

LOWER MERRIMACK RIVER LOCAL ADVISORY COMMITTEE

MINUTES

August 24, 2017

Members:

* present

Current:

*Gene Porter (Chair) – Nashua	(current term expires Dec 2019)
*Nelson Disco (Vice Chair) – Merrimack	(current term expires 08/28/17)
Karen Archambault (Secretary) – Nashua	(current term expires 08/12/17)
*Christine Dupree (Treasurer) – Hudson	(current term expires 11/25/17)
*Michael Croteau – Litchfield	(current term expires 08/12/17)
*Richard LeBourdais – Hudson	(current term expires 11/06/17)
*George May – Merrimack	(current term expires 06/14/20)
*Francis Murphy – Nashua	(current term expires 02/18/19)

Associate Members:

Mildred Mugica – Nashua

Also in attendance:

Paul Chisholm, PE, Keach-Nordstrom Assoc.

Brian King, PE, Crossman Engineering

Meeting called to order at 7:10pm by Chairman Gene Porter in the Meeting Room of the Nashua Public Library, with a quorum present.

Minutes

The minutes of the June, 22,2017 meeting were approved as written.

New Business:

**Hudson Shoreland Permit #2017-02663: Loading Docks at 25 Sagamore Park Rd.
(Merrimack River)**

1. **Loading Docks.** Brian King summarized the project, which comprises proposed 2 loading docks for the existing Masimo Semiconductor building located at 25 Sagamore Park Road in Hudson, New Hampshire. The existing building comprises 74,400 square feet. The Town identifies the property as 227-002-0000 and the property is within an industrial zone. The site is developed and approximately 12.1 acres in size, and is bordered to the west by the Merrimack River, to the north and south by developed industrial sites and to the east by the Circumferential Highway. Runoff from the site drains toward the Merrimack River.

The proposed improvements include the construction of two connecting loading dock enclosures with a driveway ramp loading area. The loading docks are proposed on the westerly side of the building, in an area previously graded for landscaping, lawn and tree areas. Access to the loading docks will be from the existing parking lot, which will be modified slightly within the existing pavement areas for safe truck movements and employee parking. (The parking lot encompasses 188 parking spaces.) These proposed site improvements encompass a portion of the lot, equal to 0.85 acres. Site improvements include the construction of the loading docks, loading area access, existing parking lot re-grading and installation of the stormwater management system.

Mr. King stated that stormwater mitigation is proposed for the new loading docks and paved loading areas to provide long term Best Management Practices and construction soil erosion and sediment control measures in accordance with the New Hampshire Department of Environmental Services Stormwater Manual, Volumes 1, 2 and 3, December 2008 (NHDESSM). Stormwater runoff pretreatment is provided by a deep sump catch basin with two underground infiltration systems for water quality mitigation, groundwater recharge, channel protection and peak flow attenuation. Runoff within the existing parking lot will be collected by an existing and proposed catch basin. Existing runoff flow directions for this parking lot area will be maintained and the peak runoff flows will be reduced. According to Mr. King the proposed improvements are consistent with the Storm Water Manuals guidelines.

The area subject to the Permit is the proposed improvement area and the portion of the existing parking lot that drains toward the proposed improvement area. Mr. King stated that post development runoff conditions are expected to be comparable to the existing conditions within this analysis area. The runoff flow directions within this area will not be altered, maintaining flows toward the Merrimack River. All improvements are within area previously disturbed and outside of the 150 ft. Woodland Protection Zone Line but with 250 ft. of the shoreline.

According to Mr. King, an Operation and Maintenance Schedule has also been provided for long term maintenance the Storm Water Management System BMP's after construction.

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Mr. King answered questions posed to him by Committee members. The Committee thanked him for his coming to the meeting.

Mr. LeBourdais stated that he had viewed the site.

Committee members made the following observations:

A significant fraction of the existing parking lot appears to overflow the existing drain directly onto the steep riverbank without treatment even during less than major storm conditions. The construction incident to the proposed addition of two loading docks provides an opportunity to correct this non-conforming condition by providing a berm adequate to assure treatment of all storm water up to at least the ten-year stormwater forecast.

Additionally, the excess size of the parking lot for the expected planned employment provides an opportunity to remove enough pavement to at least offset the increase in impermeable area that will result from the loading dock construction, including both the additional roofing and the paved over landscaped area.

The site plan as we understand it does not reflect the best available practices for managing snow the use of a Certified Green SnoPro contractor in accordance with RSA 489-C. This site is so close to the Designated Merrimack River that special provisions for the limitation of the threat of winter chemicals should be established.

The Committee resolved that the Chairman make the following recommendations to the DES:

The applicant should be required to provide a stormwater management plan that assures that all stormwater from less than a ten-year storm will be collected and treated and that the borders of the parking lot be suitably bermed.

The applicant should be required to compensate for the loss of permeable surface when the existing landscaping is paved as well as the increase in impermeable surface that may result from the loading dock additions by removing and landscaping at least an equal amount of existing parking lot pavement – preferably 150%.

The applicant should be required to increase the functionality of the existing catch basin by making the existing dip in the grade more pronounced, down to a 9” dip.

Finally, any permit issued should be contingent on the assured use of certified Green-Sno-Pro-contractors for winter snow removal and management operations in accordance with RSA 489-C.

Nashua Shoreland and AOT permits: 131 Burke St. (Salmon Brook)

Mr. Chisholm summarized the proposed project, which comprises the construction of eight (8) self-storage facilities, totaling 39,900 square feet of new building footprint. The existing building will be completely remodeled and used for climate controlled storage as well. Other site improvements will include utilities, and stormwater management provisions for the collection, treatment, and detention of runoff. The property is located within 250-ft of Salmon Brook, a protected shoreland running along the southern property line, and will require a NHDES Shoreland Permit. The property is also located within the Designated River Corridor, being less than 1/4 from the Merrimack River.

The total lot area is approximately 6.01 acres, with frontage along Burke Street. The lot is developed and largely impervious. A large parking lot and an industrial facility currently exist onsite. The property is bound to the south by Salmon Brook and to the north by Burke Street. Similar industrial properties can be found to the east and west.

Wastewater containing chromium was historically released within the footprint of the southernmost portion of the existing building. Remediation of the impacted area included removal of shallow soil and construction of a cap to prevent further contamination.

Currently, there is nothing to stop stormwater flows discharging into Salmon Brook.

According to Mr. Chisholm, all proposed stormwater measures have been designed for the 10-year return frequency storms, in accordance with both State and municipal regulations.

The proposed stormwater management system will utilize a closed drainage system (catch basins and drain manholes) that will convey runoff toward two underground infiltration systems, before ultimately discharging off site, either toward Salmon Pond or the existing closed drainage municipal treatment system.

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The two underground infiltration systems are located on each side of the site (east and west). According to Mr. Chisholm, both systems will be constructed with isolator rows for

pretreatment, and will be able to withstand the 100-Year storm without flooding. The eastern system will overflow to the municipal closed drainage system east of the property. The western system has been designed for the water quality volume and will overflow toward Salmon Brook.

According to Mr. Chisholm, the proposed development will not adversely impact stormwater volume, quantity or quality. Through the specific use of various stormwater management techniques, the proposed project will collect, transport, store and treat stormwater within the prescribed regulatory standards. According to Mr. Chisholm, there will be some overflow in a 2 year storm, representing a 50% decrease from the current situation. The city does not want more runoff entering the City's wastewater system.

According to Mr. Chisholm, an erosion and sedimentation control plan has been developed with the intent of limiting the potential for soil loss and associated receiving water quality degradation, both during and after the construction period. As the project plans indicate, traditional temporary erosion and sedimentation control devices and practices, such as block and gravel inlet filters, erosion control blankets, silt fencing, stone check dams, and seeding have been specified for use during the construction period.

The Committee thanked M. Chisholm for his presentation.

Following a discussion, the Committee decided to forward the following comments to the DES:

1. The capacity of the subsurface stormwater infiltration unit planned for the west side of the project appears seriously undersized to handle the likely runoff from the majority of the impervious surface that drains thereto during major (10 year) storms. We recommend that you require that greater capacity be established, even if at the expense of having to downsize the westernmost storage unit.

2. Much of this project is within the 250 Shoreland Protection zone of Salmon Brook, the historic and scenic heart of Nashua's original industrial development. This corridor is deserving of special protection of both the shoreland, and the waters that receive untreated runoff. To that end we recommend that snow storage locations be identified as far as possible from the Brook, with excess snow to be removed from the site, as noted on the site plan.

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3. In keeping with the public rights to riparian access, it is recommended that the public path within the wetland buffer be identified for special protection by

the applicant and that consideration be given to requiring that a public access conservation easement be conveyed to the Nashua Conservation Commission.

Old Business

1. **15 CENTRAL ST., HUDSON.** The Chairman indicated that he received a copy of a letter sent by the DES regarding this project. The DES as rejected the project as submitted. The Applicant needs to submit a new drainage plan for the project to the DES.

2. **BEAZER EAST.** The Chairman indicated that he received a copy of a letter sent by the DES regarding the project. The letter indicated that the DES had approved changes to the clean – up Plan. The chairman stated that he had no prior awareness that an amended plan had been submitted. He distributed photos of the state of project as of yesterday. He stated he would seek an opportunity to make another site visit. The Chairman observed that we are often not informed of amendments to projects.

3. **NASHUA BRIDGE ST. APARTMENT COMPLEX.** The Chairman distributed a photo of the site as built, indicating that trees on the river side of the levee had not been cut. There appeared to be minimal visual contamination to the River from the high-rise apartment buildings.

4. EXPANSION OF THE SCOPE OF THE LMRLAC. The Chairman led a discussion about the possibility of expanding our field of regard upstream to include the Town of Bedford and the City of Manchester. He noted that activities in these municipalities can have a significant impact on our communities. Presently, there is no group like ours that comments on construction activity that could impact the Merrimack River. The Chairman asked whether we should approach those municipalities to propose an expansion of our Local Area Committee to include them and have representatives on our LAC. Before doing so, we should be prepared to detail how such an expansion would be of value to those communities.

5. NASHUA: GREELEY PARK BOAT RAMP IMPROVEMENT. The Chairman commented on the present decrepit condition of the ramp. He was told by the City's Waterway Manager that in October or November she expects grant money to come in. At that time, the City will engage an engineering firm to design an upgraded ramp. The plan is to have construction to occur in late 2018 or early 2019. The Chairman also reported that he sent an email to the City requesting that the roadway leading to the ramp be graded to address the significant potholes that presently exist on that roadway.

6. Merrimack Boat Ramp. The Chairman reported that there are proposals for the creation of a boat ramp near the water treatment plant in Merrimack. He pointed out that we should attend a site visit with Town officials.

7. Hudson Boat Ramp. The Chairman stated that he would contact someone at N.H. Fish & Game to inquire about the possibility of a ramp being constructed in Hudson.

Recent Events:

The Chairman reported that he recently attended a workshop at City Hall in Nashua on flood plain management.

The Chairman reported on correspondence he had received from the DES regarding the planned piping under the Merrimack River by Pennichuck Water Works. A new Shoreland permit had finally issued after approval by the Federal Fish and Wildlife Service. AOT permits are pending

The Chairman indicated that he will attend the next meeting of the EPA's Global Response Plan Committee and discuss the progress of their identifying sites along the River to store oil containment booms and report back to the group on that discussion.

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Next LMRLAC Meeting:

The next LMRLAC meeting is currently scheduled for Thursday, September 28, 2017, at 7:00 pm at the Nashua Public Library.

Meeting adjourned at 8:45pm.

Respectfully submitted,
Francis G. Murphy