

The Planning Board for the Town of Derry held a public hearing on Wednesday, September 2, 2009 at 7:00 p.m. at the Derry Municipal Center (3<sup>rd</sup> Floor) located at 14 Manning Street in Derry, New Hampshire.

Members present: David Granese, Chair; Virginia Roach, Vice Chair; Brian Chirichiello, Council Representative; Randy Chase, Administrative Representative; Jan Choiniere, Secretary, John O'Connor, Phil Picillo, Members, Maureen Heard, Alternate

Absent: Paul Hopfgarten, Gary Stenhouse, Darrell Park, and Jessica Hodgeman

Also present: George Sioras, Director of Community Development; Elizabeth Robidoux, Planning Clerk; Mark L'Heureux, Engineering Coordinator

Mr. Granese called the meeting to order at 7:00 p.m. The meeting began with a salute to the flag. He introduced the staff and Board members present, and noted the location of emergency exits and agendas and other materials.

Mrs. Heard was seated for Mr. Hopfgarten for the evening.

## **Escrow**

**09-27**

### **Excavation and Restoration Plan**

#### **Lewis Builders**

#### **07075, Warner Hill Road**

The request is to establish cash escrow in the amount of \$133,598.16 for the above noted project.

Motion by Roach, seconded by Picillo to approve as presented. The motion passed with all in favor.
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**09-28**

### **Excavation and Restoration Plan**

#### **Lewis Builders**

#### **07075, Warner Hill Road**

The request is to approve a final release of Letter of Credit number 20002729, in the amount of \$133,598.16, plus accumulated interest, drawn on TD Bank North, for the above noted project.

Motion by Roach, seconded by Picillo to approve as presented. The motion passed with all in favor.
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## Minutes

The Board reviewed the minutes of August 5, 2009 meeting.

Motion by O'Connor, seconded by Choiniere to accept as written. The motion passed in the affirmative with Roach and Heard abstained.

## Correspondence

Mrs. Choiniere acknowledged the following correspondence: The Board has received a notice from the Town of Bow that they wish to construct a wireless tower; the OEP Fall Planning and Zoning Conference, to be held in October, has online registration; there will also be a Law Lecture Series in October; for more information on any of these items, please see Mr. Sioras.

The Board has received a memo from the Planning Department regarding proposed changes to the Zoning Map and District Boundaries section of the Zoning Ordinance. Part of the memo reads, "In an effort to eliminate confusion for residents and applicants as to what parcel is in what zone, it is suggested that this section of the [Zoning] Ordinance be repealed and replaced with the attached. It was thought that these changes could be discussed at the same time as any zoning changes in the area of the Robert Frost Farm so that the Planning Board is submitting one set of zoning changes to Town Council at one time, rather than piecemeal." This item will be placed on the September 9, 2009 workshop agenda.

The Board has also received a memo from Mark L'Heureux of the Engineering Department regarding the Letter of Credit update for the Harvest Estates subdivision. Mr. L'Heureux explained the memorandum.

Mr. L'Heureux advised the memo outlines the progress and timelines of the 30 lot subdivision that was approved in 2006. There are three lots off a common driveway located off Hampstead Road, and 27 lots off a new road to the east of the common driveway. There have been some financial issues over the last few months with regard to the banking and the project, and he wanted to provide the Board with a project status. The plan was approved in 2006 and work was initiated in that year. There were some problems with inspections of the site, but those were able to be resolved. In 2007, work was performed on the first 2000 feet of the 4000 foot roadway. The road was roughed in and Hampstead Road was realigned as part of the off site improvements tied to the project. The plan was amended in that year to allow phasing of the project. In 2008, the project was mainly dormant, but culverts were installed. In 2009, the project was dormant from December to May. There is an unpaid inspection fee still outstanding in the amount of \$3,588.15. The property was advertized for foreclosure, but the

developer filed for bankruptcy. Since then, the bank and the developer are in court proceedings. The developer has logged the property and removed topsoil and trucked it off site over the last few weeks; he did have a timber permit.

The current status is that the Letter of Credit will expire on September 22<sup>nd</sup>. The Letter of Credit is in the amount of \$1,423,972.87. There is an outstanding inspection fee. The bank would like a new developer on the project and the current developer has until September 22 to secure a purchase and sales agreement on the lots or another parcel he owns at Shute's Corner. The Alteration of Terrain permit has expired. Work cannot be done on the site without that permit being reestablished. The town has three options.

Option one would be to have the bank renew the Letter of Credit and require payment of the outstanding fees. This is the recommended option. Option two would be to draw the Letter of Credit, hire a consultant to renew the Alteration of Terrain permit, and bid out the project to complete it as approved. This is not recommended as it would tie the town to the court proceedings. The third option is to draw the Letter of Credit, bid out the restoration, have the work performed, and then return the remaining funds to the bank, once the Planning Board revokes the subdivision approval. This is not a recommended option.

There are other developers who are interested in this project. Mr. Granese inquired if the developer has responded to the reminder letters? Mr. L'Heureux said he has not. The developer was mailed a 30 day notice as well; the bank is copied as well. Mrs. Roach asked if the Letter of Credit is not renewed and there is no purchase and sales, would the town go with option 3? Mr. L'Heureux said that is not recommended. The bank would also prefer to go with option one and is aware the Board would need the Letter of Credit by September 16<sup>th</sup>.

Mrs. Choiniere asked how does selling lots affect the renewal of the Letter of Credit? Mr. L'Heureux explained that once lots are sold, Option 3 becomes tricky and the town may have to construct the road. Mr. Picillo inquired if the town is in line with other general creditors for the inspection fees? Mr. L'Heureux confirmed, adding the town could pull the fees from the Letter of Credit but that is not the town practice. Mr. Picillo asked if a new developer took over the project, would they need to come before the Board? Mr. L'Heureux indicated no, as the plan is already approved and recorded. Mr. Picillo confirmed a new developer would only come before the Board if they wanted to change the approved plan. Mr. O'Connor asked since trees and topsoil have been removed, is erosion a concern for the abutters? Mr. L'Heureux said he has been out to the site and it is fairly stable, given the significant rain events recently. There is not a lot of siltation and much of the lot is upland.

Mr. Chirichiello asked if the bank goes belly up, and there is no developer, what happens then? Mr. L'Heureux did not know. The town would need to file a notice of inadequate security and the permits would need to be suspended. There would be no

funding mechanism to finish the work. Mr. Chirichiello noted the second option would allow the town to finish the project; would the town hire its own developer? Mr. L'Heureux said his department does not recommend that because the town does not own the lots. It becomes very complex legally. The town would build a road, but not own the lots. Mr. Chirichiello thought the 1.4 million was held in the event the builder goes belly up so that the project can be finished. Mr. L'Heureux explained that the progress at the site makes it hard to decide if the plan should be completed, or buttoned up and let sit. Mr. Chirichiello thought option one had some risk for town exposure. Mr. L'Heureux felt it had the least amount of risk at this time. Mr. Picillo remarked he is not a fan of building roads if the town does not have to.

Mr. L'Heureux said his purpose was to bring the Board up to date so that they are not blindsided on the 16<sup>th</sup>. This is a potentially successful project but they would like it built to plan. Mr. Granese noted that on the 16<sup>th</sup>, the Board will have the Letter of Credit, or will decide on other options. Mrs. Choiniere confirmed that the bank can't decide not to renew the Letter of Credit. Mr. Picillo said if the bank renews the Letter of Credit, they will name themselves or some other organization as the developer. His concern is the safety and soundness of the bank as he is not familiar with it. He asked Mr. Sioras to look at the bank and confirm it is secure.

## **Other Business**

### Request for Extension – Pinkerton Academy/Freshman Building

Mr. Sioras introduced Mary Anderson, Headmaster, of Pinkerton Academy. Ms. Anderson advised they are requesting another 6 month extension. They are hoping to start construction on the new building in March of 2010 and occupy it by September of 2011 and are asking for an extension of approval. Mr. Granese noted this would be the third request to extend the plan approval. Normally, the Board grants two extensions. Mr. Chirichiello asked if the approval is not extended and the applicant has to come back to the Board, what happens? Mr. Sioras advised Pinkerton would resubmit the application. The plan would not change and they would look for a re-approval. Abutters would be re-notified, but there would not be an outside consultant review of the plan. Mr. Chirichiello was concerned about setting a precedent. Ms. Anderson asked if there would be any zoning changes that would require re-engineering of the plan? Would there be changes in the permit fees? Mr. Sioras said the design regulations have not changed and the building codes are standard; the zone allows educational facilities. Ms. Anderson said the school is committed to this project and needs the space; they need to replace the 42 year old portables. They did not want to burden the taxpayers and are waiting until it is more economically feasible; the bond market is loosening up. Mr. Sioras did not see any of the regulations changing that would require the plan to be redesigned. Mr. Chirichiello noted if the capacity numbers for the facility change, that would require a new plan. Mr. Sioras reiterated if the same plan is submitted, and there

are no plan revisions, then the Board would notify abutters and hold a public hearing. If there are changes in the design, then there would be a whole new application.

Mrs. Roach noted the Board has never granted a 3<sup>rd</sup> request. She is also concerned, given the economy, that 6 months would not be enough. Mrs. Heard said as a taxpayer, she is reluctant to have the school expend money for a new plan. She would want to see the building erected to solve the problem of the portables. She does not feel making an exception for Pinkerton is a problem. Mrs. Roach noted they are not redesigning the plan. Mrs. Heard said she is hearing that there are no guarantees that regulations won't change and feels it is appropriate to allow an extension for the school as the taxpayers all pay for it. Mr. Granese said he agrees with the comments, but granting an extension is a slippery slope because the Board has denied other requests before. He wants to be fair to all applicants. Mrs. Choiniere agreed.

Motion by Roach to grant a 6 month extension on the approval for Pinkerton Academy, seconded by Picillo.

Picillo – Yes, he agrees with Mrs. Heard's comments.

Chirichiello – No. It will set a precedent and he feels Pinkerton has the ability to come back and pay for the abutter notifications.

Roach – No, for the same reasons as Chirichiello and she does not feel the economy will change in 6 months.

Heard – Yes.

Chase – No, for the same reasons as Chirichiello, and that there is no firm starting date. If there was a firm starting date, he might have been amicable to the extension.

O'Connor – No, he agrees with Mr. Chirichiello. He added a comment that the proposed capacity for the building may not be adequate.

Choiniere – No, for the same reasons as Chirichiello, and she is also unsure of the economy.

Granese – No, for the same reasons; he does not want to set a precedent and there is no set date.

The motion failed by a vote of 6-2 against.

Mrs. Anderson commented that the bond market has improved.

**Public Hearing****Greenwood Realty Trust  
PID 03094, 179 Rockingham Road  
Revocation of Approval pursuant to RSA 674:4-A**

Mr. Sioras advised this type of hearing does not happen often. The Board approved a site plan determination for an auto sales site on Ryan's Hill at the old Kindellan Woodworking lot. The developer has advised he is not moving forward with his plan and would like the release of his escrow. In order to do that, the Board will need to revoke the plan pursuant to RSA 676:4-A and then release the escrow.

There were no abutters present.

Motion by Roach to revoke the Site Plan Determination originally approved on August 20, 2008, to change the use of the property to Auto Sales, pursuant to RSA 674:4-A, the motion was seconded by Choiniere.

Mr. Chirichiello confirmed no work has been done on the property.

Chirichiello, Picillo, Roach, Heard, Chase, O'Connor, Choiniere and Granese all voted in favor.

**09-26****Greenwood Realty Trust  
Greenwood Realty Trust  
PID 03094, 179 Rockingham Road**

The request is to approve a final release of cash escrow, in the amount of \$13,724.64, plus any accumulated interest. The amount to be retained is zero.

Motion by Roach, seconded by Choiniere to approve as presented.

Chirichiello, Picillo, Roach, Heard, Chase, O'Connor, Choiniere and Granese all voted in favor.

**Adoption of the Town of Derry Open Space Plan**

Mr. Sioras advised the Board members all have a copy of the plan and additional copies are in the rear of the room. The staff, Conservation Commission, and representatives from Southern New Hampshire Planning Commission comprised the group that worked on this. Funding came under the CTAP program and there was no cost to the town to

develop this plan. If the Board adopts the plan it will be incorporated into the Master Plan. He introduced Amy Kizak of SNHPC.

Ms. Kizak stated they are offering the Derry CTAP Open Space plan for adoption by the Planning Board. The Open Space Plan was developed as a tool for the town to identify and map out important areas of open space that will have significant value to Derry in the future. Throughout the development of the plan, SNHPC and the Town of Derry Conservation Commission worked together to create a town specific ranking system that was used to identify the best open space land for the town's green infrastructure. This ranking system was developed using a Delphi method. The green infrastructure is an overall network of the highest ranked natural resources within the community as identified by the Open Space Task Force. It is an open space corridor that if protected by the town should ensure that the services provided by nature to the town's residents should continue in the future. It is the goal of this plan to be used as tool for future development of the town and to assist in deciding which land should remain as open space.

Motion by Roach, seconded by Choiniere to adopt the Derry Open Space Plan. Discussion followed.

Mr. Picillo stated a lot of great work has been done on this plan. He wanted to confirm these were not zoning changes and the maps included in the plan identify potential future sites that the town may want to purchase to protect. Ms. Kizak stated the Plan should be used as a reference. It shows areas of high natural resource value, and the town can decide how to protect them and what areas to protect. The green space is connected throughout the town. There is a lot in the northeast corner of the town, and along the rail trail. Map 4 shows the overview. There are no limits on what can be done with the land. The Plan just says these are the lands that are rich in natural resources.

Maps 1a through 1c show how the group came up with what lands. The maps show the different types of natural resources. Cross hatched areas indicate existing conservation land. The intent was to make one connected area throughout town. Map 3 shows 10 acres of conservation land within a 10 minute walk, so that everyone has access to open space and natural resources. The gravity model is based on the regional model. It takes all conservation land, and weights the connectivity between them. The red areas are easier to get to; the blue areas are not as accessible.

Mr. Sioras commended Amy Kizak, Linda Madorma, the Conservation Commission, Rachel Kelley, and Ann Evans who did a great deal of work on this plan. They did a great job in putting it together; it is needed and will be a big part of the Master Plan update.

Chirichiello, Picillo, Roach, Heard, Chase, O'Connor, Choiniere and Granese all voted in favor to adopt the Plan.

## **MASTER PLAN**

### Historic and Cultural Resources

Mr. Sioras stated that work on the various chapters is continuing tonight. Staff and the Department have worked on them. This evening, the Historical Chapter will be presented by Mrs. Robidoux. Both he and Mrs. Robidoux thanked Richard Holmes for his assistance with the chapter. She provided the following information from the chapter.

Derry is a town that is rich in historic and cultural resources. The town has a unique past that includes separation from Londonderry, growth as a major contributor to the shoe industry, the original home of the Hood Creamery, a summer tourist destination, the birthplace of notable historic personages, and an inspiration to Robert Frost. Derry also has wonderful cultural opportunities available at the Adam's Opera House, the Stockbridge Theatre and the Robert Frost Homestead.

In the fall of 2008, a community survey was conducted. It is important to note there were 89 respondents. Eighty-nine percent of respondents felt it was important to promote the protection of historic and cultural sites. Residents were asked to rate the level of importance to various historic and cultural preservation methods. Forty-one percent felt it was very important to recognize historic structures. The top three features in Derry that respondents felt had the greatest historic or preservation value were the Upper Village Hall, the Adam's Memorial Building, and the Robert Frost Farm.

The majority of respondents felt the town should continue to promote the preservation of historic and cultural resources but were ambivalent about how to reach that goal. While many felt it was very important to recognize historic structures, they were not certain if that should be through the creation of an historic district or through outright purchase of buildings. Review of the Historic Resource Survey that was conducted in 1986 will be helpful in defining district areas if that becomes a goal of the Master Plan. That plan will be made available to the Board members to assist them in developing the goals of this chapter.

Mrs. Robidoux gave an overview of the history of Derry. Derry's development has historically been linked to regional transportation patterns. The first village in town was located in East Derry (Upper Village), and contained the first church, tavern and stores. This area was located along the east/west stagecoach road to Portsmouth. With the opening of Londonderry Turnpike (Route 28/By-Pass 28), the area known as Derry Village became more populated. The mercantile center developed closer to Londonderry in the area known as Derry Depot or West Derry about 40 years later when the railroad came to town. Each of the town centers has survived surprisingly intact and preserves the architectural styles of each period.



In 1870, Colonel Wm. Pillsbury moved his shoe factory from Londonderry to Derry in order to be closer to the railroad. This resulted in the expansion of West Derry. Millions of shoes were manufactured in Derry and shipped to 5 continents. During this time, many farms were abandoned as residents moved closer to the shoe factories at which they were employed. By 1900, three quarters of the residents lived within walking distance of Broadway. Some of the abandoned farms were purchased as summer homes; tourists rode the train to the lakes and ponds of Derry

Cabin colonies sprouted along the banks of Island Pond and Beaver Lake; many of which remain today. The shoe industry declined during the early 1900's as manufacturing moved to the southern states. The last operating shoe factory in the Broadway area, known as the Chelmsford, was destroyed by fire in 1960. The last of Derry's shoe factories closed in 1989.

The opening of I-93 in 1963 resulted in a population increase for Derry, tripling the number of residents within 20 years. Notable residents of Derry include poet Robert Frost, astronaut Alan B. Shepard, Gov. Charles Miller Ford, signer of the Declaration of Independence Matthew Thornton, and Revolutionary War Generals John Stark and George Reid.

The Town of Derry Zoning Ordinance defines historic structures as any land that is listed in the National Register of Historic Places, or determined by the Secretary of the Interior as meeting the requirements for listing in the National Register, contributes to historical significance of a registered historic district or area determined to be historic, or listed on the state inventory.

Sites of historic or cultural interest in Derry include: First Parish Church, Pinkerton Academy, Taylor Sawmill, Alan Shepard House, Robert Frost Farm, Forest Hills Cemetery, Museum of History, Taylor Library, Adams Memorial Building, Matthew Thornton House, the Community Center, the Upper Village Hall, the Stark Monument, Beaver Lake Lodge, Chase Mill, Vets Hall, General George Reid House, the town forest, 2 parcels of town owned land that no longer have structures but once housed the Gould Hazel Mill and the original Cargill Grist Mill and the 2 Adams Mills, the Moore-Scott House and the Town Pound.

The Town of Derry has an active Historic Commission made up of 5 regular members and three alternates and is responsible for preserving Derry's past for the future generations. Derry is also fortunate to have a Museum of History, which is located in the Adams Memorial Building. The Museum contains numerous artifacts, documents and photos of the past eras of Derry. It also contains an extensive library and map collection. During the drafting of the 2002 Master Plan, goals were set forth from the Historic Preservation Group as follows:

- Allow a member of the Heritage Commission to provide input to the Planning Board and ZBA when those boards are discussing any matter that deals with historical or cultural concerns.
- Allow the Heritage Commission to request a two week delay in the razing or altering of any public or private building or site which the Commission views as historically or culturally important to the Town of Derry.
- Consult the Heritage Commission in the design of new construction, when town owned property is to be razed, disposed of or altered, and in the selection of names for public buildings, parks or athletic fields.

Currently, Derry has only one historic district. It would be beneficial to identify sites and resources that should be protected from encroaching development. Commercial and industrial development can co-exist with historic preservation with careful and thoughtful planning. The town should consider overlay districts with the intent of preserving historic sites and properties from abutting residential and commercial uses, utilizing appropriate buffers and innovative planning techniques.

There are various ways to preserve land. One is through an historic preservation easement which protects significant historic, archeological or cultural resources. The easement is attached by deed to the property and allows private retention and ownership, in some cases provides financial benefit and requires the property to be maintained in certain condition.

Sites can also be registered on the National and State Registry of Historic Places. If registered, the properties are maintained by the National Park Service and must meet certain criteria to be registered. Typically they are 50 or more years old and have a significant association with people or periods. Depending on which register, there are different types of funding options available. In Derry, properties listed on the National Register include the East Derry Historic District, Adams Memorial Building, Matthew Thornton House, the Upper Village Hall and the Robert Frost Homestead. Listed on the state register are the Upper Village Hall and the Moore-Scott House.

National Historic Landmarks hold a great deal of significance for all Americans, are designated by the Secretary of the Interior and are maintained by the National Park Service. There are fewer than 2500 designations, with only 20 to 25 new ones added each year. There are only 22 listings in New Hampshire and Derry has two listings: the Matthew Thornton House and the Robert Frost Farm.

The New Hampshire Historical Markers Program commemorates New Hampshire's places, people, or events of historical significance. The New Hampshire Division of Historic Resources, with the help of the NH DOT, administers the program. To date, there are 204 historic markers in New Hampshire, 3 of which are located in Derry: the General John Stark (#48); the Robert Frost (#126) and the Scotch-Irish Settlement marker (#58).

The Preserve America Program was created in 2004 by the White House; the First Lady serves as the Honorary Chair. The program is similar to the Main Street program. Additionally, some communities are eligible to receive funding to support planning, development, implementation or enhancement of heritage programs. To date, two communities in New Hampshire participate: Hooksett, and Keene.

The National Park Service National Historic Landscape Initiative is not a list of designated properties, but rather a resource for the preservation of landscapes. Landscapes are an essential part of how New Englanders identify with the region; the image of the New England village would be incomplete without landscapes. By protecting landscapes, communities can provide enjoyment for their citizens and an improved quality of life. Landscapes are more than just open space; they include residential sidewalks, lawn and trees, as well as agricultural fields, forests and stones.

Landscapes in Derry that should be preserved include J&F Farms, Broadview Farm, the Corneliuson apple orchards in the English Range Road area, the East Derry Village neighborhood, West Running Brook area in the vicinity of Humphrey Road and Route 28, the horse farms located on Island Pond Road (now or formerly known as the Gunter and Killam properties), the Radford property which is the General Reid farm, Ballard Pond area, and the Sawyer property on Island Pond Road. The Corneliusen property and portions of the Ferdinando property have been placed in easements which protect them. In addition to the historic and cultural benefits, preservation of farm land is important for food production, as well as preservation of water quality and quantity, protection of critical wildlife habitat and improvement in the general overall quality of life for all citizens in town.

The Historic American Buildings Survey works toward preservation through documentation. The program documents important architectural sites throughout the nation. There are a number of buildings in New Hampshire that are listed on the Historic American Building Survey; 77 of which are in Rockingham County. None of the listings are in Derry.

New Hampshire RSAs allow towns to make scenic road designations. Derry currently has 2 roads designated as scenic: Stark Road and English Range Road. Areas of English Range Road still exhibit the strong agricultural characteristics of Derry prior to the housing boom. Stark Road has lost some of its scenic character over the years. There may be other roads in Derry that would qualify to be designated as scenic.

There has been human habitation in New Hampshire for at least the past 10,000 years. Our knowledge of settlements and archeological sites is limited, however, because most of the State has not been fully explored. People have a tendency to assume blank space on a map equates to the absence of archeological significance. This is not the case in New Hampshire; the blank space simply means the area has yet to be explored. Unfortunately, there is no predictable model to determine settlement areas in New Hampshire.

In 2005, the Derry Planning Board made findings of fact with regard to the character of the town and developed the Architectural Design Regulations. The Regulations preserve and enhance features that are integral in maintaining the character and identity of the community, and further goals set out in previous Master Plans. The Regulations encourage creativity while keeping in mind design elements, the nature of surrounding buildings, and special features of historic, cultural or community interest adjacent to the development.

There are many advantages to designating areas or structures as historic or of cultural value, but it is important to understand that any site is vulnerable to loss. Timing is critical in historic preservation efforts. Increases in residential and commercial development can put properties and historic areas at risk. The citizens in the Town of Derry should be educated about the advantages and disadvantages of historic preservation. But it is not enough to want to save a property or an area; there needs to be funding for the preservation. There are options available to assist communities and property owners in this effort and the funding is available either federally or through the State.

Recommendations for the Board to consider include the following: Create a historic overlay district to protect historic sites and properties from abutting residential and commercial uses, consider participation in the Preserve America Program, consider other roads for scenic roadway designation, protect the area around the Robert Frost Farm by create zoning designations sensitive to the homestead, work with state and non-profit land trusts for land preservation efforts, revisit the recommendations contained in the 1986 Historic Preservation report prepared by Lynne Emerson Monroe, which is attached to the chapter and to revisit the goals for Historic Preservation as set forth in the 2002 Master Plan.

Mrs. Robidoux thanked the Board and asked if there were any questions. Mrs. Choiniere asked about the Stark Monument; the chapter indicates it is located approximately a half mile down on Stark Road. Mrs. Robidoux explained there is a Marker, which is a designated marker and the monument that was erected by the DAR in the 1800's. That monument is pictured in the slide and is the one that will be moved to the sheep hold on the corner of Stark and Lawrence in the spring of 2010.

### Transportation Chapter

Tim White, Senior Transportation Planner for SNHPC, presented. Mr. White noted this is the first cut of the draft chapter. The purpose this evening is to go through it and discuss the content to begin the process of obtaining feedback from the Board members. This chapter will identify transportation issues of concern and recommend proposed actions. The relationship between transportation and land use systems have important implications in preventing and addressing the issues of land use sprawl.

The goals and objectives for this chapter were obtained primarily from the Community Profile. A fairly extensive list of transportation related issues were identified during that event. The chapter also contains a section on Roadway and Administrative classifications of roadways. It gives a general description of the roadways as defined by statute, and a description of the administrative classifications. A base map of roadways by classification is included.

The roadway maintenance section addresses problematic intersections in town. Staff has extensively reviewed the eight locations and identified the issues at the intersections and have provided long and short term solutions to those issues for each intersection. The intersections are Route 102/Crystal Ave/Birch Street; Route 28/Tsienneto Road/Folsom Road; the traffic circle at NH 102/North Main Street/South Main Street/East Derry Road; Kilrea Road/Windham Depot Road/Route 28; NH 102/Tsienneto Road/North Shore Road; NH 102/Fordway; Fordway/Kendall Pond Road; and NH By-Pass/English Range Road/Scobie Pond Road. This section of the chapter provides a paragraph or so for each of the intersections. Staff has done a lot of work on these sections and he looks forward to the feedback.

The traffic volume section provides information on regional traffic counts. Projections were obtained from the travel demand model and contain a listing of volumes and projections. The same information has been presented in two maps that follow this section. The traffic projections for 2026 are subjective and a work in progress. They are based on a build scenario that illustrates the completion of significant roadway improvements such as the widening of I-93 and the completion of Exit 4A.

The traffic accident analysis section contains information (2003 to 2005) obtained from NH DOT. There is a table that lists accident locations and those are plotted on a map as well. There is also information on fatal accidents. The section on bridges contains a list of red-listed bridges in town. Regarding other transportation modes, the town is trying to encourage alternative types of transportation which include ride sharing and public transportation. These are important principals in the planning process. Derry will take part in the development of a Regional Transportation Council that coordinates transportation on a statewide level. Derry currently participates in CART. Included in this section are bicycle route maps and alternative transportation routes. There is some discussion of an inter-city rail service and the Transit Investment Study. The chapter also contains a section on transportation issues.

The chapter outlines the access management plan for the Route 102 corridor and one on the Route 28 corridor for the City of Manchester; it also discusses access management and how it relates to zoning and planning regulations and the importance of roadway connectivity.

Mr. White explained he would like to receive feedback from the town so that he can complete the chapter per the Board's preference.

Mr. O'Connor noted that on the maps, Island Pond Road is incorrectly identified as Route 28, other than that, a lot of work has been done on this chapter. He also asked that this draft be made available on the website so that citizens can comment.

Mr. Sioras noted he worked on this chapter as well and thanked Mr. White, Matt Caron, Mike Fowler, and Vern Thomas for their work on this.

Mr. Chirichiello noted that page 4 of the chapter lists the roads that need improvement. It is interesting to note that several of those roads and intersections are currently being worked on. Route 102/Birch Street will be improved, the area of Manchester Road and Tsienneto will be improved through the TIF district, and the Windham Depot Road intersection is slated to be worked on next year.

### Build Out Analysis

Mr. Sioras introduced Linda Madorma and Amy Kisak of SNHPC.

Ms. Kizak and Ms. Madorma presented a brief refresher of the original build out information presented to the Board. They will be looking for input as to what the Board wants to see as a community build out scenario.

The Board had been provided with two original alternatives: the base and base alternative. The Base Build Out is uniform throughout all 26 communities in the CTAP region and looked at developable areas. They used zoning overlays, setback and density requirements to determine buildable land area. They then added constraints such as wetlands, flood plains and conservation lands. This maximum build out is land use based, not parcel based.

The second build out scenario is the Standard Alternative Scenario. The Natural Services Network layer is added as another constraint, adjustments are made to the allowable densities to ensure equal new dwelling units and non-residential floor space. The densities are then adjusted based on concentric rings around the community center.

For the Community Scenario, they discussed with Mr. Sioras the possibility of extending water and sewer down the Route 28 corridor in the central and southern portion of the town. The scenario is tested as a commercial district and by changing zoning. Areas noted in red on the handout would be zoning changes. The test takes into consideration two areas of commercial growth.

Mr. Sioras explained that one area is located near the existing Walmart, and the 55 acres behind Allen Motors. The second area would be Route 28 south. This would be consistent with what is in place today and follows the sewer and water upgrades.

Ms. Kisak explained there are other options available, but they felt this was a good build out for the community.

Mr. Picillo asked with the Standard Alternative, what would the build out population be? It was close to 50,000. Mr. Chirichiello wondered if that included the widening of I-93? Ms. Kisak said the build out is based on the current available land and zoning. I-93 will not change the build out figure, but may change how quickly the town builds out. If zoning changes, it will also affect the build out.

The Board directed SNHPC to go with the scenario that had been discussed with staff.

Mr. Chirichiello asked about the potential redevelopment area shown on the handout. Ms. Kisak said the software does not handle redevelopment well and that will come off the map. Mr. Sioras noted there are still vacant parcels in the downtown, but not a lot of major parcels. The idea is that the downtown would have more redevelopment. Ms. Kisak said this map will be reformatted with a report and placed in the Master Plan.

Mrs. Choiniere asked about the predicted school kid map referenced in the original presentation. Ms. Kisak noted that the base build out showed an existing school population of 7626 children, and a base build out of 9376. If the numbers were adjusted for the standard alternative build out, the build out number would increase to 9496. This is for Kindergarten through twelfth grade. The numbers came from the 2000 census, as they were able to verify those numbers across the region.

Mr. O'Connor asked if there is a chart that shows the current enrollment, per school and what the build out would be per school? Ms. Kisak said they did not have that information at this time; they work with regional numbers. Mrs. Roach suggested the Superintendent of Schools would have that information. Mr. Granese liked the build out and how it showed potential commercial development that will help the taxpayers. Mrs. Roach also commented on the potential redevelopment of older homes into nice businesses.

Mr. Granese commented that a good job had been done on all three chapters presented this evening. There was a lot of hard work and it is appreciated.

Motion by Roach, second by Choiniere to adjourn. The motion passed in favor and the meeting stood adjourned at 8:33 p.m.
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