approval until May 14, 2015. Mr. Deslites seconded the motion. Vote: 5-0.**

3. **2015 Master Plan - Regional Perspectives** (2/4/15 Presentation to Planning Board)

**<Derry info provided by Vanessa N.> (Page 6 of the Master Plan)**

**The following changes were made to paragraph one:**

**1<sup>st</sup> sentence spell out "Rt." except for along Route 28**

**2<sup>nd</sup> sentence add "'s" to "Derry", replace "allowing" with "which allows"**

**Double space after the word "uses"**

**4<sup>th</sup> sentence remove the word "down" after Derry**

*1<sup>st</sup> sentence should read - The area within the Town of Derry that abuts Windham is mainly residential, except for along Route 28, which is zoned General Commercial District.*

*2<sup>nd</sup> sentence should read - The General Commercial District is the Town of Derry' most permissive commercial zone which allows automobile repair, service and sales; drive-in restaurants; retail; hotels as well as other uses. (double space after uses)*

*3<sup>rd</sup> sentence should read - As of July 2013, the Town removed new housing as a permitted use in its General Commercial District.*

*4<sup>th</sup> sentence - no changes*

*5<sup>th</sup> sentence should read - In 2014, water and sewer was extended in Derry along Route 28 to the intersection of Berry Road, approximately two miles from the Windham town line. (The word "down" was removed after Derry)*

*6<sup>th</sup> sentence - no changes*

**2<sup>nd</sup> paragraph changes:**

**2<sup>nd</sup> sentence should read- The lake is designated as a water supply for the Town of Salem.**

**3<sup>rd</sup> sentence should read - The remainder of the border is residential except for Route 28, which has experienced commercial growth.**

**4<sup>th</sup> sentence should read - Canobie Lake and Canobie Lake Park provide a destination enjoyed by people across the region and beyond.**

**<Joel provided paragraph about Hudson> (Pages 6 & 7 of the Master Plan)**

3<sup>rd</sup> sentence should read – Just over the border, Benson’s Wild Animal Farm was dormant for over 20 years.

4<sup>th</sup> sentence should read - In 2009 the farm made its debut as a 165 acre Benson Park.

Removed the last sentence - *In Pelham, there is a pocket of industry on the east side, with some agriculture, commercial, recreation and conservation lands shared along the rest of the town line.*

**From Jeff Gowan, Pelham Planning Director: (Page 7, 8 and 9 of the Master Plan)**

**1<sup>st</sup> paragraph – remove the language in parenthesis.**

*2<sup>nd</sup> paragraph, 2<sup>nd</sup> sentence should read - Pelham is currently focused on its recently rezoned MUZD (\*spell out MUZD) Town Center district and its commercial corridor along NH Route 38 for commercial expansion.*

\*Ms. Wood will inquire and determine what MUZD stands for.

**Areas of Regional Concern**

2<sup>nd</sup> sentence should read **Residents** were asked which impacts from outside Windham concerned them the most.

State of NH School Funding

Removed the 2<sup>nd</sup> sentence. In the 3<sup>rd</sup> sentence removed “a few”

The paragraph should read –

The adequacy of school funding and the formula used by the state to divide local taxes collected for statewide education distribution among communities has been an ongoing issue in New Hampshire for many years. Windham, along with other districts, received far less adequacy aid than the town is entitled to based on current state statutes.

In the 4<sup>th</sup> paragraph the word “rate” was inserted after tax. It should read -

According to the NH Center for Public Policy in 2013, Windham has an average property tax rate when compared to the rest of the state.

**Traffic <Edits in this section provided by Kristi> (Pages 9, 10, 11 & 12 of the Master Plan)**

The 3<sup>rd</sup> sentence should read - Route 111 is the only major road going east-west through Windham and is a vital link between Nashua, Hudson, Windham, **and Salem**. **Remove the language in parenthesis.**

Paragraph 3.

The last sentence should read -

**However, traffic counts are considerably higher where these neighbors access Interstate 93, converging along Route 111 from Routes 111a, 28 and 128.**

**Table 2: Traffic Counts - Surrounding Towns**

**\*A Parenthesis was added after the word Derry in the table below**

<b>Derry</b>	<b>North Lowell Road (Called Windham Road in Derry)*</b>	-	-	4,000	-	-	3,400	-	-
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**\*(Ms. Wood was tasked by the Planning Board Members with finding a number and percentage for 1990 and to check with DOT regarding the I-93 widening project) (This is for pages 10 & 11 of the Mater Plan)**

The first paragraph on page 11 should read –

\*The number of vehicles per day on Route 111 has gone from about 18,000 in 1970 to 21,000 as of 2010 at Exit 3. This represents an increase in traffic of between 17 to 38 percent.

During the 2014 Master Plan Visioning Workshop, residents suggested the timing of traffic lights on Route 111 could be improved and that roundabouts should be considered to improve traffic flow and operations. Roundabouts are a key recommendation of the Corridor Study Report for Windham NH 111 Corridor and Wall Street Extension Feasibility Study (July 2011) prepared by the Rockingham Planning Commission and the NH DOT.

The changes below are in BOLD –

Despite Windham’s population growth since 1970, there have been no significant capacity upgrades to Route 111 during the past forty years until the widening and rerouting of Route 111 between Rt. 28 and I-93 in 2008. **By 2016**, as part of the I-93 widening project, a 1.25

mile section of Route 111 near I-93 will be shifted north and **may be** widened between Wall Street and I-93.

The increasing traffic congestion on Route 111 is causing long backups at the intersection in the center of Windham, and it is estimated that this traffic will increase to over 30,000 average vehicles per day in the future (2035) after I-93 is improved.

**Paragraphs 8 & 9 were removed from page 12 of the Master Plan**

Paragraph 10

Delete - *And any proportional increase in crime “incidents”* in the 1<sup>st</sup> sentence.

The paragraph should read -

In addition to these traffic issues, the Windham Planning Board has raised a concern related to “through traffic” on Route 111 (traffic which is not generated within the community) and increasing traffic related incidents that Windham Police and Fire Departments must respond to. Based upon traffic modeling data and an Origin and Destination Survey conducted by SNHPC in 2013, the following table shows the percentage of traffic on NH Route 111 along various locations which is considered to be through traffic. As the Interstate 93 widening is completed, traffic is projected to increase along Route 111. This increased regional impact is anticipated to have a proportional increase on not only traffic but some Town services as well.

**Groundwater Quality & Quantity (Page 13 of the Master Plan)**

**1<sup>st</sup> sentence change “many” to “most”**

**Last sentence should read as follows**

Groundwater quality and quantity is a significant concern in Windham as most residents obtain their drinking water from private household wells or from small public water supply systems regulated by the State of New Hampshire. Groundwater quality and quantity is also a regional concern among Windham residents, particularly with respect to the quality and quantity of the ground water in adjacent towns along Windham’s borders. According to USGS estimates, 91% of residents in Pelham rely on groundwater for drinking water; 42% in Derry residents rely on groundwater; 63% of residents in Londonderry rely on groundwater; 38% of residents in Hudson, and 25% in Salem.<sup>1</sup>

Approximately 16% of the residents in Windham obtain their drinking water from approximately 60 very small public water systems regulated by the state of New Hampshire.<sup>2</sup> 84.2% of the town obtains their drinking water directly from unregulated private household wells. Unlike community water systems, which are regulated by the state, many private well owners are often unaware or lack knowledge about the need for water

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<sup>1</sup> USGS NH Population and Withdrawals by Source by Town for the Year 2005.

<sup>2</sup> New Hampshire Environmental Services, One Stop Data, Public Water Systems 2014.

testing. Contaminants naturally occurring in groundwater, such as radon and arsenic, are commonly found in drinking water in the area.<sup>10</sup>

There are also numerous anthropogenic (man-made) sources of groundwater contamination due to rock blasting, road salt, gasoline, backwash from water softeners, septic systems and sporadic releases of other contaminants. Like many towns in our region, residents in Windham rely on privately owned septic systems for wastewater since there is no town or public water or sewer service. This is a concern given the need to also protect Windham's lakes and ponds. In addition, Windham's shallow bedrock is very susceptible to contamination and materials released to the surface rapidly impact the groundwater.

Abutting Towns: (Research by E. Wood Page 14)

E. Wood will chose a couple of sentences from each person.

### <Londonderry Response Forthcoming> (Page 19 of the Master Plan)

**\*add as a footnote** - (February 2008, Jeffrey Taylor and Associates, Center for Environment & Plymouth State University)

The Potential Solutions for Reducing Road Salt Use in NH: A Report to I-93 Salt Reduction Work Group \*(February 2008, Jeffrey Taylor and Associates, Center for Environment & Plymouth State University) offered recommendations to reduce salt in these areas, such as creating "no salt areas" and Best Management Practices. The survey in the report concluded the best methods were training, equipment and infrastructure upgrades and behavior change. The study found that 57% of the total surface areas were being treated during winter maintenance activities.

**\*Ms. Wood has been tasked to check with Dave Poulson or Jack McCartney regarding the accuracy of the 55 ton/year.**

The Town of Windham has taken action already by signing a Salt Reduction Resolution in 2009 and writing a Salt Reduction Plan in 2010. The plan incorporates best management practices and a pilot program with a goal of obtaining a **\*55 ton/year** reduction in salt applied in the Dinsmore Brook watershed in the first year. While this is not adequate to meet the TMDL, the plan will be revised each year to change winter maintenance strategies that will achieve additional reductions. The 100 page document includes many best practice strategies, such as winter maintenance training of municipal staff and drivers, and a schedule for implementation. According to NH DES in order to meet the TMDL reductions, privately owned roads and parking lots should reduce salt use by 55 percent or 46 tons annually. A key component of the implementation plan is achieving sector salt reduction. Toward this end, a new law passed in 2013 created a voluntary commercial salt applicator certification program (RSA 489-C).

*The last paragraph in this section has been deleted with the exception of the last sentence starting with “A key component” above that has been included in the above paragraph.*

**Residential Growth**

Residential growth both within the Town of Windham and in surrounding communities is a major concern among many Windham residents. Most of this growth has been single-family homes.

**\*The Board would like clarification on Table 3. Ms. Wood is to send the information back to the SNHPC for clarification on the errors. Once corrected, the information is to be verified by the Tax Assessor, Mr. Fedele.**

**Mr. Desilets would like to have Londonderry and Derry added to the table. The Board agreed to not split out the Manufactured Housing section.**

**Table 4: Housing Units Authorized by Permit, 2000 – 2012 Percent Growth**

Municipality	2000-2012 Percent Growth								
	Single Family			Multi-Family			Manufactured Housing		
	2000	2000-2012	Growth	2000	2000-2012	Growth	2000	2000-2012	Growth
Salem	108	558	81%	0	667	100%	10	120	92%
Hudson	42	754	94%	6	376	98%	0	0	0%
Pelham	99	749	87%	6	376	98%	3	7	57%
<b>Windham</b>	<b>141</b>	<b>914</b>	<b>85%</b>	<b>118</b>	<b>345</b>	<b>66%</b>	<b>0</b>	<b>5</b>	<b>100%</b>

Source: New Hampshire Housing Finance Authority

**The 2<sup>nd</sup> paragraph should read (page 21 of the Master Plan)**

The proposed Pettengill Road Development is projected, at full build out, to generate approximately 3,206 new jobs for the region. Most of this employment would be in transportation and warehousing; professional and business services; and accommodation and food services. It is anticipated that most of these jobs will be filled by existing residents in the region. However, there will also be new employees and families outside of the region; however, there will also be new employees and families who will relocate to the state and will require housing. It is not known what the housing impacts and needs of this development will mean to the region at this time, or when the Woodmont Commons residential development will be completed to help absorb the housing needs resulting from this development. Regional absorption and housing studies are needed to provide area towns, such as Windham, with information that can help them plan for the future. One of the consequences of increasing residential growth is an increase in local school enrollment. A Build Out Analysis prepared for the Town of Windham in 2010 as part of the NH DOT’s I-93 Community Technical Assistance Program (CTAP) projects that an additional 1,415

single-family homes could be built within the Town of Windham's existing Rural and Residence A zoning districts.

**The last sentence in the 1<sup>st</sup> paragraph was removed. Page 22**

### **Interstate-93 Expansion**

The NH Department of Transportation is currently widening Interstate 93 from 2 to 3 paved lanes each way twenty miles from the Massachusetts border (Exit 1) up to Manchester, NH (Exit 5). Interstate 93 runs through Windham (Exit 3). As a result, the on and off ramps from I-93 to Route 111 have been impacted now for several years and these impacts will continue through 2016.

**The 1<sup>st</sup> sentence was removed. Page 22**

There has been blasting on I-93 at Exit 3 in Windham since 2010, adjacent to the southbound area. This has brought delays, temporary stops and closures on the southbound onramp and along NH 111. The final northbound I-93 road alignment and northbound ramp at Exit 3, is scheduled for completion in the fall of 2016.

**The 1<sup>st</sup> sentence should read – Page 23**

The benefits of the I-93 project, in terms of new economic development opportunities, are positive and the project will also expand access to new public transportation options.

**Mr. Desilets motioned to adjourn at 9:55pm, seconded by Ms. DiFruscia. Motion passed. Vote 5-0.**