

CANTERBURY PLANNING BOARD
PO BOX 500
THE SAM LAKE HOUSE
CANTERBURY, NH 03224

SITE PLAN REVIEW APPLICATION
(Rev. 10/2016)

NOTE: This application, and all required information, must be filed at least twenty-one (21) days before the date of the meeting at which it is to be submitted to the Board for acceptance as complete, whether in person or by mail. Filing is to be done at The Sam Lake House, Canterbury, NH to the attention of the Planning Board.

1. Name and address of applicant:

Joseph P. Levitt, owner New Hampshire Twelve Volt, LLC
374 Dover Rd. Chichester, NH 03258

Phone Number: 603-961-0347 cell 207-807-2357

Email Address: joe@nh12v.com nh12v

2. Name and address of owner of record, if other than applicant:

Same

Phone Number: —

Email Address: —

3. Name, address and telephone number of surveyor and or agent authorized to represent owner/applicant before the Planning Board: (attach letter of authorization to application):

Same

4. Location of proposed project:

Oxbow Pond Rd cleared commercial lot

Tax Map/Lot No.: Map 267, Lot 48

This application must comply with all requirements set forth in the Site Plan Regulations of the Town of Canterbury.

14. Application fees:

Application Submission fee:	\$ <u>100.00</u>
Abutter notification - \$10.00 each abutter (Include applicant, owner if other than applicant, and surveyor, and anyone else whose seal appears on the plan)	\$ <u>\$ 60 -</u>
Registry filing fee (\$33.00 for each Mylar recording; fee includes \$7.00 for a recorded copy for the Planning Board's file). Mylar will not be recorded until Town receives letter from surveyor indicating bounds have been set.	\$ _____
TOTAL (check payable to Town of Canterbury Planning Board.	\$ _____

Also include a check in the amount of \$25.00 (per plan) payable to the Merrimack County Registry of Deeds for the State of New Hampshire LCHIP surcharge.

Note regarding costs: Upon submission of this application, the Planning Board may, in its discretion, require that the applicant pay an additional sum for estimated administration, legal, or technical review costs.

CERTIFICATION AND ACKNOWLEDGMENT

- I. The applicant (and the owner or agent, if applicable) certifies that the information and representations contained in this application are complete and correct. All costs for engineering, legal or other professional services or recording by the Planning Board or the Town of Canterbury in the site plan review process of this property shall be borne by the applicant and/or owner and shall be paid prior to recording of the final plat.
- II. I have reviewed, or have had an opportunity to review, the Town of Canterbury Zoning Ordinance and Site Plan Review Regulations prior to submission of this application.
- III. I, as owner of the land to be subdivided, hereby authorize the Canterbury Planning Board and its agents to access my land for the purpose of reviewing this site plan, and performing road inspections and any other inspections deemed

FOR PLANNING BOARD USE ONLY:

Preapplication consultation (optional)

_____ Date

Completed application filed with Board
(at least 21 days before hearing date)

11/23/20
_____ Date

Fees paid Amount: \$ 160
CHK # 1002

11/23/20
_____ Date

Notices mailed and posted

_____ Date

Completed application on Board agenda

_____ Date

Application accepted by Board

_____ Date

Public hearing dates

_____ Date

_____ Date

_____ Date

Approved/Disapproved

_____ Date

Applicant notified of Board action

_____ Date

All conditions in final approval satisfied

_____ Date

Recording of final plat (Plan No. _____)

_____ Date

Copy of final plat provided to Selectmen

_____ Date

11/23/2020

To: Planning Board, Town of Canterbury

From: Joseph P. Levitt, Owner, New Hampshire Twelve Volt, LLC

Dear Members,

Please accept this letter and other documents regarding the property located on Oxbow Pond Road; Map 267 Lot 48. I look forward to meeting you all, if possible, and discussing the property's potential use. The intent of this letter is to describe some specifics of my concepts, with the assumption that the current public health crisis may hinder aspects of in-person consultation. Through a very helpful correspondence with your Chairman, Mr. Miller, it was brought to my attention that at least one of the intended uses may be questionable (self-storage) at this location and one may not (food pantry).

Food Pantry: I would like to describe the evolution of this concept to establish the efficacy of its use. During the course of this year I volunteered with the United Way of Greater Nashua and quickly realized that the collection, movement, and distribution of food donations was a very large endeavor. With great outpouring of help and even greater need for help, there seemed to be more food than space, not enough time or money, and, oddly and conversely, many seemingly unaffected people. At the same time, with restrictions on indoor businesses, some outdoor businesses were able to maintain and even reverse attendance trends. One such business was drive-in movie theaters.

Having seen some of the results from food collection outside of supermarkets, which were by no means unsuccessful, I noticed that confronting people while they were running errands or perhaps even worrying about grocery budgets themselves seemed, not inappropriate, but perhaps inefficient. I approached the Milford Drive-in Theater owners concurrently with the NH Food Bank and we piloted two weekends of *Food Drive-In*. Even in the cold of late October, ticket buying movie goers brought approximately 450 pounds of non-perishables over the four nights. It helped that the owners incentivized donations with free popcorn and that the NH Food Bank, United Way, and the theater reinforced the event on social media.

There were three major takeaways from this trial and they are based solely upon my personal examination. 1.) People were more apt to make donations when they were already spending disposable income; it seemed to become part of the event itself, 2.) There was very positive feedback from those who did not know about or otherwise bring donations because the mere existence of and discussion about our presence worked as 'marketing for good will'. Some even handed me cash in lieu of food items, which I combined in a check to the NH Food Bank,

support this use as fitting both within Canterbury's Zoning Ordinances and within the local commercial environment. Preliminary results from myself and commercial self storage and zoning consultants reveal that the immediate area (5-mile radius) off Exit 17 is potentially undersupplied with regards to self storage units both for individuals and small businesses. This assessment is based on general industry statistics and local due diligence, as follows:

General Market Trends:

1. <u>Travel Time to Unit</u>	<u>2007</u>	<u>2013</u>	<u>2017</u>
Less than 10 minutes	39%	45%	36%
10 to 19 minutes	36%	30%	34%
20 to 29 minutes	13%	12%	14%
30 minutes or more	13%	6%	8%
45 minutes or more	7%	7%	7%
2. <u>Visits to Unit</u>	<u>2007</u>	<u>2013</u>	<u>2017</u>
More than once per week	9%	6%	12%
About once per week	13%	9%	14%
About once every two weeks	18%	14%	16%
About once per month	30%	32%	26%
3 to 6 times per year	18%	24%	20%
Fewer than 3 times per year	13%	15%	13%
3. <u>Traffic Assessment 2020</u>	<u>Daily Zone Trips</u>	<u>AM Visits</u>	<u>PM visits</u>
1.5 acre Industrial Park	92	12	13
1.5 acre Warehouse	86	15	13
1.5 acre Self-storage	53	4	5

Local Values (5-mile radius):

1. 7,504 households (approximately 1,000 storage units needed)
 - a. 30% renters (above average)
 - b. 35% multi-family
2. \$84,631 median household income (above average)
3. \$236,659 median home value (above average)
4. Strong residential housing market
5. Two closest self storage facilities are "full" - comparison below:

Waiver Requests Oxbow Pond Rd., Map 267 Lot 48, New Hampshire Twelve Volt, LLC

1. Office Setback - The office is portable and delivered on site in completed form with no foundation. It meets all engineering and occupancy requirements and the only utility used will be electricity. There is no site preparation necessary and the setup includes leveling, starting with one corner at ground level, up to 3 feet with customer supplied concrete blocks and driver supplied pressure treated shims. We are suggesting an approximately 25' center of building setback from the main entrance on the front property line so as to interact with customers prior to entry into storage units. This also allows for the main storage buildings to maximize the setback and for food donations to be delivered from the parking area. Please see the Site Plan Map.
2. Erosion and sediment control plan - The use of University of New Hampshire Stormwater Center approved porous asphalt in combination with crushed stone allows for recharge of groundwater aquifers (even when frozen), improves water quality, and does not produce black ice resulting in very low salt use, if at all. Please see the Fact Sheet.
3. Noise and Traffic Studies - Research indicates that traffic and noise will not be adversely affected, as approximately 5 cars are expected to enter and leave the facility during the course of a day (9-10 trips). Approximately 60% of renters visit sites less than once per month and 70% will most likely live less than 20 minutes to the site. These facilities have relatively low turnover, are overwhelmingly used by passenger vehicles, and serve the immediate local community (the 5-mile radius around the site is approximately 400 units short of the national average). There will be no heavy equipment post-construction and no outdoor storage of vehicles or boats other than that owned by the business. Please see the Letter or Narrative Description.
4. Lighting Study - Interior lighting will be motion activated, timed off LED lights and outdoor lighting will be downfacing, building mounted LED lights approximately 8' off the ground. The exterior lighting is needed to maintain safe conditions and allow for video surveillance of on-site activities. There will be no pole lights (street lights) and only one downward light on the sign at the main entry.
5. Existing and proposed grade elevations - The current state of the property (clear-cut yet not stumped) makes for an inaccurate depiction of what a cleared, graded site will look like. The engineering and construction firm that will perform the planning and building, pending bank approval, will provide much more detailed information prior to the start of the project. The existing and proposed grades will be used to both scope the project and calculate the initial cost of materials.

Sincerely,
Joseph P. Levitt

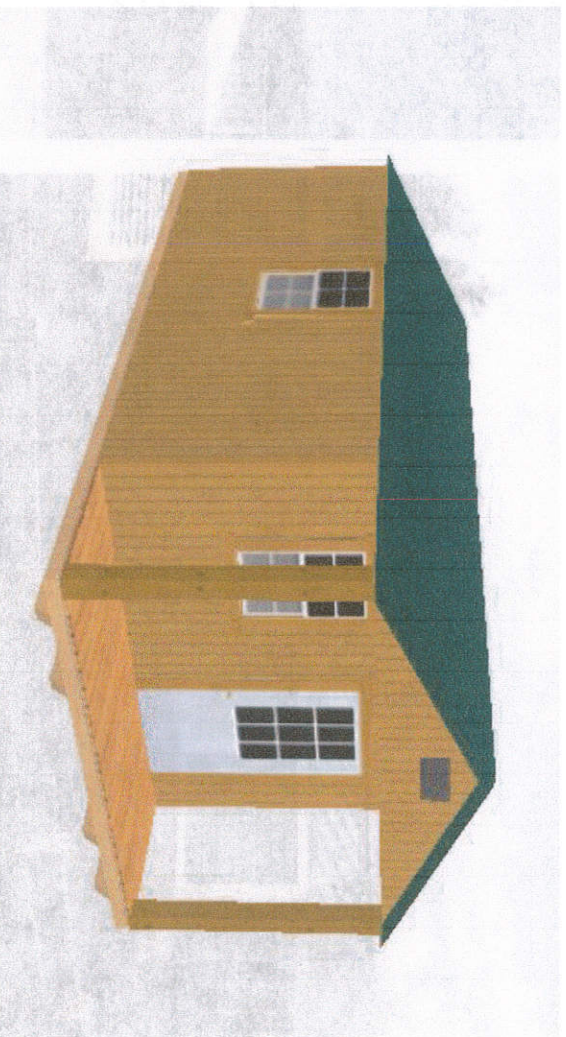
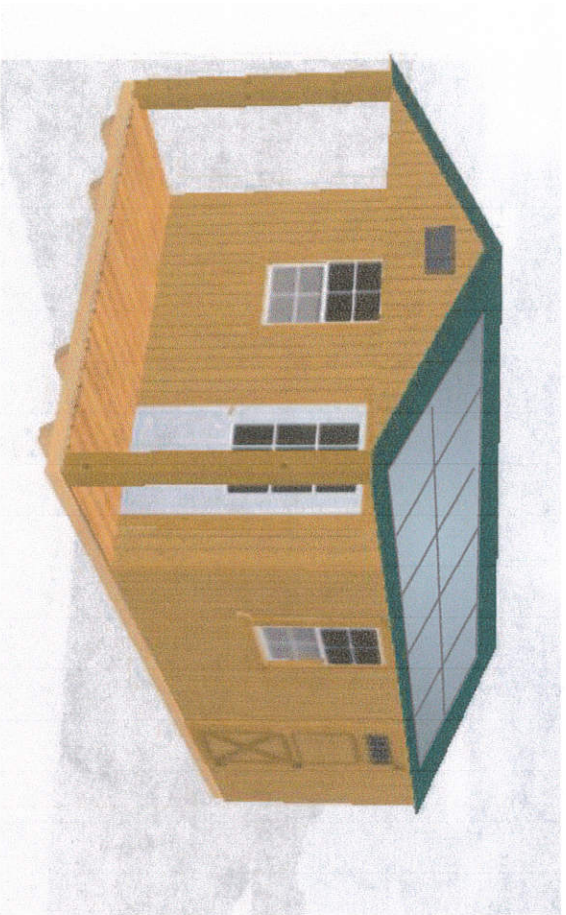
Site Plan

Map 267 Lot 48
Oxbow Pond Road
Canterbury, NH

- 1.516 acre parcel
- ~16,500 sq. ft. of storage
- ~300 sq. ft. office and food pantry
- 8' Black aluminum fence
- Single entrance with automatic gate
- Conifer screen frontage
- Gravel with floating slabs
- Single sign at entrance
- Drive in food donation facility
- NH Food Bank rent incentives
- Owner attended business hours
- 24/7 gate access w/ security system
- Solar powered operation



Office

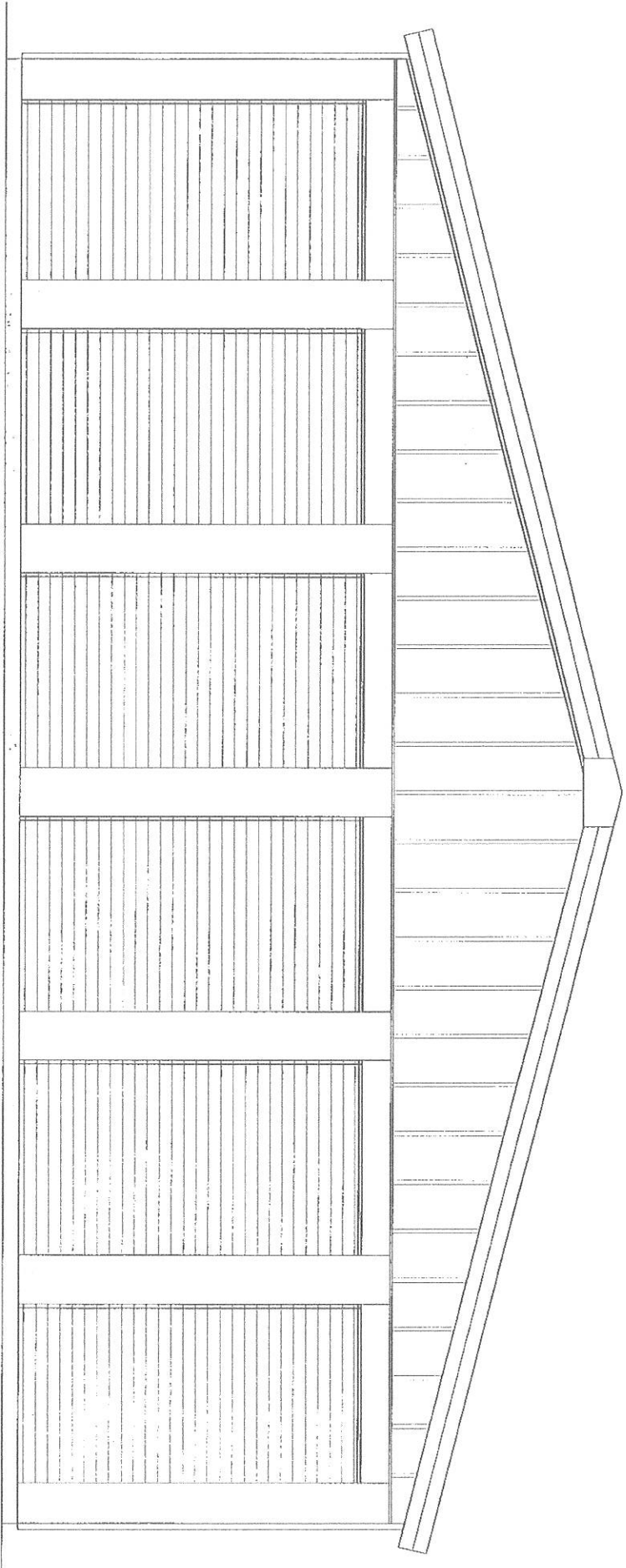


12' x 24' Office and Food Pantry with 12' x 20' interior (4' front porch)
Front entry and counter for customer interaction
Side and rear entry for food donation collection and organization
Solar (~4KW) on south facing roof with electric baseboard heat

Specifications

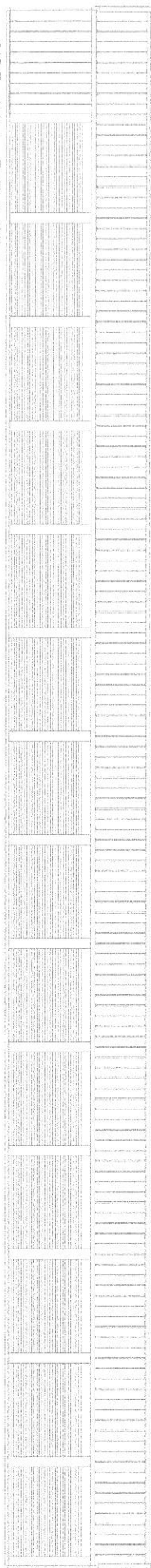
Ground Snow Load	10 to 110 lb.
Wind Load	70 to 150 m.p.h.
Roof Pitch	1/4", 1/2", 1", 2", 3", 4", 5", 6", 7", 8":12" gable or single slope design
Standard Widths	10' – 200' in 5' increments (depending on roof pitch)
Standard Bay Widths	5', 8', 10', 11', 12', 15', 20'
Standard Eave Heights	8'4", 9'4", 10'4", 11'4"
Exterior Framed Openings	18-gauge prefinished G-90 galvanized steel
Exterior Wall Panels	26-gauge A-panel
Horizontal Interior Partition Panels	29-gauge R-panel galvalume
Roof Panels	24-gauge colored or galvalume standing seam 26-gauge colored or galvalume R-panel
Rake and Eave Trim	26-gauge

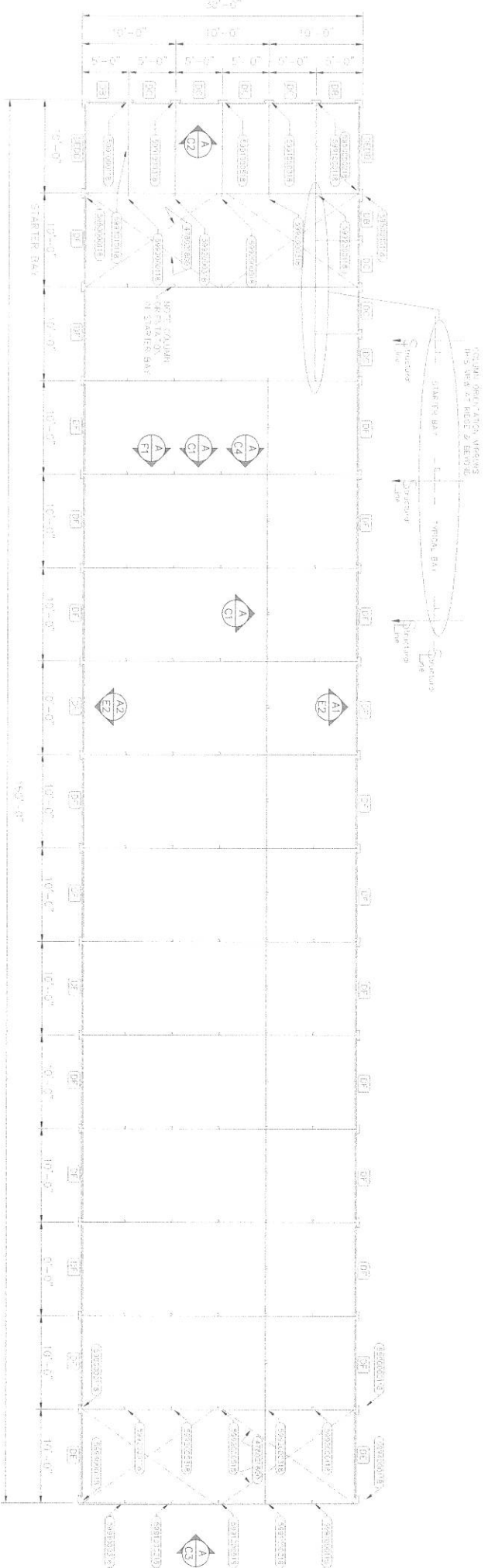
** Other sizes available upon request*



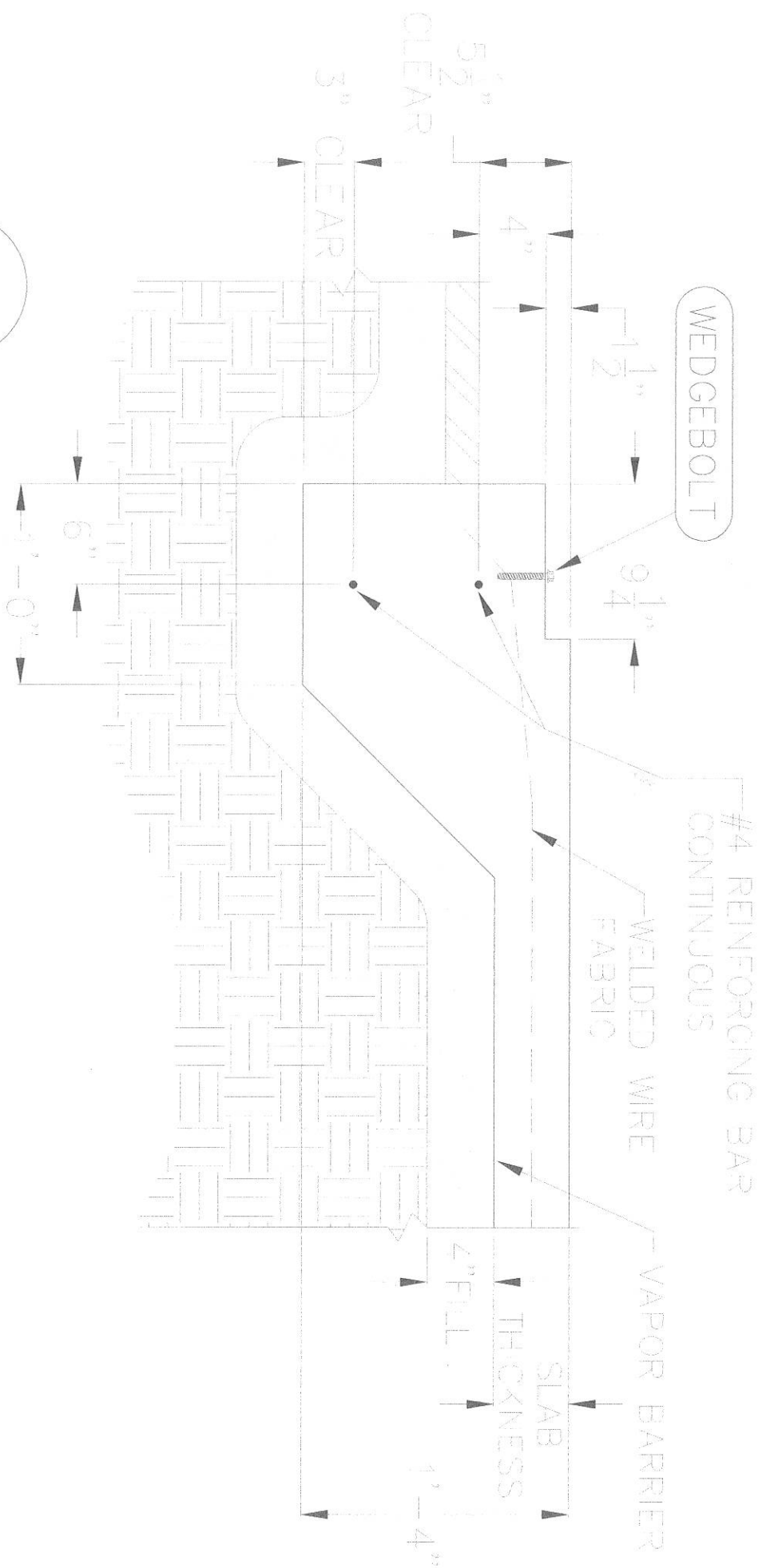
END WALL ELEVATION

SIDE WALL ELEVATION





FLOOR PLAN for 30'-0" X 150'-0" MINI STORAGE BUILDING - 1/4:12 PITCH

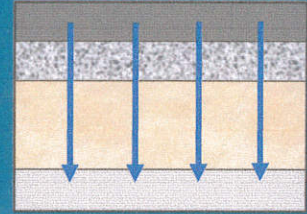
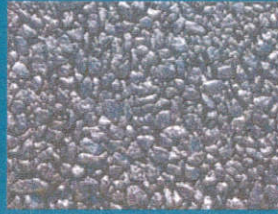
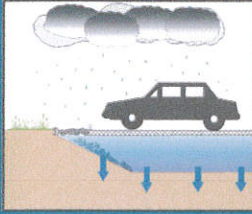


1 FLOATING SLAB DETAIL, NOTCHED

Porous Asphalt Pavement for Stormwater Management

The UNH Stormwater Center

Web: www.unh.edu/erg/cstev/



Benefits and Uses

Porous Asphalt can be used in replace of traditional stormwater management measures given the proper conditions. Porous Asphalt's primary advantages are:

1. Quantity and Flood Control
2. Water Quality Treatment
3. Recharges Groundwater to Underlying Aquifers
4. Allows for Reduction of Stormwater Infrastructure (Piping, Catch-Basins, Retention Ponds, Curbing, etc.)
5. Suitable for Cold-Climate Applications, Maintains Recharge Capacity When Frozen
6. Allows for Reduced Salt and Sand Usage Due to Low/No Black Ice Development
7. Maintains Traction While Wet
8. Reduced Spray from Traveling Vehicles, Reduced Roadway Noise
9. Extended Pavement Life Due to Well Drained Base and Reduced Freeze-Thaw

Disadvantages

- Requires Routine (Quarterly) Vacuum Sweeping (Vac-Assisted Dry Sweeper Only)
- Proper Construction Stabilization and Erosion Control are Required to Prevent Clogging
- Quality Control for Material Production and Installation are Essential for Success
- Accidental Seal-Coating or Similar Surface Treatment Will Cause Failure

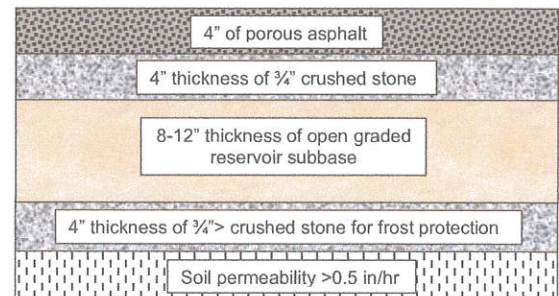
Cost & Maintenance

- Total Project Cost is Comparable for Porous Asphalt with Reduced Stormwater Infrastructure VS. Standard Pavement Applications where Stormwater Infrastructure is Required
- Materials Cost is ~20-25% More Than Traditional Asphalt
- Long-term Maintenance is Required by Routine Quarterly Vacuum Sweeping
- Sweeping Cost May Be Off-set by Reduced Deicing Costs
- Repairs Can be Made with Standard Asphalt Not to Exceed 10% of Surface Area

Design Criteria

- Soil Permeability is Recommended Between 0.25-3.0 Inches Per Hour
- Recommended Drainage Time of 24-48 Hours
- Sub-Drains Should be Used Where Proper Drainage May be an Issue to Minimize Frost Damage
- Most Appropriate for use with Low-Use Roadways and Parking Lots – Without a Modified Asphalt Binder
- 3-5 Feet of Vertical Separation is Needed from Seasonal High Groundwater

TYPICAL POROUS ASPHALT CROSS-SECTION



Additional Resources

- The UNH Stormwater Center, Porous Asphalt Specs - General Porous Bituminous Paving and Groundwater Infiltration Beds, <http://www.unh.edu/erg/cstev/>
- Federal Highway Administration (2006) Porous Pavement Fact Sheet <http://www.fhwa.dot.gov/environment/ultraurb/3fs15.htm>
- Ferguson, B. (2005), Porous Pavements, CRC Press.
- Porous Asphalt Pavements (2004) Information Series 131. The National Asphalt Pavement Association, Lanham, MD.

000267 049000 000000

ALLARD, EDWIN A
NORTON, DIANE M
22 OXBOW POND ROAD
CANTERBURY, NH 03224

000267 058000 000000

CONCORD MONTHLY MEETING OF THE
RELIGIOUS SOCIETY OF FRIENDS
11 OXBOW POND ROAD
CANTERBURY, NH 03224

000267 059000 000000

CONCORD MONTHLY MEETING OF THE
RELIGIOUS SOCIETY OF FRIENDS
11 OXBOW POND ROAD
CANTERBURY, NH 03224

000267 047000 000000

DUGOUT PROPERTIES LLC
THOMSON, DOUGLAS & CAROLYN
15 FREEDOM ACRES DRIVE
CONCORD, NH 03301

000267 048000 000000

NH TWELVE VOLT, LLC
374 DOVER ROAD
CHICHESTER, NH 03258

000267 059000 0SOLAR

OXBOW SOLAR, LLC
C/O JENNIFER SMITH
386 PEMBROKE STREET
PEMBROKE, NH 03275-3236

Oxbow Pond Rd. Abutters - New Hampshire Twelve Volt, LLC Map 267 Lot 48
 Dugout Properties, LLC Map 267 Lot 47
 Quaker Meeting House Map 267 Lot 59
 Edwin A. Allard Map 267 Lot 49
 Appalachian Mountain Teen Project Map 267 Lot 58

