

1 **LONDONDERRY, NH PLANNING BOARD**  
2 **MINUTES OF THE MEETING OF FEBRUARY 4, 2015 AT THE MOOSE HILL**  
3 **COUNCIL CHAMBERS**  
4

5 Members Present: Art Rugg; Mary Soares; Lynn Wiles; Chris Davies; Rick  
6 Brideau, CNHA, Ex-Officio; Leitha Reilly, alternate member; Al Sypek, alternate  
7 member; and Ann Chiampa, alternate member  
8

9 Also Present: Cynthia May, ASLA, Town Planner and Planning and Economic  
10 Development Department Manager; John R. Trottier, P.E., Assistant Director of  
11 Public Works and Engineering; Jaye Trottier, Associate Planner; and Nicole Doolan,  
12 Planning and Economic Development Department Secretary  
13

14 A. Rugg called the meeting to order at 7:00 PM. He appointed A. Sypek to vote  
15 for M. Soares until she arrived and A. Chiampa to vote for Scott Benson.  
16

17 **Administrative Board Work**  
18

19 A. Approval of Minutes – January 7, 2015  
20

21 **L. Wiles made a motion to approve and sign the minutes from the**  
22 **October 1, 2015 meeting. R. Brideau seconded the motion. No**  
23 **discussion. Vote on the motion: 5-0-1.**  
24

25 (L. Wiles abstained as he did not attend the January 7, 2015 meeting).  
26

27 Minutes for January 7, 2015 were approved and signed at the conclusion of the  
28 meeting.  
29

30 [L. Reilly arrived at 7:02 PM. A. Rugg appointed her to vote for Laura El-Azem].  
31

32 B. Regional Impact Determinations – 572 Mammoth Road Subdivision Plan, Map  
33 17 Lot 7; 41 Adams Road Subdivision, Map 6 Lot 81; and Town Fair Tire Site  
34 Plan, Map 7 Lot 73-1  
35

36 C. May stated Staff recommends that none of the above mentioned projects  
37 are developments of regional impact, as they do not meet any of the regional  
38 impact guidelines prepared by Southern NH Planning Commission (SNHPC).  
39

40 **L. Wiles made a motion that the Board finds the three projects as**  
41 **outlined by Staff to be projects not of regional impact. R. Brideau**  
42 **seconded the motion. No discussion. Vote on the motion: 7-0-0.**  
43

44 [M. Soares arrived during "Discussions with Town Staff" at 7:07 PM].  
45

46 C. Discussions with Town Staff  
47

- 48
  - Fed Ex Ground Certificate of Occupancy

1 J. R. Trottier explained that developer Scannell Properties is ready to  
2 transfer the new warehouse/distribution facility on Map 14 Lot 45-2 over  
3 to Fed Ex, who can then begin the installation of their conveyor system  
4 within the building. To do so, Scannell needs to provide a Certificate of  
5 Occupancy (C.O.) to Fed Ex, however Town regulations require that all  
6 site improvements be complete before the C.O. can be issued. Staff is  
7 requesting that the Board allow Staff to sign the C.O. prior to full  
8 completion of all site improvements so that Scannell can transfer the  
9 building to Fed Ex. The Public Works Department, J. R. Trottier said, has  
10 itemized the relatively minimal items to be completed (e.g. installation  
11 of signage, marking of the pavement, cleaning of drainage structures,  
12 etc.) and recommend that the Public Works Department be permitted to  
13 sign the document, particularly since Scannell and contractor Zirkelbach  
14 will still be on site while conveyor installation occurs and construction  
15 continues. A. Rugg verified that a surety bond is also in place to ensure  
16 full completion of the site. There were no objections from the Board to  
17 allowing Staff to sign the C.O.  
18

19 A. Rugg stated that remaining topics under Staff Discussion would take place  
20 under "Other Business."  
21

## 22 **Public Hearings/Workshops/Conceptual Discussions**

23  
24 A. Public Hearing Regarding Route 102 Corridor Study by Southern NH Planning  
25 Commission.  
26

27 At the November 12, 2014 meeting, SNHPC Principal Transportation Planner  
28 Tim White provided the Board with a preliminary presentation of the Route 102  
29 Corridor Study commissioned by the Town and prepared by Southern NH  
30 Planning Commission (SNHPC). The final report was provided to Board  
31 members prior to the meeting and T. White was present to receive input from  
32 the Board and the public. He provided a summary of his initial presentation,  
33 beginning with the four main purposes for the study, i.e. compiling results from  
34 12 previous studies (see p. 4 of Attachment #1), noting discrepancies and  
35 consistencies between those studies, predicting growth in the corridor using  
36 regional growth rates, and forming a vision plan for the corridor. The  
37 evaluation of those prior studies entailed reviewing their area traffic volumes  
38 within the Rte. 102 study area, including the assumptions used to develop  
39 those volumes, and examining the results of the various capacity analyses at  
40 study area intersections, along with their recommendations for improvements.  
41 Both existing traffic scenarios and future projections for the year 2034 were  
42 developed for the corridor (see p. 5, Tables 1 and 2), as were visions for three  
43 separate zones within the corridor. The "Commercial Zone" stretches from the  
44 Derry Town Line to Winding Pond Road, the "Transitional Zone" lies between  
45 Winding Pond Road and Meadow Drive, and the "South Village Suburban  
46 Corridor Retrofit District" begins at Meadow Drive and ends at Mammoth Road.  
47 Recommendations for improvements along the corridor include access  
48 management improvements.  
49

1 A. Rugg asked for comments and questions from Staff. There were none.

2  
3 A. Rugg asked for comments and questions from the Board.

4  
5 C. Davies expressed his observation that improvements at the intersection of  
6 Rte. 102 and Mammoth would not be as critical as those at the intersection of  
7 Rte. 102 and Londonderry Road. T. White explained that research indicated  
8 that the intersection at Mammoth Road was reaching capacity, particularly at  
9 the left turn lane from Rte. 102 heading south onto Mammoth Road. C. Davies  
10 inquired about the separate recommendations for signalized intersections  
11 where Rte. 102 meets Action Boulevard as well as Londonderry Road, given the  
12 relative proximity from one to the other. T. White explained that the  
13 recommendations came from separate reports and that if both were ultimately  
14 warranted, the spacing between them and their synchronization would have to  
15 be examined. L. Wiles asked if signaling those intersections would also ease  
16 the flow of traffic into Derry during peak hours. T. White replied that to aid in  
17 efficiency, those signals would have to be coordinated so they can provide  
18 better turning movements and increase safety without hindering thru traffic.  
19 C. Davies also asked how the Town can employ the noted recommendations  
20 since Rte. 102 is a State road. A. Rugg noted that the Town submits projects  
21 annually to the State Department of Transportation's regional ten year plan,  
22 therefore the Town must determine which projects, including those along the  
23 corridor, are most important. T. White added that the report suggests the  
24 Town develop a scope for a more comprehensive study of the corridor as well  
25 as a detailed access management plan, particularly in the Commercial Zone, to  
26 mitigate traffic impacts and improve both efficiency and safety. C. Davies  
27 asked whether a lane could be added where Rte. 102 narrows to one lane  
28 heading west after Winding Pond Road, since traffic is not only merging there,  
29 but other vehicles are also bearing right to enter Buttrick Road. A. Rugg  
30 suggested it could be lined with a right hand turn arrow to provide clarification.  
31 A. Chiampa asked if adding turn lanes to the intersections at Londonderry Road  
32 and Gilcreast Road would inhibit access to the abutting businesses. T. White  
33 explained that the plans in the report are not to the level of detail to show  
34 where curb cuts would be located. A detailed access management study, he  
35 said, would more likely provide that information and is something that SNHPC  
36 would recommend as a next step for the Town.

37  
38 A. Rugg asked for public input. There was none.

39  
40 **A. Rugg entertained a motion to adopt the Route 102 Corridor Study by**  
41 **Southern NH Planning Commission as presented. M. Soares so moved.**  
42 **L. Wiles seconded the motion. No discussion. Vote on the motion:**  
43 **7-0-0.**

44  
45 B. Riverview, LLC (Owner and Applicant), Map 6 Lots 37 and 38 - Public Hearing  
46 to Consider the Applicant's Request to Rezone Lots 37 and 38 from  
47 Commercial-IV (C-IV) to Commercial-I (C-I) at 6 and 8 Mohawk Drive.

48  
49 Cornelis De Jong of Riverview, LLC, owner of Map 6 Lots 37 and 38, made the  
50 request to rezone the properties from C-IV to C-I. The lots were rezoned to

1 C-IV in 2013 specifically to provide the previous owner with the ability to reside  
2 on site in combination with the commercial use proposed at that time. That  
3 need does not exist for the new owner and his proposed boutique wine and  
4 bistro development. Prior to the 2013 rezoning, the lots were zoned C-I along  
5 with all abutting lots to the north, west, and southwest. Changing the  
6 classification back to C-I, C. de Jong explained, will again make it consistent  
7 with the surrounding area and provide the lots with potential for their highest  
8 and best use. L. Reilly asked what other uses could be developed there by  
9 right under the ordinance. Before noting some of the commercial uses  
10 allowed, including those for the motoring public, C. May advised the Board to  
11 bear in mind the limitations of the site with regard to larger setbacks caused by  
12 fronting on two rights of way and abutting a residential zone. She added that  
13 those restrictions may be the reason the site has not been fully developed to  
14 date. Board members had no other questions or concerns regarding the  
15 rezoning and none stated any opposition to it.

16  
17 A. Rugg asked for Staff input. There was none.

18  
19 A. Rugg asked for public input. There was none.

20  
21 A. Rugg entertained a motion on a recommendation to the Town Council  
22 concerning the rezoning request.

23  
24 **M. Soares made a motion that the Planning Board recommend to the**  
25 **Town Council the rezoning of Map 6 Lots 37 and 38 from the current**  
26 **zoning classification of C-IV back to the zoning classification of C-I.**

27 **L. Wiles seconded the motion. No discussion. Vote on the motion:**  
28 **7-0-0.**

29  
30 A. Rugg stated the recommendation would be forwarded to the Town Council.  
31 C. May said the first reading by the Council will take place at their February 9,  
32 2015 meeting and the second reading, including a public hearing would occur  
33 in March.

34  
35 C. Riverview, LLC (Owner and Applicant), Map 6 Lots 37 and 38 – Conceptual  
36 Discussion of a Proposed Boutique Wine and Bistro at 6 and 8 Mohawk Drive.

37  
38 Cor De Jong of Riverview, LLC provided the Board with a conceptual  
39 presentation of a proposed boutique wine and bistro on Map 6 Lots 37 and 38.  
40 He began with a description of the site as it exists today, where a two-story  
41 office building and associated parking and drainage swales occupies Lot 37 and  
42 were the result of a site plan approved in 2009 for both lots. Lot 38, however,  
43 was never developed under that plan, which was approved for a two story,  
44 5,100 +/- square foot office building with associated improvements (see  
45 Attachment #2, p. 3). C. de Jong noted a small wetland pocket in the western  
46 corner of Lot 38 where it borders Granite Street (see Attachment #2, p. 2).

47  
48 Because the lots face two rights of way, they are constricted by a 60 foot  
49 building setback along both frontages. With an AR-I zone abutting to the east,  
50 development is further restricted by a 50 foot required landscape buffer



1 instead of the 30 foot setback the lots would have if they abutted commercial  
2 zoning. Access will remain as it is off of Mohawk Drive on Lot 37. In place of  
3 the 2009 site design for Lot 38, C. de Jong intends to construct a slightly  
4 smaller building of 3,335 sf which will also be five to ten feet shorter than the  
5 40 foot high office building. Although the rectangular shape will be the same  
6 as the 2009 building, the new building would feature a townhome design with a  
7 brick and granite exterior (p. 15) that will have a tapered roof line on the ends  
8 to further soften the view from the residential abutters. The first site diagram  
9 presented (p. 17) was the layout of the 2009 plan. The second site diagram  
10 (p. 18) displayed the building pushed towards the east and suggested that the  
11 parking could be increased by slight encroachments into the landscape buffer.  
12 This would also place in the building in the aforementioned 50 foot buffer to  
13 the residential zone. Both would require approval of variances from the Zoning  
14 Board. In that location, the building would observe the typical 30 foot  
15 commercial building setback and improve the spatial relation between the  
16 proposed building and parking area, while its architectural design would  
17 provide balance with the residential zone. The leachfield for the on-site septic  
18 system can then also be moved towards the east, allowing for greater  
19 landscaping potential along Granite Street. "Street gardens" are planned for  
20 both frontages and the proposed landscaping plan will help create a "garden  
21 oasis" feel to the property, more along the lines of a traditional English garden  
22 as opposed to a typical commercial landscape design (see p. 16). The last site  
23 diagram presented was of a possible solution that would reorganize the parking  
24 by utilizing a continuous curve that would terminate at the building (p. 19).  
25 This scenario could provide up to 8 additional parking spaces.

26  
27 C. de Jong reviewed the interior design of the two-story, approximately 60-  
28 seat building where the first floor will include a reception area, fountain, grand  
29 hall, wine tasting room/bar, fireplace, and elevator to the eastern end of the  
30 second floor. The second floor will be limited to the ends of the building, with  
31 the western end reserved for offices and storage while the eastern end will  
32 feature an art gallery with a more formal eating area for larger parties (see  
33 pgs. 11 through 14). The intent is to create an "architectural jewel" that will  
34 convey the essence of wine country and provide a spacious and "grand but  
35 restful, chic yet comfortable" experience for the visitor (p. 5).

36  
37 A. Rugg asked for Staff input.

38  
39 J. R. Trottier confirmed that while the building would encroach on the 50-foot  
40 buffer to the AR-I zone, it will remain within the typical 30 foot commercial  
41 building setback. C. May noted that the applicant has worked with Staff on  
42 several occasions in a collaborative effort to produce the conceptual before the  
43 Board.

44  
45 A. Rugg asked for Board input.

46  
47 C. Davies noted that the parking layout shown on p. 19 of the presentation  
48 appeared as though it might not provide sufficient space to turn around if one  
49 reaches the eastern end and cannot find a free space in which to reverse  
50 direction. C. de Jong said that better turning opportunities could be

1 reexamined and C. May noted that the area designated for truck loading in the  
2 2009 plan could provide a possible option. C. Davies also suggested sufficient  
3 buffering be used on the side facing the residential zone and that the applicant  
4 work with those abutters to avoid any issues regarding the views from the  
5 residences. C. de Jong stated it was his intent to do provide an ample  
6 landscape buffer, possibly by infilling the existing treed area. L. Reilly noted  
7 that the activity in the building facing the AR-I zone would include the kitchen,  
8 however C. de Jong said there would be no view of the kitchen from that end  
9 and the activity taking place there would be directed away from both that side  
10 and the eastern side of the building. The majority of the activity within the  
11 building, he said, is designed to take place on the end opposite the residences.  
12 A fire escape door may be placed on the eastern side, although it would be  
13 restricted to emergency use only. R. Brideau asked if there would be an  
14 attempt to blend the look of the existing office building on Lot 37 with the  
15 concept for Lot 38 since the existing building is the first view for those entering  
16 the site. C. de Jong said that giving the overall site a cohesive look could be  
17 explored as well. M. Soares expressed concerns about increased traffic, but  
18 noted that her concern would be for the peak morning hours, whereas traffic  
19 for this use would take place later in the day.

20  
21 Overall, Board members were very positive about the proposal. A. Rugg asked  
22 C. de Jong if he had any questions for the Board. He said he did not and  
23 thanked them for their time.

## 24 25 Other Business

### 26 27 A. Discussions with Town Staff (continued)

- 28  
29 • Workforce Housing

30  
31 C. May asked Board members if they had any comments or questions about  
32 the Workforce Housing Analysis proposal submitted by Southern NH  
33 Planning Commission the week of January 26. At their January 7, 2015  
34 meeting, the Board had requested to view the document once it became  
35 available, although final approval of the proposal lies with the Town  
36 Manager. C. May noted that Town Councilor Jim Butler had requested prior  
37 to the meeting that the total cost noted in the proposal be worded as a "not  
38 to exceed" figure. Staff's current expectation is to be able to provide a  
39 preliminary analysis at the April 8 meeting and return with a final version a  
40 month later. A draft review of the workforce housing ordinance from  
41 consultant Jonathan Edwards has been reviewed and revised by Staff and  
42 will also be forwarded in the immediate future to the Board.

43  
44 **A. Rugg entertained a motion that the Board recommend approval**  
45 **of the SNHPC Workforce Housing Analysis proposal to the Town**  
46 **Manager. R. Brideau so moved. M. Soares seconded the motion. No**  
47 **discussion on the motion. Vote on the motion: 7-0-0.**

- 48  
49 • Hazard Mitigation Plan
- 50

1 A. Sypek announced that the first meeting to review the Town's Hazard  
2 Mitigation Plan took place on Friday, January 30.

3  
4 • Deliberative Sessions & Warrant Articles

5  
6 A. Rugg provided a reminder that the School Deliberative Session will  
7 take place on Friday evening, February 6 and the Town Deliberative  
8 Session will occur on Saturday morning, February 7. C. May noted that  
9 the Planning and Economic Development Department has two articles on  
10 the Town Warrant; one to fund the Geographic Information System  
11 (GIS), which to date has been supported solely through the initial fund  
12 created when the system was put in place approximately ten years ago,  
13 and the other to fund a rewrite of the zoning ordinance. Neither will  
14 pose any tax impact.

15  
16 **Adjournment:**

17  
18 **M. Soares made a motion to adjourn the meeting. R. Brideau seconded**  
19 **the motion. Vote on the motion: 7-0-0.**

20  
21 The meeting adjourned at 8:40 PM.

22  
23 These minutes prepared by Associate Planner Jaye Trottier

24  
25 Respectfully Submitted,

26  
27  
28  
29 Lynn Wiles, Secretary

# ***NH 102 CORRIDOR UPDATE STUDY REPORT***



January 6, 2015

## A. Introduction

NH Route 102, known locally as Nashua Road, runs through the southern portion of the Town of Londonderry. It provides a critical east-west connection between the Nashua region to the west and the Seacoast region to the east, as well as to points north and south via I-93 Exit 4. NH 102, as a principal arterial, sees some of the highest traffic volumes in Londonderry and is also the location of much of the Town's commercial and retail development. Over the last decade, Londonderry has been among the fastest growing communities in NH and development on the NH 102 corridor has contributed to that growth. In the last few years alone, the Town has experienced new business development on the NH 102 corridor including a medical office facility, two retail pharmacies, a mixed commercial plaza and redevelopment of a service station. The location of these developments is shown in Map 1. Additionally, the Town has approved its first Planned Unit Development (PUD) master plan for the Woodmont Commons project which includes 1,400 residential units and over two million square feet of non-residential development directly accessible to the corridor. The 2013 Comprehensive Master Plan also charts a new course for the portion of the corridor in the vicinity of NH Route 128 through the establishment of a South Village Suburban Corridor Retrofit District. Finally, the Planning Board has recently approved a new 55-plus apartment community and an assisted living complex, while plans for a tire store and a gas station retrofit are being considered.

Along with this diverse and active commercial mix, the importance of NH 102 as an arterial link to the Town's population of 24,000 is apparent in that the corridor serves dual, competing purposes serving both as access to commercial properties and as a regional traffic facility requiring safe and efficient operations. The Town is continually seeking to balance the demands of both uses in a manner that preserves capacity, safety and efficiency and economic viability. The NH 102 corridor in the Town has been improved to provide additional capacity over time, particularly near the I-93 Exit 4 interchange. More improvements are likely required to accommodate anticipated growth. The purpose of this report is to document the methodology and to report on the findings to recommend a vision for the future of the NH 102 Corridor. This report will also suggest actions and improvements for the future that are consistent with that vision.

The Town recently completed a 2013 Master Plan to serve as a guide in the identified Activity Areas of development and redevelopment. The Towns of Derry and Londonderry, in association with NHDOT, are completing environmental studies associated with the improvement of the I-93 Corridor and a potential new I-93 Exit 4A interchange (east side only). Considering these studies and the numerous development projects impacting the NH 102 Corridor, the Town commissioned a study of the NH 102 corridor from the Derry town line westerly to the Mammoth Road intersection designed to:

1. Compile the results of previous studies by:
  - a. NHDOT for I-93 and for NH 102
  - b. Town of Londonderry, Master Plan 2013
  - c. Private traffic studies submitted for proposed and approved developments impacting the NH 102 corridor
2. Identify conflicts and consistencies in each of these studies and the associated recommendations for roadway improvements to NH 102 within the study limits.
3. Project likely growth in the corridor based on regional growth rates.
4. Develop a Vision Plan for the NH 102 Corridor, identifying the potential roadway

improvements necessary to achieve the desired results of serving local access and through arterial volumes all within the context of approved and/or anticipated development.

The study area comprises a 2.4 mile section of NH 102 starting from the Derry town line to the east, westerly to the intersection of Mammoth Road.

## **B. Compilation of Previous Results/2014 Existing Traffic Condition**

An initial project meeting with Town staff was held to obtain a clear understanding of the proposed scope of work, the timetable for completion, and the deliverable product for the NH 102 Corridor Update Study. Following this meeting, SNHPC began a compilation and review of previous work completed in the study area. This work included a review of planning studies and traffic impact studies impacting the NH 102 corridor study area. The purpose of this compilation was to 1) Identify conflicts and consistencies in the studies and the associated recommendations for roadway improvements to NH 102 within the study limits and 2) develop a base condition estimate of existing traffic conditions and constraints as identified in previous studies. The reports reviewed during this portion of the study included:

1. Traffic Impact Assessment – Auto Auction of New England – 1995
2. SNHPC NH 102 Corridor Study – Upper Corridor Study – 1997
3. Final Environmental Impact Statement – Interstate 93 Improvements – Salem to Manchester – 2004
4. SNHPC NH 102 Corridor Study – Central Corridor Study – 2004
5. Traffic Impact Evaluation – Medical Facility – 2005
6. Traffic Impact and Access Study – Proposed Walgreens – 2005
7. Traffic Impact Assessment – Age-Restricted Residential Development – 2006
8. Traffic Impact and Access Study – Ravenna Investment Associates, LLC – 2006
9. Draft Environmental Impact Statement – I-93 Exit 4A Interchange Study – Derry-Londonderry – 2007
10. Woodmont Commons PUD Master Plan Traffic Impact Assessment – 2013
11. Traffic Assessment – Proposed Global Redevelopment – 2014
12. Impact Assessment Report – The Grand Estate at Londonderry – 2014

### **2014 Existing Traffic Condition**

AM and PM peak hour turning movement counts were collected at NH 102 corridor study area intersections from the reports reviewed during this portion of the study. The details of each intersection turning movement count including peak hour, date of the count and the source of each count are summarized in Table 1 below.

**Table 1 Turning-movement Count Dates and Sources**

Count Number	Intersection with NH 102	AM Peak Hour		PM Peak Hour	
		Count Date	Source	Count Date	Source
1	Mammoth Rd	9/29/2010	SNHPC	9/30/2010	SNHPC
2	Mohawk Dr	10/21/2008	SNHPC	9/2/2004	Medical Facility
3	Meadow Ln	8/21/2014	SNHPC	8/21/2014	SNHPC
4	Buttrick RD/McAllister Dr	5/24/2005	Medical Facility	8/22/2005	Medical Facility
5	Winding Pond Rd	5/24/2005	Medical Facility	5/24/2005	Medical Facility
6	Orchard View Dr	8/21/2014	SNHPC	8/21/2014	SNHPC
7	Gilcreast Rd	8/4/2011	Woodmont Commons	8/4/2011	Woodmont Commons
8	Garden Lane/Hampton Dr	8/4/2011	Woodmont Commons	8/4/2011	Woodmont Commons
9	I-93 Exit 4 SB Ramps	9/1/2011	Woodmont Commons	9/1/2011	Woodmont Commons
10	I-93 Exit 4 NB Ramps	8/4/2011	Woodmont Commons	9/1/2011	Woodmont Commons
11	Londonderry RD/St Charles St	9/1/2011	Woodmont Commons	9/1/2011	Woodmont Commons

Each NH 102 intersection count used in the development of the 2014 Existing Traffic Condition was seasonally adjusted to represent weekday AM and PM peak month conditions. The seasonal adjustment factors used in the development of the 2014 Existing Traffic Condition and its source are summarized in Table 2.

**Table 2 Seasonal Adjustment Factors**

Number	Intersection with NH 102	AM Peak Hour		PM Peak hour	
		Count Date	Source	Count Date	Source
1	Mammoth Rd <sup>1</sup>	09/29/2010	0.96%	09/30/2010	2.75%
2	Mohawk Dr <sup>1</sup>	10/21/2008	6.41%	09/2/2004	2.75%
3	Meadow Ln <sup>3</sup>	08/21/2014	8.93%	08/21/2014	0.85%
4	Buttrick RD/McAllister Dr <sup>2</sup>	05/24/2005	4.10%	08/22/2005	1.01%
5	Winding Pond Rd <sup>2</sup>	05/24/2005	4.10%	05/24/2005	2.40%
6	Orchard View Dr <sup>3</sup>	08/21/2014	8.93%	08/21/2014	0.85%
7	Gilcreast Rd <sup>1</sup>	08/04/2011	3.98%	08/04/2011	2.05%
8	Garden Lane/Hampton Dr <sup>1</sup>	08/04/2011	3.98%	08/04/2011	2.05%
9	I-93 Exit 4 SB Ramps <sup>1</sup>	09/01/2011	0.96%	09/01/2011	2.75%
10	I-93 Exit 4 NB Ramps <sup>1</sup>	08/04/2011	0.91%	09/01/2011	2.75%
11	Londonderry RD/St Charles St <sup>1</sup>	09/01/2011	0.96%	09/01/2011	2.75%

Notes: 1. Seasonal adjustment factors were taken from The Woodmont Commons Planned Unit Development Master Plan Traffic Impact Assessment.

2. Seasonal adjustment factors were taken from Traffic Impact Evaluation and Compilation of Comments/Responses for Medical Facility, Londonderry, NH.

3. Seasonal adjustment factors were calculated based on 2013 New Hampshire Department of Transportation (NHDOT) permanent traffic count data.



The results of an evaluation of annual traffic growth factors were used to calculate growth factors for the development of the 2014 Existing Traffic Condition. The growth factors were calculated from data obtained from the SNHPC Regional Traffic Counting program. The calculated growth rates were used to increase corridor traffic volumes to 2014 for the 2014 Existing Traffic Condition. The data from the Regional Traffic Counting program used to develop the growth rates is shown in Table 3 below. The 2014 Existing Traffic Condition assumes that NH 102 volumes and the adjacent side streets remained constant from 2010 to 2014. Additionally, the 2014 Existing Traffic Condition also assumes that, for counts collected during and prior to 2008, intersection turning movements to/from side streets remained constant until 2014. To complete the 2014 Existing Traffic Condition, through traffic volumes on NH 102 were balanced based on the more recent traffic data at adjacent intersections. The 2014 Existing Traffic Condition is shown in Figure 1 (1-5) found at the end of this report.

**Table 3 Annual Average Daily Traffic Volumes – NH 102**

LOCATION	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
NH 102 NASHUA RD WEST OF NH 128 MAMMOTH RD			17000			18000			18000	
NH 128 MAMMOTH RD NORTH OF NH 102 NASHUA RD			9800			9300			9100	
NH 128 MAMMOTH RD SOUTH OF NH 102 NASHUA RD			13000			14000			10000	
NH 102 NASHUA RD EAST OF NH 128 MAMMOTH RD	23000			20000			22000			
BUTTRICK RD NORTH OF PEABODY ROW			5100			5500			4900	
NH 102 NASHUA RD WEST OF WINDING POND DR			23000			23000			22000	
GILCREAST RD SOUTH OF NH 102	8700			9500			9900			9800
GILCREAST RD NORTH OF NH 102			9800			10000			10000	
GARDEN LN 225 FT +/- NORTH OF NH 102								10000		
I-93 EXIT 4 NB-OFF RAMP TO NH 102			8600			8800			8700	
I-93 EXIT 4 NB-ON RAMP FROM NH 102			9100			9500			9200	
I-93 EXIT 4 SB-OFF RAMP TO NH 102			8400			9100			8700	
I-93 EXIT 4 SB-ON RAMP FROM EASTBOUND NH 102			4200			4500			4700	
I-93 EXIT 4 SB-ON RAMP FROM WESTBOUND NH 102			4500			4400			4500	
NH 102 NASHUA RD EAST OF I-93 UNDERPASS	30000			29000			29000			
LONDONDERRY RD NORTH OF REO LN OVER BROOK	3900			3600			3200			3500
NH 102 NASHUA RD WEST OF I-93 UNDERPASS		28000			27000			31000		

### 2034 Future Traffic Condition

NH 102 study area corridor intersection turning movement counts for a 2034 Future Traffic Condition are presented in Figure 2 (1-5). The Woodmont Commons Planned Unit Development Master Plan Traffic Impact Assessment included projected 2032 traffic volumes for the intersections of: 1) Londonderry Road/St. Charles Street; 2) NH 102/I-93 Exit 4 NB Ramps; 3) NH 102/I-93 Exit 4 SB Ramps; 4) NH 102/Garden Lane/Hampton Drive and 5) NH 102/Gilcreast Road. These intersection volumes were used as the basis for the development of the 2034 Future Traffic Condition for the study area.

The Woodmont Commons Planned Unit Development Master Plan Traffic Impact Assessment assumes a one percent traffic growth rate compounded annually for volumes on NH 102 and a growth rate of one half of one percent (0.50%) compounded annually along for roadways intersecting NH 102. These assumptions were used as the basis for the development of 2034 turning movement count volumes at the intersections of: 1) NH 102/Orchard View Drive; 2) NH 102/Winding Pond Road; 3) NH 102/Buttrick Road/McAllister Drive; 4) NH 102/Meadow Lane; 5) NH 102/Mohawk Drive and 6) NH 102/Mammoth Road. The 2034 Future Traffic Condition AM and PM peak hour intersection turning movement projections were developed by applying these growth rates over twenty years to the 2014 existing traffic volumes at these intersections and by adding traffic generated by: 1) the planned Grand Estate 55-Plus residential development on Button Drive and 2) the Global gas station/convenience store redevelopment project on Hampton Drive.

Additionally, the Statewide travel demand model and the SNHPC regional model both forecast a decrease in traffic on NH 102 east of Exit 4, including volumes to/from the I-93 Exit 4 ramps. This decrease in traffic is assumed to be the result of the impacts of the I-93 Exit 4A project. More specifically, a -0.50% annual growth rate is assumed for movements to/from the I-93 Exit 4 ramps over a twenty year period. To develop the 2034 Future Traffic Condition for this portion of the NH 102 study area corridor, this growth rate was applied to 2014 Existing Traffic Condition to calculate 2034 intersection turning movement volumes at the NH 102 NB and SB Exit 4 ramp intersections and at the NH 102/Londonderry Road/St. Charles Street intersection.

#### **Evaluation of Studies Completed for the NH 102 Corridor**

The scope for the NH 102 Corridor Update Study included the identification of conflicts and consistencies for 1) the various studies focusing on the NH 102 corridor and 2) the associated recommendations for roadway improvements to NH 102 within the study limits. In order to address this requirement, the studies listed in Section B of this report were reviewed in an effort to identify conflicts and consistencies. The studies reviewed in this portion of the NH 102 Corridor Update included reports such as environmental impact statements for regionally significant highway projects (i.e. Interstate 93 Improvements – Salem to Manchester, Draft Environmental Impact Statement, I-93 Exit 4A Interchange Study – Derry-Londonderry) as well as traffic impact studies for planned/proposed developments (i.e. Woodmont Commons PUD Master Plan Traffic Impact Assessment). The studies were reviewed for conflicts and consistencies in features such as 1) NH 102 study area traffic volumes; 2) assumptions used in the development of study area traffic volumes for the NH 102 study corridor; 3) results of capacity analyses for intersections on the NH 102 study area corridor and 4) recommendations for proposed improvements on the NH 102 study area corridor. The results of this evaluation are summarized in Exhibit 1 below.

**Exhibit 1  
Data Evaluation/Review  
of Available Traffic Studies**

**NH 102 - I-93 bridge traffic volumes (two-way peak hour)**

Source	Horizon Year	AM	PM	Comments	Evaluation
NH 102 Upper Corridor Study - Sept 1997	2015	N/A	3243	growth rate of 1.3% per year plus additional development growth	Projections from Exit 4A DEIS and I-93 FEIS comparatively lower due to assumed model growth rates
I-93 EIS - April 2004	2020	2525	3365	growth assumptions from I-93 sub area model developed from Statewide model - compared to SNHPC model	
Exit 4A DEIS - July 2007	2025	1956	2961	SNHPC model utilized - assumes little growth on NH 102 east of I-93 from 2000 to 2025	
Woodmont Commons Master Plan TIA - September 2013	2032	3868	4012	2011/2012 counts - growth assumes 1% per year on NH 102 based on observed growth rate of 0.35% per year observed from SNHPC count stations in the study area - includes I-93 Exit 4A and Orchard Drive connection	

**NH 102 - east of Mammoth Road - traffic volumes (two-way peak hour)**

Source	Horizon Year	AM	PM	Comments	Evaluation
SNHPC Counting Program	2013	1508	1981		NH 102 Central Corridor Study volumes comparatively higher due to 2% annual growth rate
Walgreens TIAS - 2005	2015	N/A	2359	growth rate of 1.0% per year growth	
Londonderry Medical Facility - 2005	2016	1857	2429	growth rate of 1.0% per year growth plus additional developments	
NH 102 Central Corridor Study - April 2004	2020	N/A	3927	growth rate of 2.0% per year growth	

**NH 102 - West of I-93 - traffic volumes (two-way peak hour)**

Source	Horizon Year	AM	PM	Comments	Evaluation
SNHPC Counting Program	2013	2467	2946		Corridor volumes consistent
Woodmont Commons Master Plan TIA - September 2013	2032	3666	4911	2011/2012 counts - growth assumes 1% per year on NH 102 based on observed growth rate of 0.35% per year observed from SNHPC count stations in the study area - includes I-93 Exit 4A and Orchard Drive connection	

**NH 102 - East of I-93 - traffic volumes (two-way peak hour)**

Source	Horizon Year	AM	PM	Comments	Evaluation
SNHPC Counting Program	2013	1650	1944		Corridor volumes consistent
Woodmont Commons Master Plan TIA - September 2013	2032	2271	3298	2011/2012 counts - growth assumes 1% per year on NH 102 based on observed growth rate of 0.35% per year observed from SNHPC count stations in the study area - includes I-93 Exit 4A and Orchard Drive connection	

**NH 102 - West of Winding Pond Road - traffic volumes (two-way peak hour)**

Source	Horizon Year	AM	PM	Comments	Evaluation
SNHPC Counting Program	2013	1650	1944		Corridor volumes consistent
Londonderry Medical Facility - 2005	2016	1857	2429	growth rate of 1.0% per year growth plus additional developments	

**NH 102/Mammoth Road Intersection (Operations)**

Source	Horizon Year		Comments	Evaluation
Walgreens TIAS - 2005	2015		NH 102/Mammoth Road intersection - 2015 Build PM peak - LOS D -intersection at capacity	Capacity analyses consistent
Londonderry Medical Facility - 2005	2016		NH 102/Mammoth Road intersection - 2016 Build PM peak - LOS E -intersection at capacity	
SNHPC Post-Development Study	2010		NH 102/Mammoth Road intersection - 2010 Build PM peak - LOS C	

**NH 102/I-93 SB Ramps Intersection (Operations)**

Source	Horizon Year		Comments	Evaluation
Woodmont Commons Master Plan TIA - September 2013	2032		Build PM peak - LOS C - Build AM Peak - LOS B	Capacity analyses consistent
I-93 EIS - April 2004	2020		Build PM peak - LOS B - Build AM Peak - LOS B	

**NH 102/I-93 NB Ramps Intersection (Operations)**

Source	Horizon Year		Comments	Evaluation
Woodmont Commons Master Plan TIA - September 2013	2032		Build PM peak - LOS C - Build AM Peak - LOS D	Capacity analyses consistent
I-93 EIS - April 2004	2020		Build PM peak - LOS B - Build AM Peak - LOS C	

**NH 102/Gilcreast Road Intersection (Operations)**

Source	Horizon Year		Comments	Evaluation
Woodmont Commons Master Plan TIA - September 2013	2032		Build PM peak - LOS D - Build AM Peak - LOS C	Capacity analyses consistent
I-93 EIS - April 2004	2020		Build PM peak - LOS D - Build AM Peak - LOS C	

**NH 102/Hampton Drive Intersection (Operations)**

Source	Horizon Year		Comments	Evaluation
Woodmont Commons Master Plan TIA - September 2013	2032		Build PM peak - LOS D - Build AM Peak - LOS C	Capacity analyses consistent
I-93 EIS - April 2004	2020		Build PM peak - LOS C - Build AM Peak - LOS B	

**NH 102/Londonderry Road/St. Charles Street Intersection (Operations)**

Source	Horizon Year		Comments	Evaluation
SNHPC NH 102 Corridor Study	2009		recommended for signalization	recommendation consistent
Auto Auction of New England TIA - 1995	2020		recommended for signalization	
Woodmont Commons Master Plan TIA - September 2013	2032		recommended for signalization	

The data included in Exhibit 1 indicates a fairly consistent representation of NH 102 corridor traffic volumes from the various studies reviewed. Some differences are noted in the comparison of two-way traffic volumes on NH 102 over I-93 in the I-93 FEIS, the I-93 Exit 4A DEIS, the Woodmont Commons Traffic Impact Assessment and the SNHPC NH 102 Upper Corridor Study. It should be noted that traffic projections in the I-93 FEIS and the I-93 Exit 4A DEIS were based on very low estimates of growth while the Woodmont Commons Traffic Impact Assessment and the SNHPC NH 102 Upper Corridor Study both utilized growth rates of one percent or higher for traffic on NH 102. The 2020 traffic projections on NH 102 east of Mammoth Road in the 2004 SNHPC Central Corridor Study appear to be significantly higher as compared with similar traffic volumes from other studies. This is likely as result of the two percent annual growth rate used to develop these projections.

**Summary of Major Planned Improvements on the NH 102 Corridor**

The studies evaluated in the previous section include planned improvements for various locations on the NH 102 corridor. The Interstate (I-93) Salem to Manchester Project to reconstruct a 19.8 mile section of Interstate 93 between Manchester and Salem includes widening the mainline highway and improvements to the existing Exit 4 interchanges. At this location, the project involves improvements to the bridge carrying I-93 over NH 102 and improvements to the NH 102 intersections with the I-93 northbound and southbound ramps.

The site of the proposed Woodmont Commons Planned Unit Development (PUD) mixed-use development is located on both sides of I-93 in an area bounded by NH 102 to the south, Gilcreast Road and Hardy Road to the west, the proposed I-93 Exit 4A to the north and Folsom Road and Ash Street to the east. The project consists of the construction of approximately 350 residential units, 350,000 SF of retail space, 400,000 SF of office space, a 200-room hotel, and 250,000 SF of hospital space to the east of I-93. The project also consists of approximately 1,080 residential units, 532,500 SF of retail space, 300,000 SF of office space, and a 350-room hotel to the west of I-93. The Master Plan Traffic Assessment for the project completed in 2013 concluded that the vehicle trips generated by the proposed development would result in the need for geometric improvements at the NH 102 intersections with Londonderry Road east of I-93 and at the NH 102 intersections with Garden Lane/Hampton Drive and Gilcreast Road west of I-93.

### **Synthesis of Findings from Data Evaluation/Review**

- There is relative consistency between all studies regarding growth projections and assumptions on the NH 102 corridor.
- A review of the operations for the NH 102/Mammoth Road intersection located at the west end of the study area indicates that there appears to be general consensus from three studies that the operations of the intersection are approaching capacity.
- The projected operating conditions presented in the Woodmont Commons Traffic impact Assessment and the I-93 FEIS appear to be consistent for the following intersections: the NH 102 intersections with the I-93 Northbound and Southbound ramps, NH 102/Gilcreast Road, NH 102/Hampton Drive/Garden Lane.
  - Improvements designed to mitigate the impact of trips generated by the Woodmont Commons PUD are identified in the Traffic Impact Assessment. They include: 1) NB/SB/EB left turn lanes at the NH 102/Gilcreast Road intersection; 2) SB left turn lane, WB right turn lane and EB receiving lane at the NH 102/Hampton Drive/Garden Lane intersection;
- The NH 102/Londonderry Road/St. Charles Street intersection has been identified as meeting warrants for signalization as early as 1995.
  - Additional improvements at this intersection are identified in the Woodmont Commons Traffic Impact Assessment as a SB right turn lane and WB and EB left turn lanes

As shown in Figures 1 and 2 presented earlier in this report, substantial growth is anticipated to occur on the NH 102 corridor between 2014 and 2034. For example, the growth in traffic on NH 102 east of Mammoth Road during this period is approximately 18 percent. On NH 102 west of Winding Pond Road, this figure is nearly twenty percent. Additionally, there will likely be potential for additional growth from planned developments in the area. As development continues throughout Londonderry, the feeder streets that intersect NH 102 will see increased use and eventually, geometric improvements will be required to mitigate the impact of this traffic.

### C. NH 102 Corridor Vision

One of the main objectives of the NH 102 Corridor Update Study was the development of a Vision Plan for the NH 102 Corridor, including the identification of potential roadway improvements necessary to achieve the desired results of serving local access and through traffic.

#### Corridor Sections

Based on a review of land use conditions and future demands, it is reasonable to view the Corridor as consisting of three sections representative of different character and land uses, as follows:

#### **Commercial Zone: Derry Town line to Winding Pond Road**

The Commercial Zone of the corridor, consisting of the section between the Derry town line and Winding Pond Road, can be characterized by retail and auto-oriented development. There are two distinct sections of this zone east of and west of I-93. The eastern portion consists of small buildings and lots, generally less than one acre in size, located in an area where the NH 102 corridor is contained in a 75 foot right of way cross section. In this area, there are multiple side street connections to NH 102 within a very short distance and a distinct village feeling. To the west, the zone includes more intensive commercial activities on larger lots as well as large retail establishments consisting of three strip plazas including supermarkets, an office complex, a car dealership as well as smaller auto-oriented businesses such as gas stations and car washes. The NH 102 corridor is contained in a 150 foot right of way cross section in this area. In this portion of the Commercial zone, NH 102 is at least four lanes wide with multiple turning lanes at Garden Lane and Hampton Drive, creating a six lane cross section serving the adjacent uses. In this area, Gilcreast Road is the largest intersecting cross street which introduces traffic from neighborhoods both north and south of NH 102. Gilcreast Road, combined with its connection to Pillsbury Road, is one of the most important intersections proposed to serve future growth.

The character of the NH 102 Commercial Zone has already been established. The 2013 average annual daily traffic volume on NH 102 in the vicinity of Interstate 93 (I-93) is 29,000 vehicles per day (2011 data). This portion of the corridor currently experiences substantial traffic congestion during peak hours. Much of this congestion results from the combination of significant through traffic volumes and local traffic accessing properties on the corridor. Heavy through traffic volumes combined with local traffic utilizing numerous side streets and uncontrolled driveways serves to restrict the normal flow of traffic. This situation causes traffic to stop and start and creates delays and driver frustration. These restrictions to the normal flow of traffic also have a significant impact on travel safety. Roadway improvements identified in Section B of this report should help to address those identified traffic issues at the study area intersections.

#### *Corridor Vision:*

*Because of the importance of the interstate access and State investment in the I-93 corridor and NH 102 ramp system, it is paramount that the access to the interstate corridor be maintained through geometric improvements and improved access management. The operations at the first major intersection on either side of the ramps, (i.e. Londonderry Road/St. Charles Street to on the east and Garden Lane on the west), must be maintained to prevent queuing from affecting operations at the NH 102/I-93 ramp intersections. This is particularly important at Garden Lane which also serves as the access to the Exit 4 Park and Ride facility and bus station. In the future, Garden Lane will also serve as a gateway to the*



*Woodmont Commons PUD via a connection to Pillsbury Road.*

**Transitional Zone: Winding Pond Road to Meadow Drive**

This zone is located to the west of the Commercial Zone, encompassing the section of the corridor from Winding Pond Road to Meadow Drive. This section of the corridor is characterized by less intensive development, where this section of NH 102 serves as access for both commercial development on the north side as well as residential development on both north and south sides of the corridor. This less intensive level of development has allowed access control for properties north and south of NH 102 to be consolidated at the principal intersections and driveways on this portion of the corridor. Travelling through this zone from east to west, the multi-lane cross section found in the Commercial Zone transitions down to one travel lane in each direction.

*Corridor Vision:*

*This section already benefits from the use of driveway consolidation and other access management techniques. This portion of the corridor must be allowed to accommodate additional development and growth and still function as an effective route for through travel. In order to accommodate this, the use of access management techniques must continue to be utilized for this section to continue to serve its mixed use access as well as providing for through traffic service.*

**South Village Suburban Corridor Retrofit District: Meadow Drive westerly to Mammoth Road.**

This zone includes the portion of the study area corridor between Meadow Drive and Mammoth Road to the west. It includes the highest diversity of uses on the corridor, including retail, restaurant, office, medical and transportation/storage. Additionally, a medical/office facility has been approved on the final vacant lot on this portion of the corridor. The vision for the South Village Suburban Corridor Retrofit District as depicted in the Master Plan calls for improving the appearance of NH 102 in this area by relocating buildings closer to the road when new development or redevelopment affords opportunities to improve or rebuild.

The South Village Suburban Corridor Retrofit District is identified as being targeted for redevelopment to serve as a gateway to the town where a sense of place will be established in an area centered on the NH 102/Mammoth Road intersection. The focus in this area will be on the development of a strategically placed interconnected street network encouraging pedestrian and transit modes and planning for new recreational and residential land uses. It also calls for streetscape improvements to NH 102 and building out new projects in an interconnected street network that promotes walkability and complete streets and encourages higher value construction.

*Corridor Vision:*

*The town should spend additional efforts studying this portion of the corridor. There appears to be potential for development and growth in this area, particularly in the vicinity of the intersection of NH 102 and NH 128 (Mammoth Road). With this potential as well as the focus on this portion of the corridor for serving through traffic to the west and Nashua, there is potential for conflict with other corridor priorities. The demand for Village and Municipal Center Development areas as identified in the Town's 2013 Master Plan, with its focus on pedestrian and bike friendly intersection improvements, may be in conflict with potential development and traffic growth rates given the available right of way on this portion of the corridor.*

## D. Recommendations

### Access Management

The importance of the implementation of access management in the Commercial and Transitional Zones of the NH 102 has already been outlined in the previous section of this report. Additionally, these short-term actions should also be considered throughout the study area. This pro-active approach is designed to reduce the possibility that issues of traffic efficiency and safety currently found in the Commercial Zone do not develop in the Transitional Zone and South Village Suburban Corridor Retrofit District. Short-term actions designed to address this situation include:

- Intersection improvements such as the addition of turning lanes and signalization based on the findings of studies already completed for the corridor
- Other access management improvements such as:
  - ✓ elimination of unnecessary curb cuts
  - ✓ consolidation of curb cuts
  - ✓ establishment of internal connections between adjacent properties on the NH 102 corridor

Access management improvements (i.e. elimination of the unnecessary curb cuts, consolidation of curb cuts, and establishing internal connections between adjacent properties on the corridor) should be pursued by the town following the completion of a detailed Access Management Plan for the corridor. The implementation of these improvements will involve modifications to means of access to properties on the corridor. This will involve the cooperation of property owners along the corridor and as a result, it is unlikely that these improvements can be implemented immediately. The recommendations of a detailed Access Management Plan would be best utilized by the town as a tool for the review of future land use proposals along the corridor, and the elements of the Plan could be put in place as opportunities arise through working with property owners during the planning process.

Future planning in the Commercial Zone of the NH 102 corridor also involves implementation of a long-term strategy to address the need for improvements. There is currently a project included in the FY 2013 – FY 2040 Regional Transportation Plan for SNHPC fiscally constrained project list involving widening the central portion of the NH 102 corridor. This project was the fifth highest ranked project of the seventy-six projects submitted to NHDOT for consideration in the FY 2015 – FY 2024 Ten Year Highway Plan. The Town should coordinate with NHDOT to pursue funding for the scoping and completion of this project. These actions are important for the development of a long-term plan to address this portion of the NH 102 corridor.

### Intersection Improvements

Figure 3 identifies a Vision Plan including the general location and nature of the short-term actions to be pursued on the NH 102 study area corridor. The NH 102 intersections with Londonderry Road, the I-93 NB and SB ramps, Orchard Drive and Gilcrest Road have been identified for improvements in the Woodmont Commons PUD Master Plan Traffic Impact Assessment and the Interstate 93 Improvements – Salem to

Manchester FEIS. This NH 102 Corridor Update Study also identifies potential additional improvements required to mitigate the 2034 Future Traffic Condition scenario. These additional improvements were based not on detailed capacity analyses but rather through a qualitative review of the 2034 Future Traffic Condition scenario shown in Figure 2. The potential need for additional intersection improvements at the following locations have been identified through this process:

1. NH 102/Londonderry Road/St. Charles St. – SB right turn lane and EB left turn lane
2. NH 102/Action Blvd. – signalization
3. NH 102/I-93 NB ramps – NB left turn lane and EB left turn lane
4. NH 201/I-93 SB ramps – SB right turn lane
5. NH 102/Garden Lane (Orchard Drive) – SB left turn lane, WB right turn lane and EB left turn lane
6. NH 102/Gilcreast Road – EB left turn lane, SB left turn lane, SB right turn lane and NB right turn lane
7. NH 102/Orchard View Drive (Apple Tree Mall) – SB left turn lane and WB right turn lane
8. NH 102/Winding Pond Road – EB left turn lane and SB left turn lane
9. NH 102/Mammoth Road – WB left turn lane

The additional improvements have also been compared with the available right of way at these locations. It should be noted that, based on a review of information received from NHDOT, approximately 150 feet of right of way is available on the NH 102 corridor approximately from Mammoth Road to I-93. East of I-93, available right of way is reduced from approximately 150 feet to approximately 75 feet.

Despite this reduction in available right of way, it appears that sufficient right of way is available to accommodate the NH 102 geometric improvements at the Londonderry Road, Orchard Drive and Gilcreast Road intersections in the Woodmont Commons PUD Master Plan Traffic Impact Assessment.

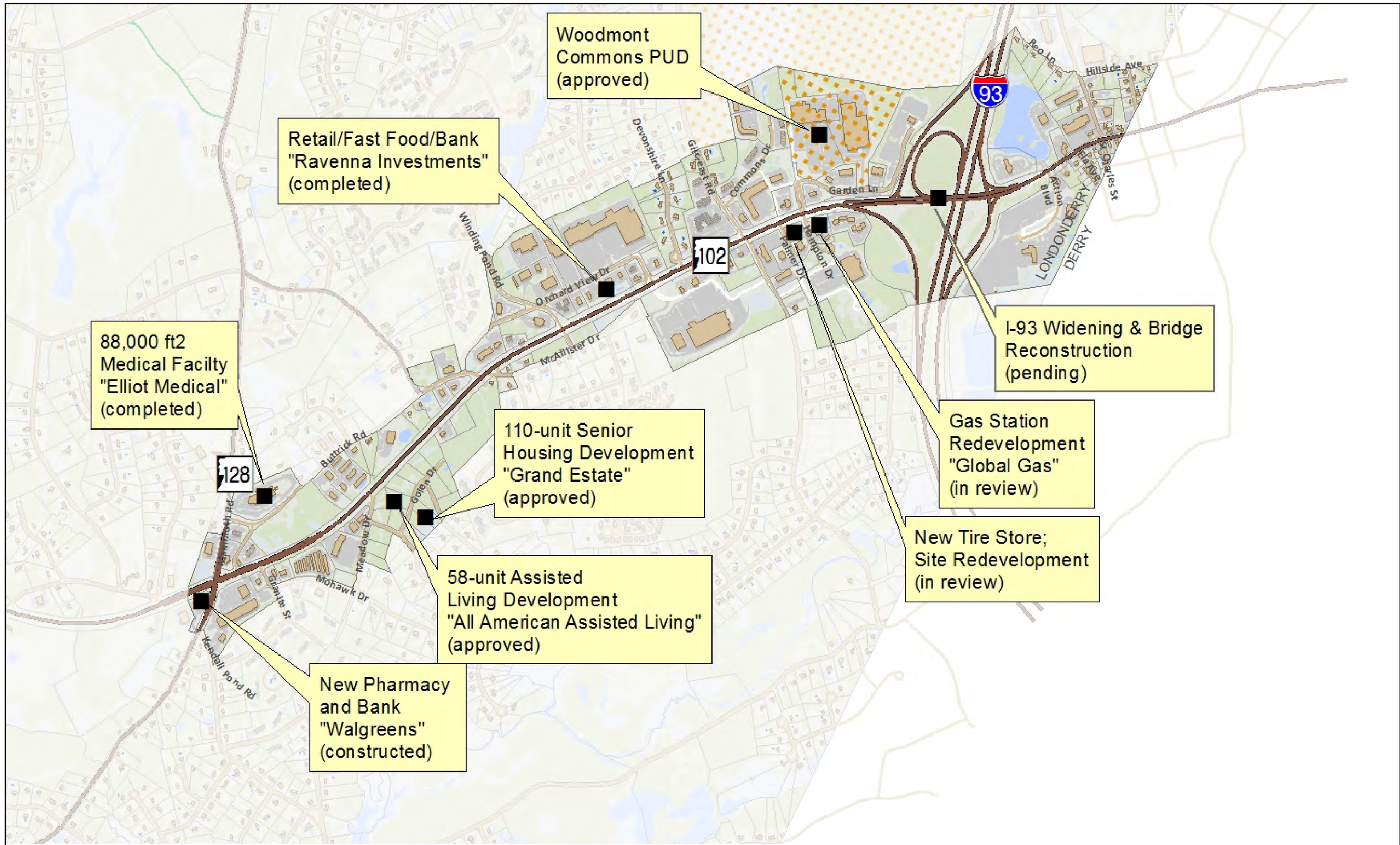
However, it does appear that additional right of way may be required in order to construct the proposed geometric improvements on the Londonderry Road, Orchard Drive and Gilcreast Road side streets. Additionally, it appears that additional right of way may be required to accommodate geometric improvements identified on the Orchard View Drive approach of the NH 102/Orchard View Drive intersection. A summary of right of way needs for each section follows:

Commercial Zone: ROW may be needed to insure the proper intersection operations at the intersections on either side of the interstate ramp. The right of way for NH Route 102 appears adequate to address the future vision.

Transitional Zone: ROW may be needed on the Orchard View Drive approach to insure the proper intersection operations at this location. The right of way for NH Route 102 appears adequate to address the future vision.

South Village Suburban Corridor Retrofit District: ROW may be needed on the local approaches to address vehicular, pedestrian and bike needs. The right of way for NH Route 102 appears adequate to address the future vision.





**NH 102 Corridor Development**







Figure 1-1

## 2014 Existing Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes

 Signalized Intersection

### Project Area

-  Commercial Zone
-  Transitional Zone
-  South Village Suburban Corridor Retrofit District
-  Parcels

0 0.5 1 2 Miles

**Data Sources:**  
 Granit Digital Data (1:24,000)  
 NH Department of Transportation  
 Town of Londonderry  
 SNHPC

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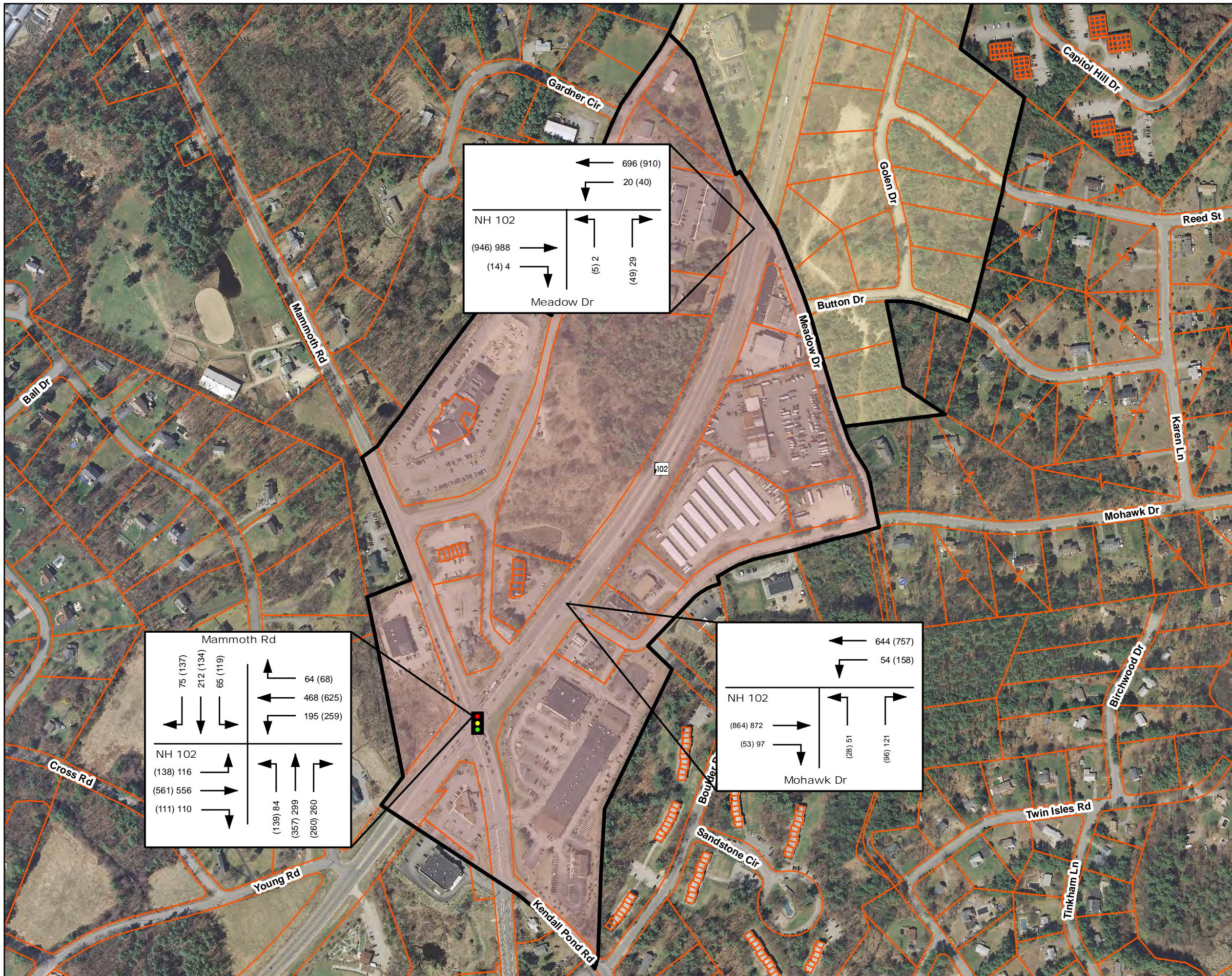
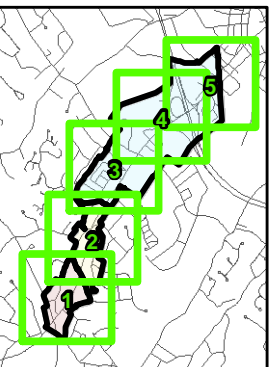








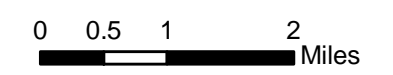
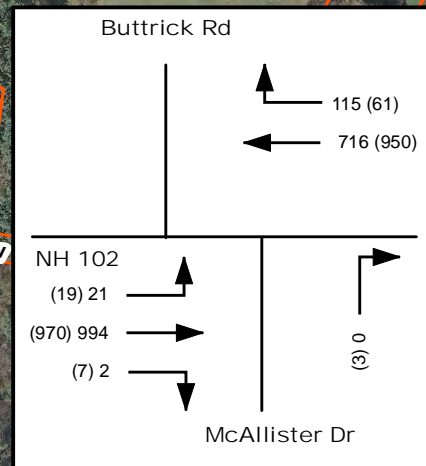
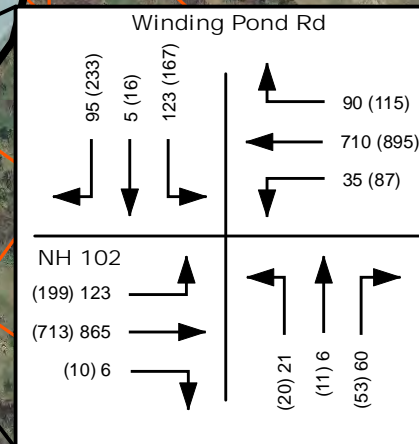
Figure 1-2

### 2014 Existing Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes

 Signalized Intersection

#### Project Area

-  Commercial Zone
-  Transitional Zone
-  South Village Suburban Corridor Retrofit District
-  Parcels



**Data Sources:**  
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 NH Department of Transportation  
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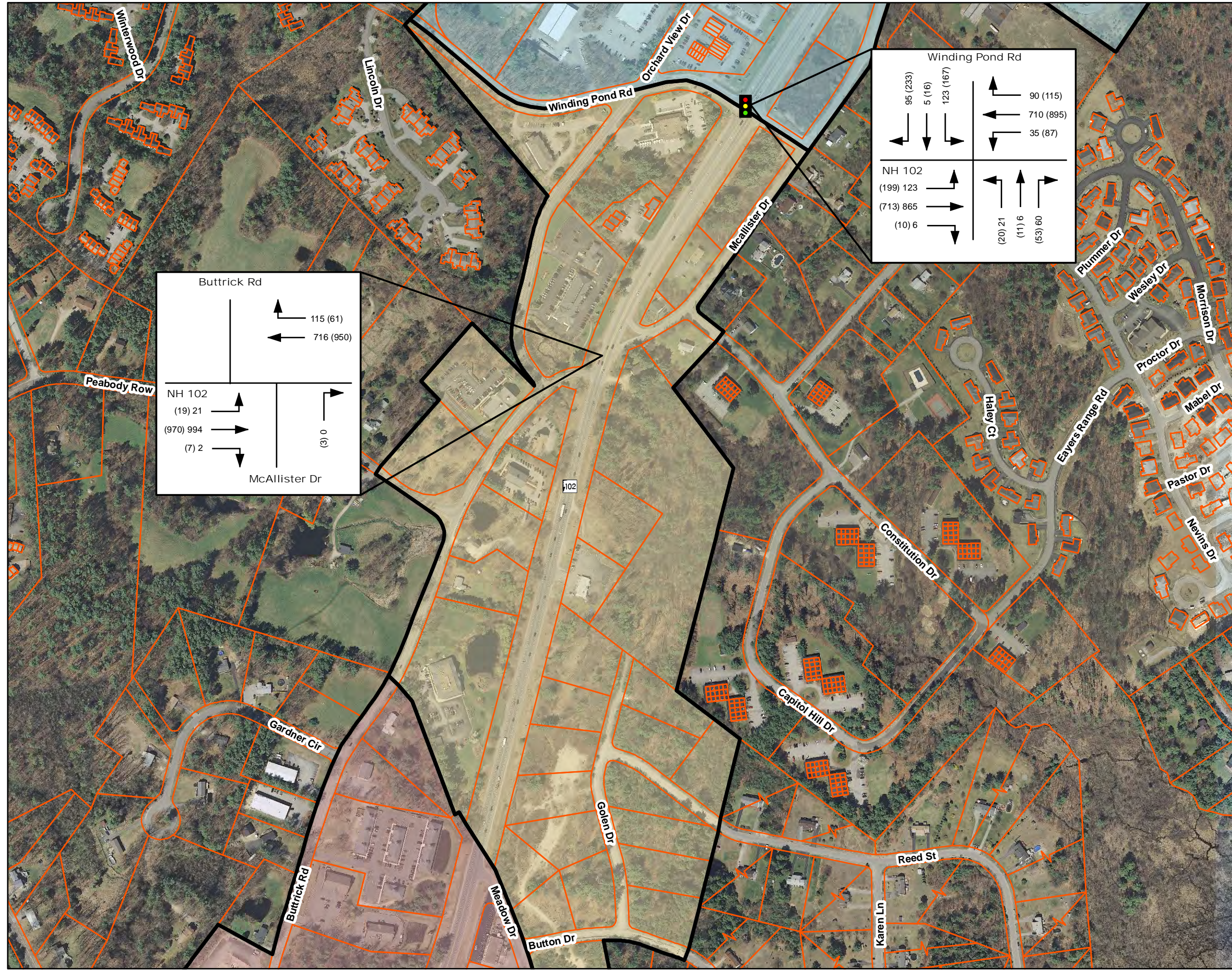
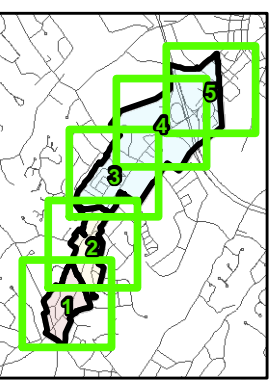




Figure 1-3

### 2014 Existing Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes

 Signalized Intersection

#### Project Area

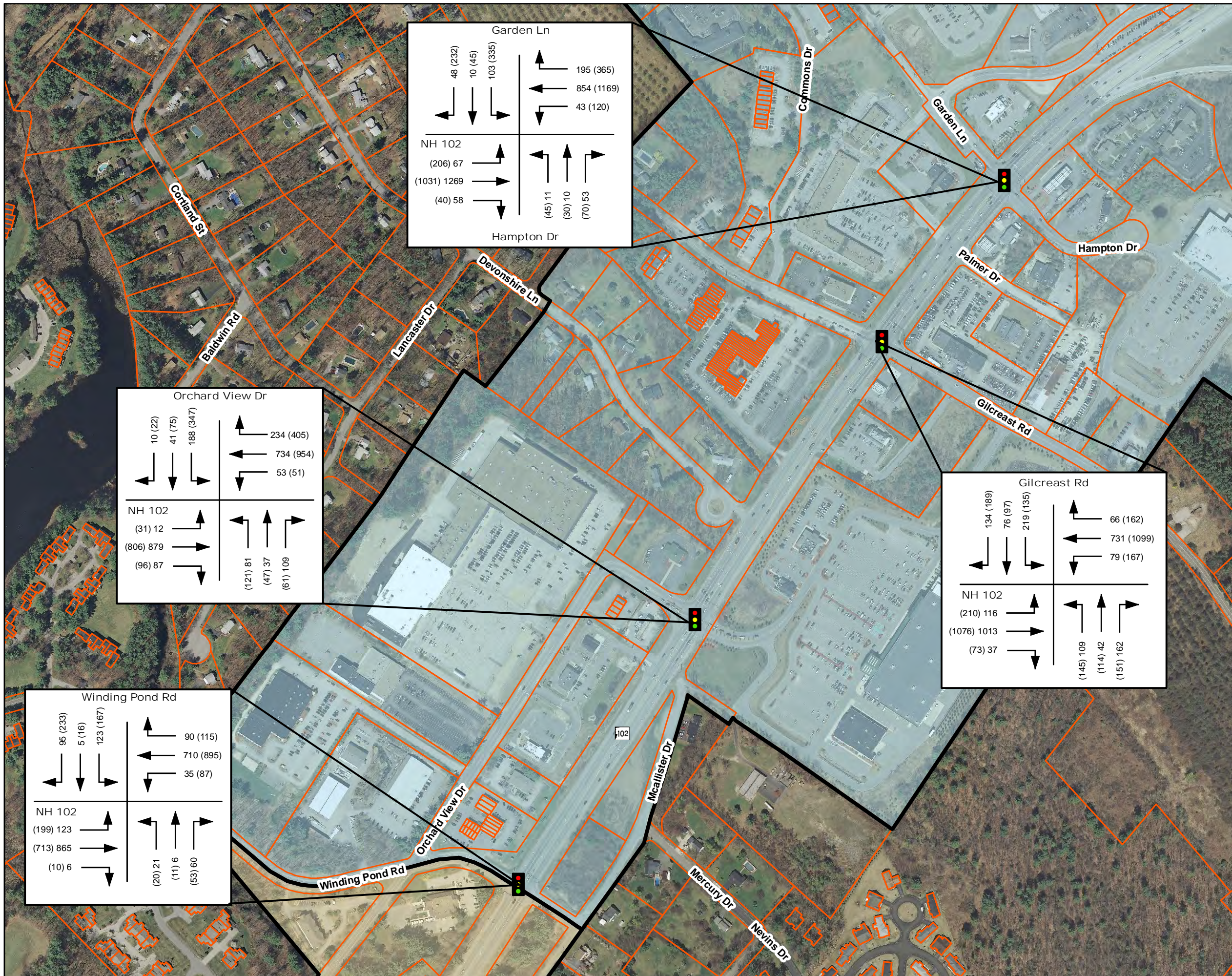
 Commercial Zone

 Transitional Zone

 South Village Suburban

 Corridor Retrofit District

 Parcels



**Garden Ln**

48 (232)	10 (45)	103 (335)	195 (365)
854 (1169)	43 (120)		
NH 102			
(206) 67		(45) 11	(30) 10
(1031) 1269			(70) 53
(40) 58			
Hampton Dr			

**Orchard View Dr**

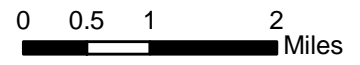
10 (22)	41 (75)	188 (347)	234 (405)
734 (954)	53 (51)		
NH 102			
(31) 12		(121) 81	(47) 37
(806) 879			(61) 109
(96) 87			
Hampton Dr			

**Gilcreast Rd**

134 (189)	76 (97)	219 (135)	66 (162)
731 (1099)	79 (167)		
NH 102			
(210) 116		(145) 109	(114) 42
(1076) 1013			(151) 162
(73) 37			
Hampton Dr			

**Winding Pond Rd**

95 (233)	5 (16)	123 (167)	90 (115)
710 (895)	35 (87)		
NH 102			
(199) 123		(20) 21	(11) 6
(713) 865			(53) 60
(10) 6			
Hampton Dr			



**Data Sources:**  
 Granit Digital Data (1:24,000)  
 NH Department of Transportation  
 Town of Londonderry  
 SNHPC

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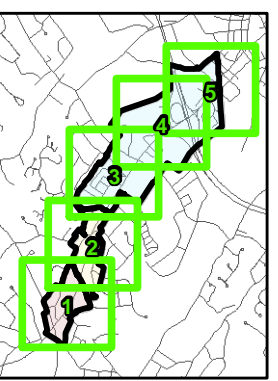





Figure 1-1

## 2014 Existing Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes

 Signalized Intersection

### Project Area

 Commercial Zone

 Transitional Zone

 South Village Suburban  
Corridor Retrofit  
District

 Parcels

0 0.5 1 2  
Miles

**Data Sources:**  
Granit Digital Data (1:24,000)  
NH Department of Transportation  
Town of Londonderry  
SNHPC

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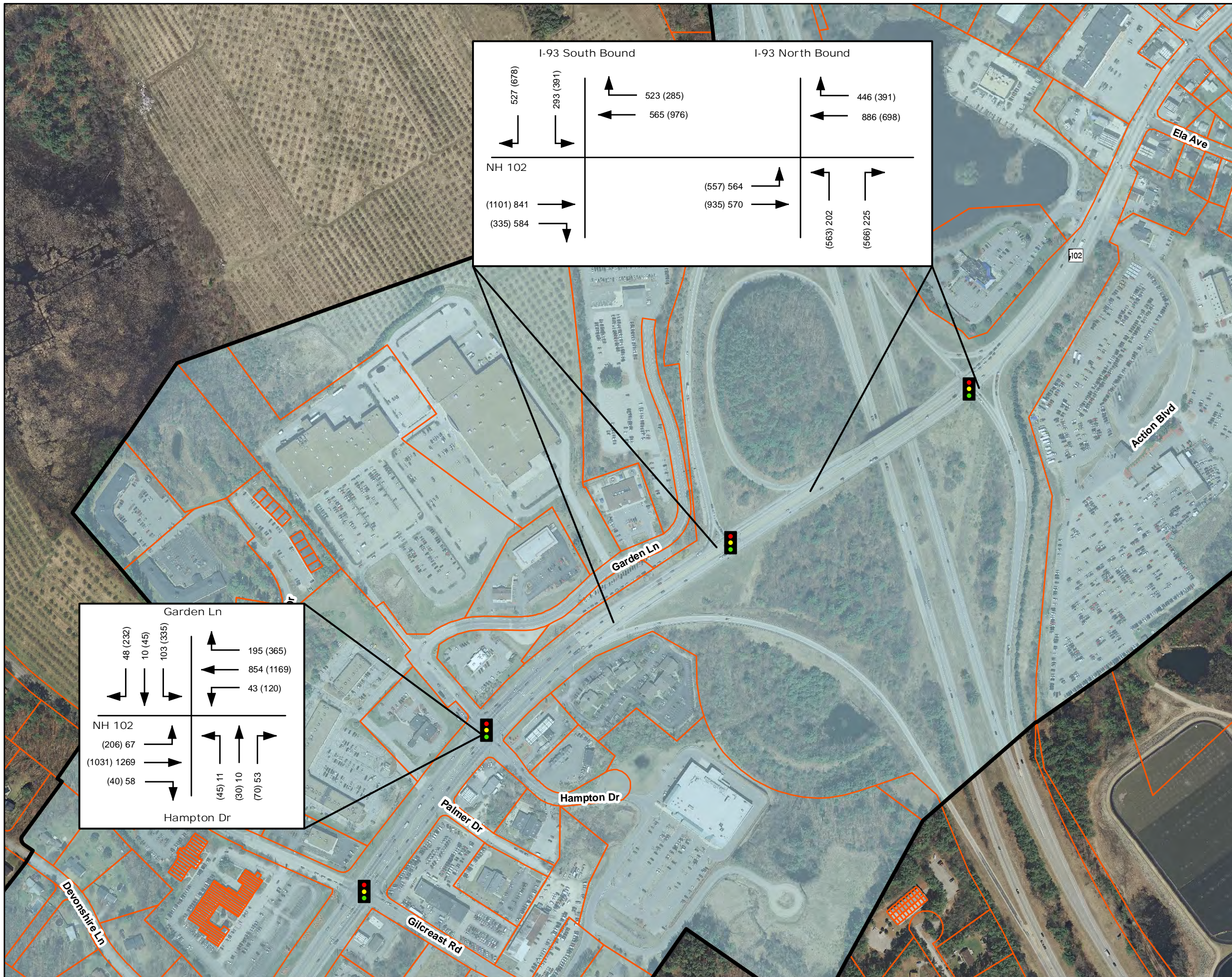
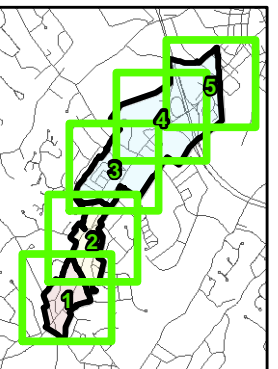





Figure 1-5

### 2014 Existing Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes


 Signalized Intersection

**Project Area**

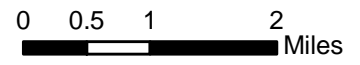
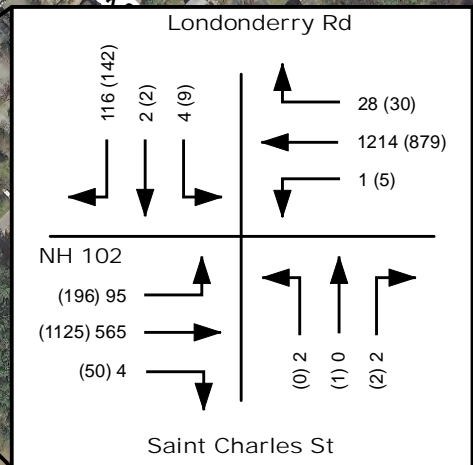
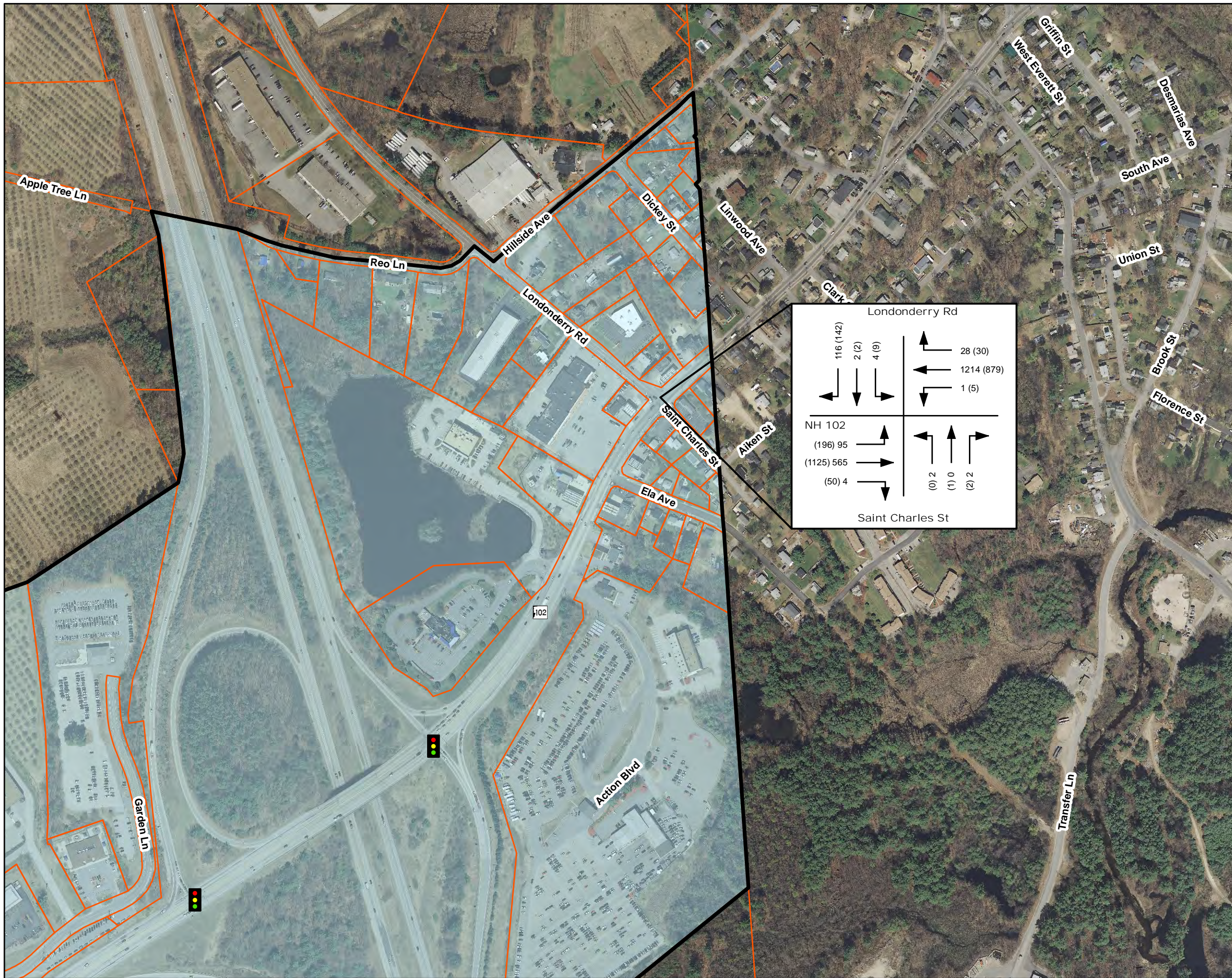
 Commercial Zone

 Transitional Zone

South Village Suburban

 Corridor Retrofit District

 Parcels



**Data Sources:**  
 Granit Digital Data (1:24,000)  
 NH Department of Transportation  
 Town of Londonderry  
 SNHPC

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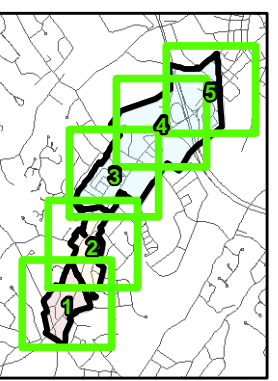








Figure 2-1

### 2034 Future Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes

 Signalized Intersection

**Project Area**

-  Commercial Zone
-  Transitional Zone
-  South Village Suburban Corridor Retrofit District
-  Parcels



**Data Sources:**  
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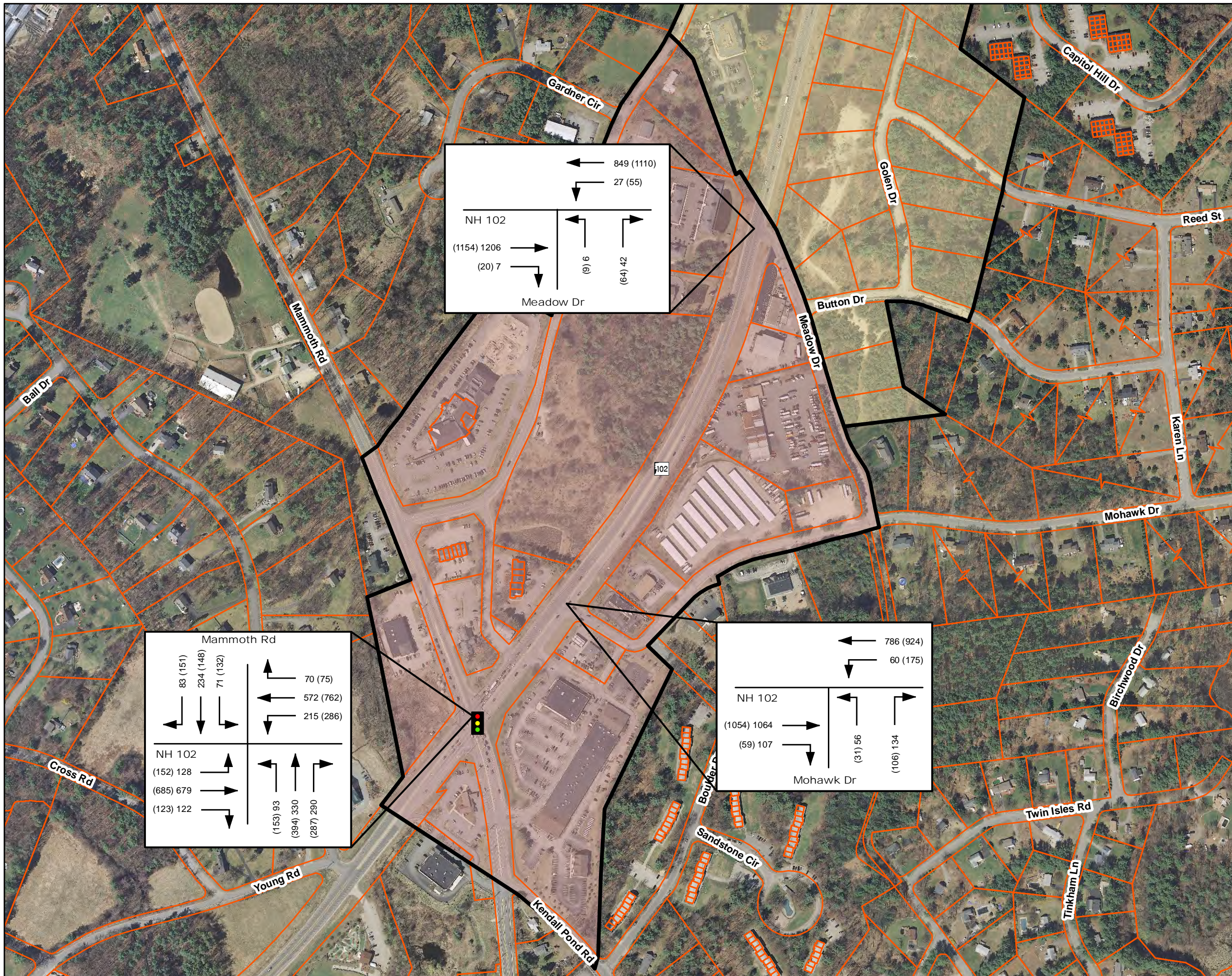
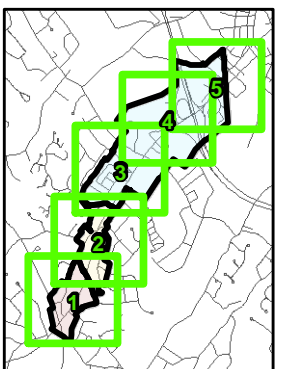








Figure 2-2

### 2034 Future Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes

 Signalized Intersection

#### Project Area

-  Commercial Zone
-  Transitional Zone
-  South Village Suburban Corridor Retrofit District
-  Parcels



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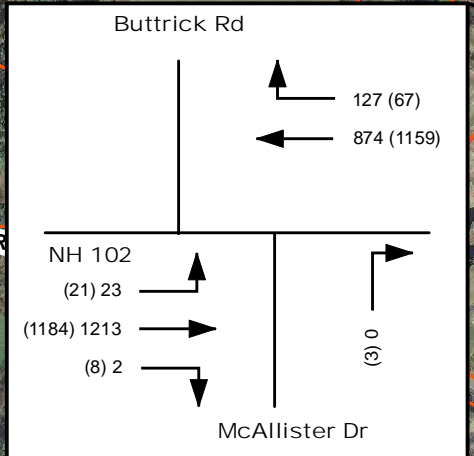
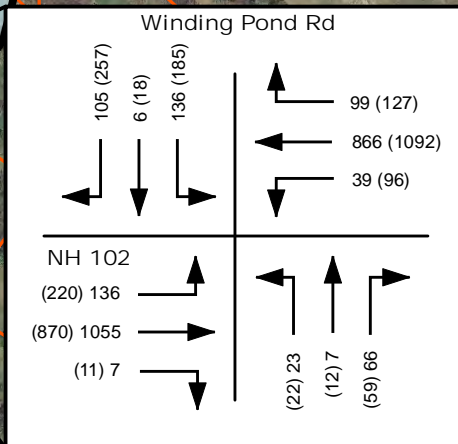
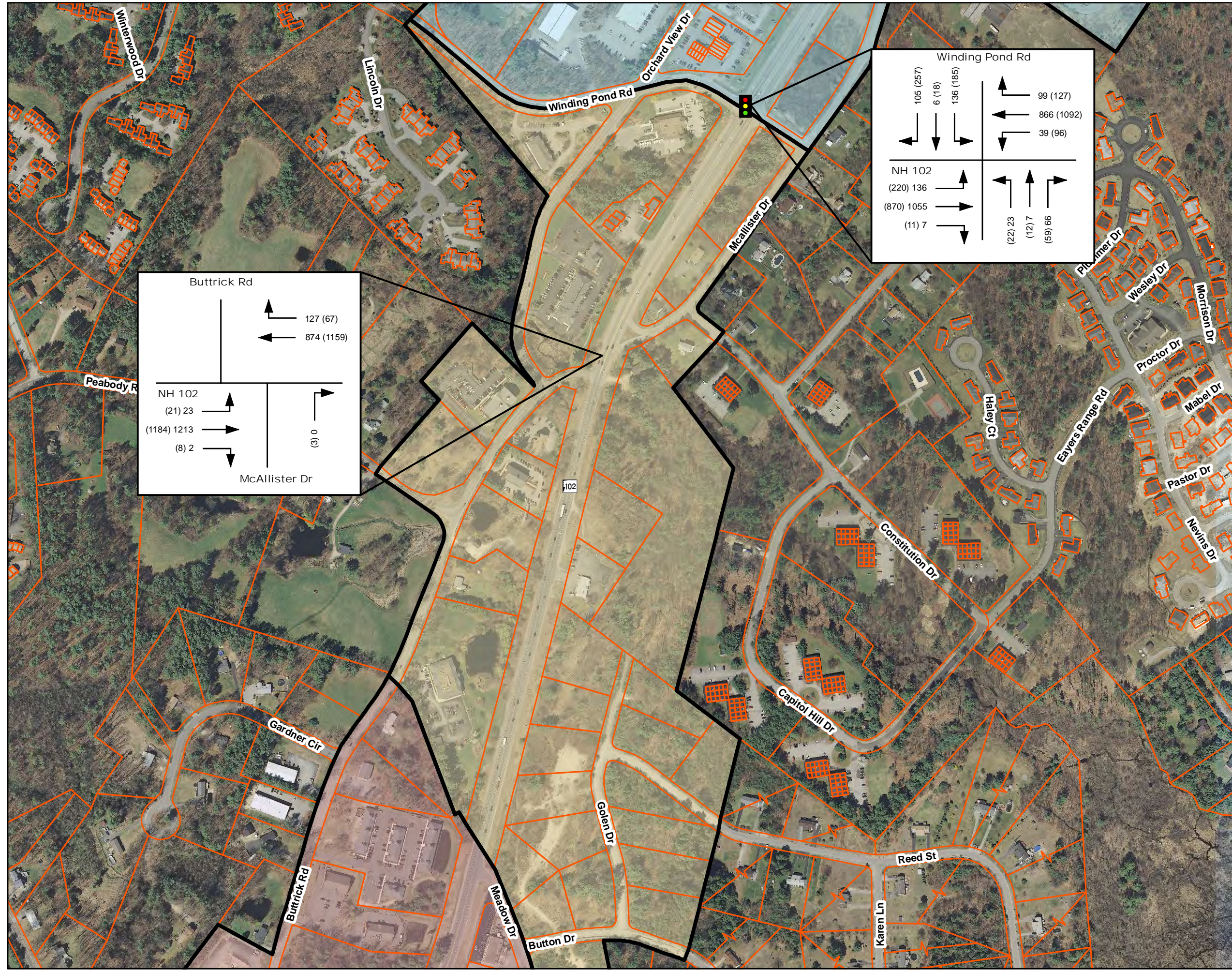
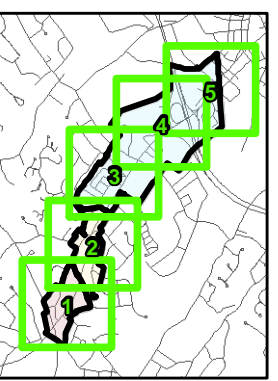




Figure 2-3

## 2034 Future Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes

 Signalized Intersection

### Project Area

 Commercial Zone

 Transitional Zone

 South Village Suburban District

 Corridor Retrofit District

 Parcels

 Parcels



**Data Sources:**  
Granit Digital Data (1:24,000)  
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Town of Londonderry  
SNHPC

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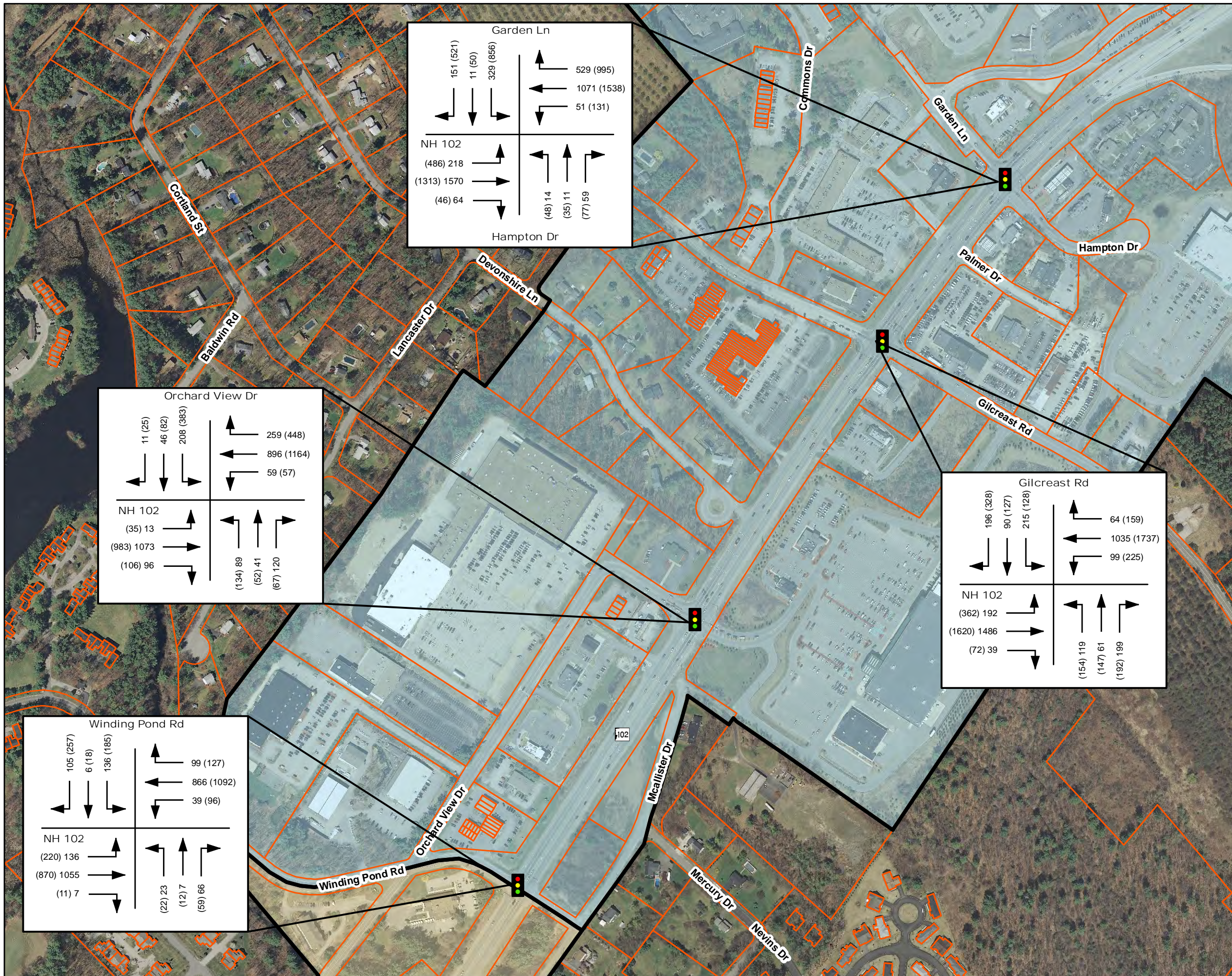
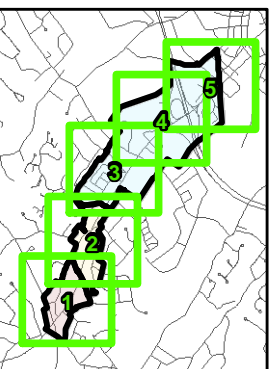




Figure 2-1

### 2034 Future Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes

 Signalized Intersection

#### Project Area

 Commercial Zone

 Transitional Zone

 South Village Suburban  
Corridor Retrofit  
District

 Parcels



**Data Sources:**  
Granit Digital Data (1:24,000)  
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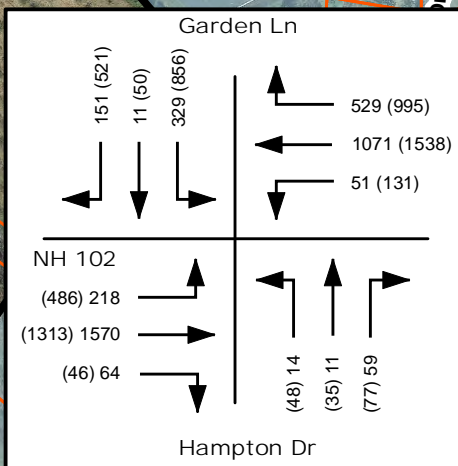
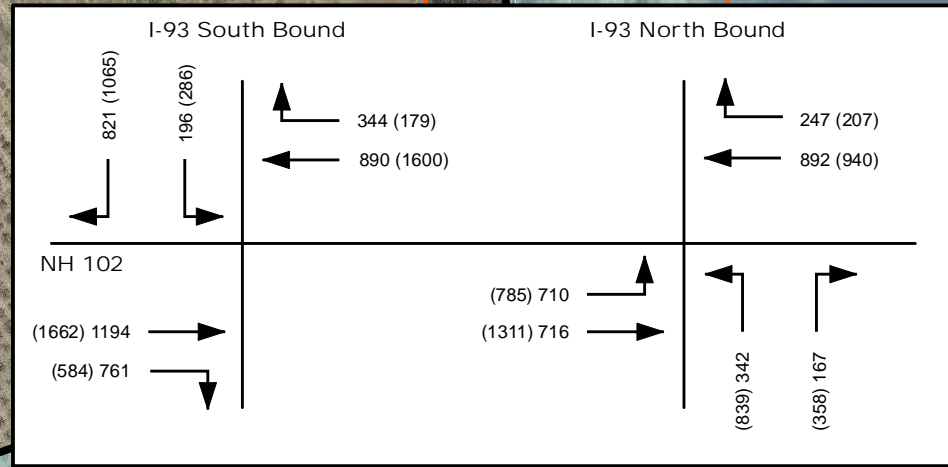
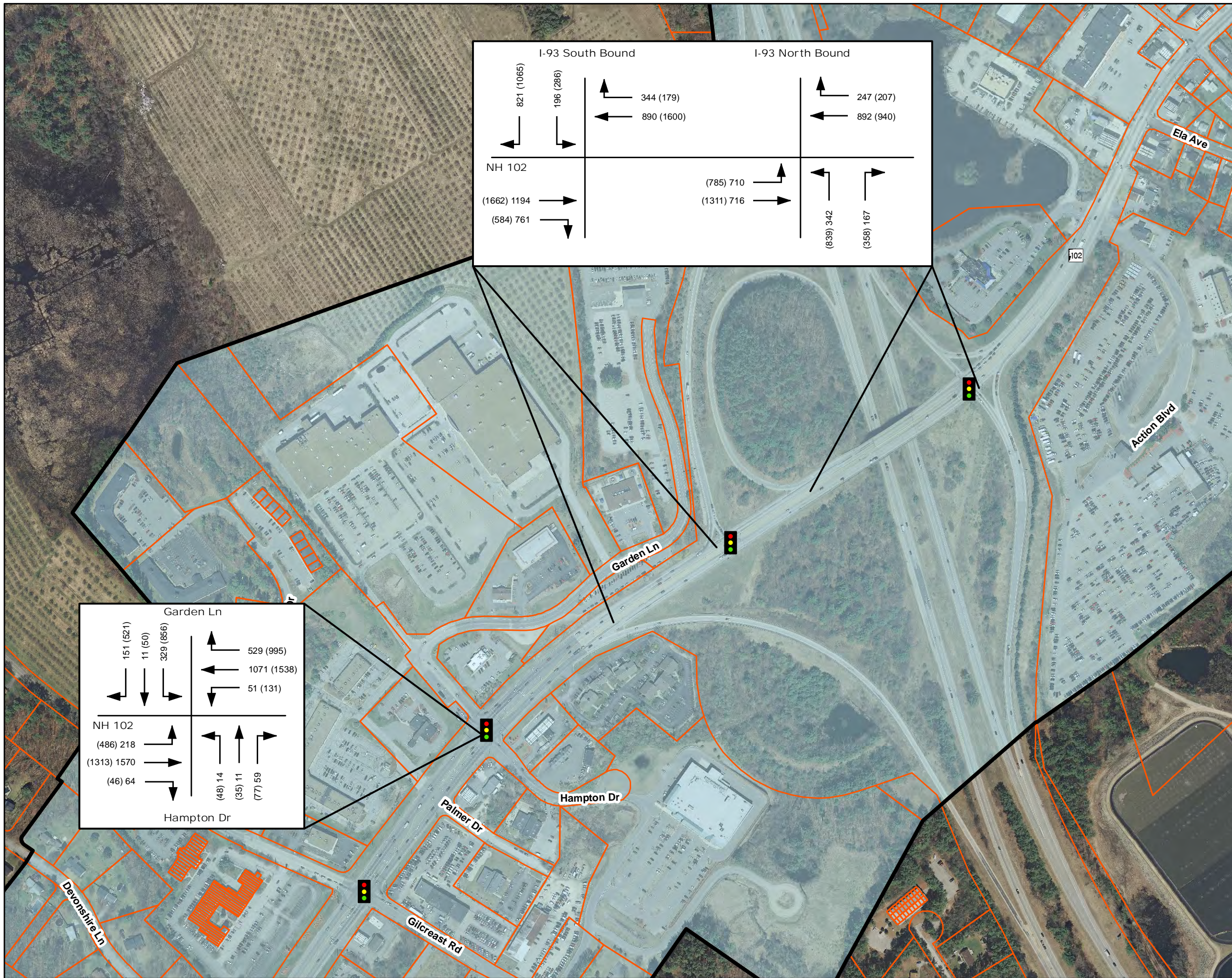
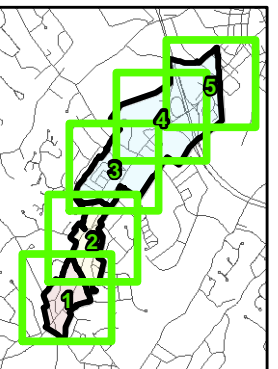





Figure 2-5

### 2034 Future Conditions Weekday Morning and Weekday Evening Peak Hour Traffic Volumes

 Signalized Intersection

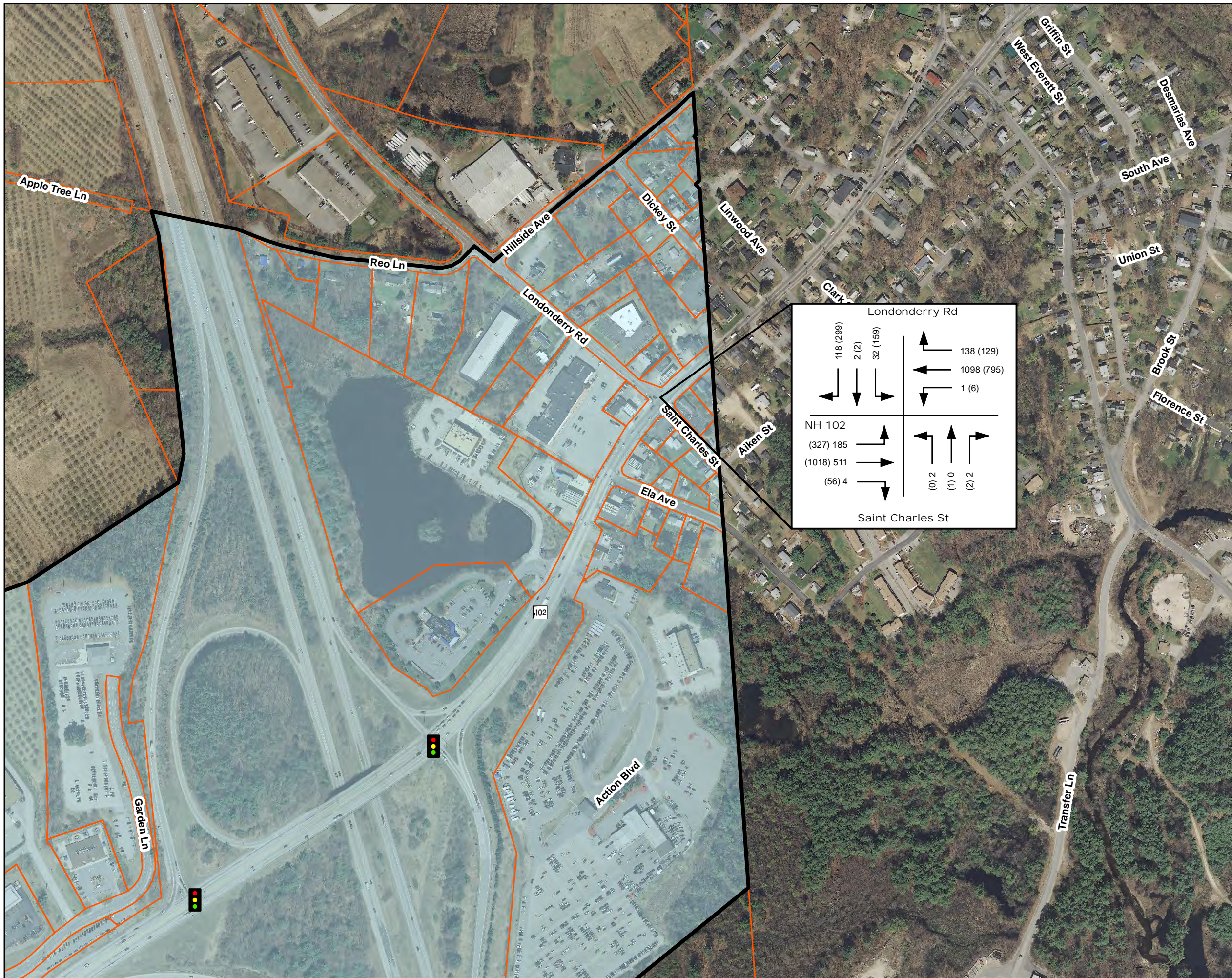
**Project Area**

 Commercial Zone

 Transitional Zone

South Village Suburban  
Corridor Retrofit  
District

 Parcels



Londonderry Rd		Saint Charles St	
118 (299)	2 (2)	32 (159)	138 (129)
2 (2)			1098 (795)
			1 (6)
NH 102			
(327) 185		(0) 2	(1) 0
(1018) 511			(2) 2
(56) 4			
Saint Charles St			



**Data Sources:**  
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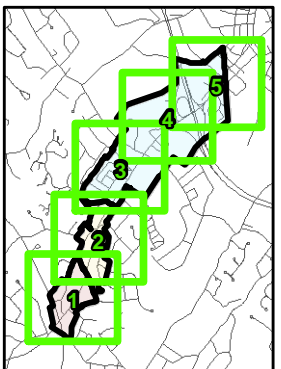












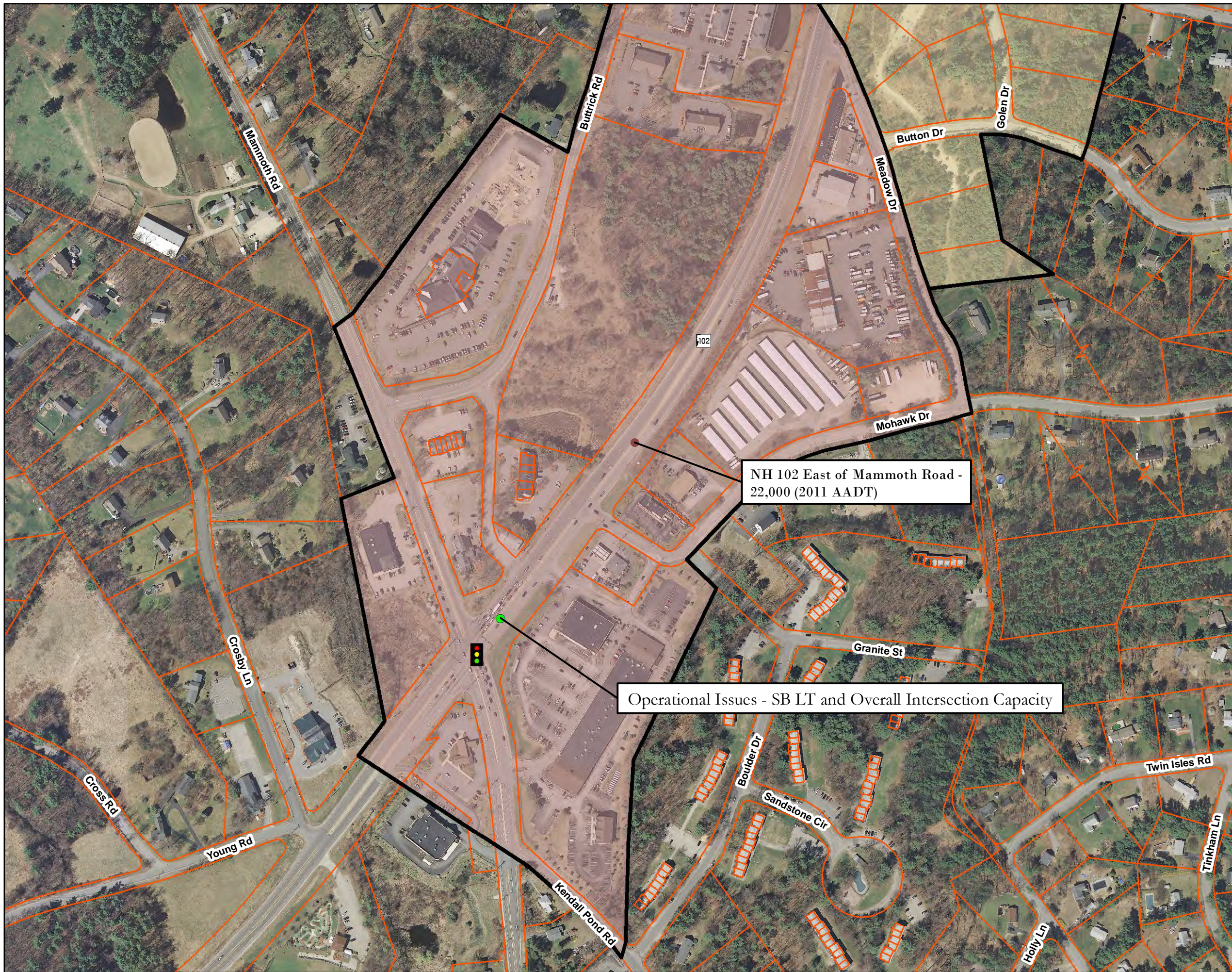
Figure 3-1

# NH 102 Vision Plan

-  Corridor Issue Locations
-  Linear Issue Locations
-  Signalized Intersection
-  Average Annual Daily Traffic

### Project Area

-  Commercial Zone
-  Transitional Zone
-  South Village Suburban Corridor Retrofit District
-  Parcels



**Data Sources:**  
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 NH Department of Transportation  
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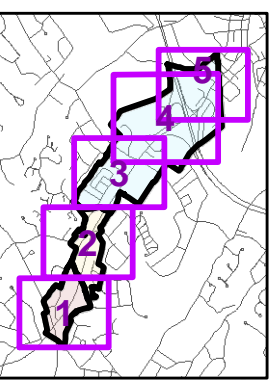




Figure 3-2

# NH 102 Vision Plan

- Corridor Issue Locations
- ⚡ Linear Issue Locations
- Signalized Intersection
- Average Annual Daily Traffic

### Project Area

- Commercial Zone
- Transitional Zone
- South Village Suburban Corridor Retrofit District
- Parcels



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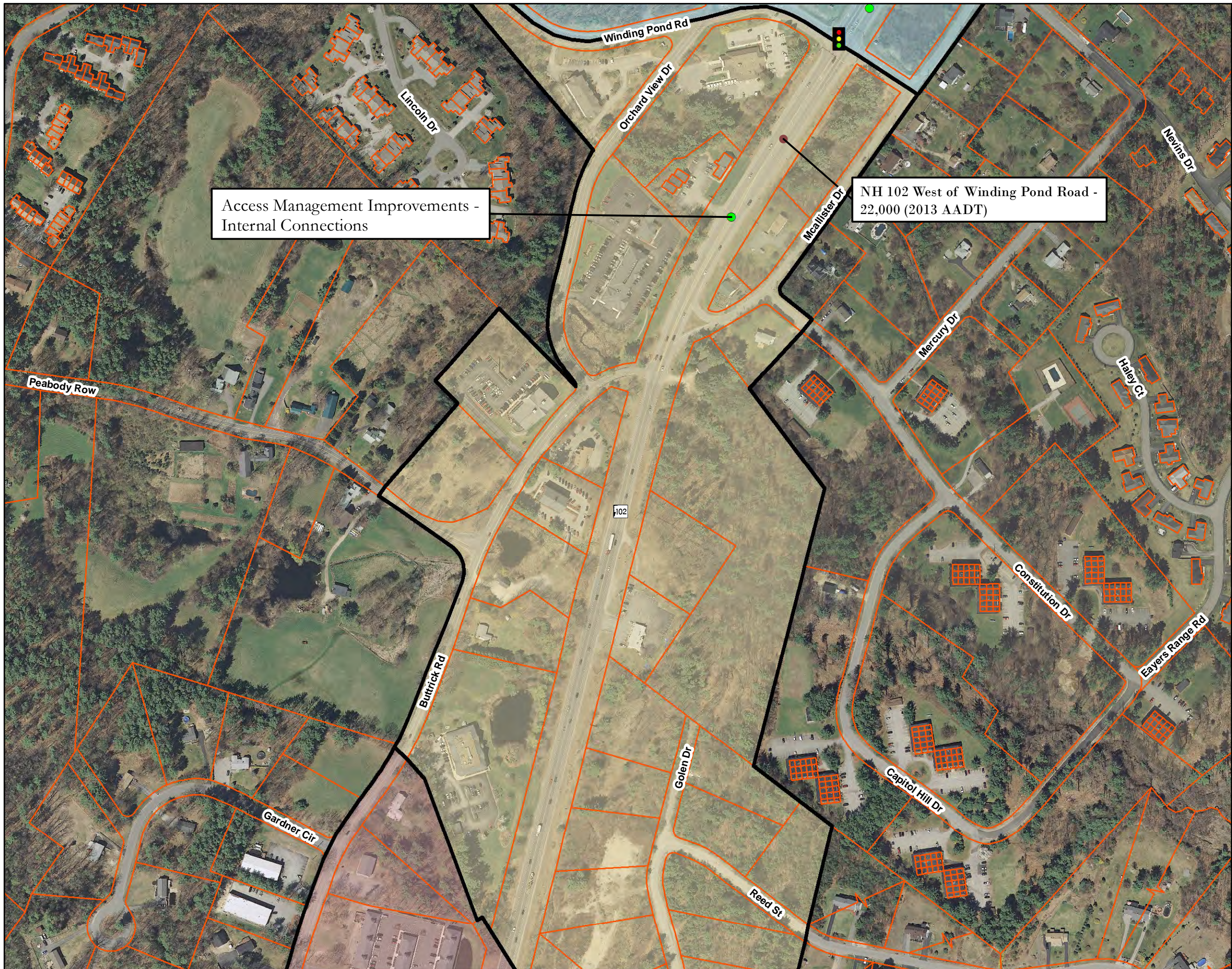
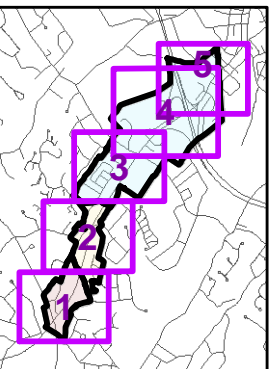




Figure 3-3

# NH 102 Vision Plan

- Corridor Issue Locations
  - Linear Issue Locations
  - Signalized Intersection
  - Average Annual Daily Traffic
- Project Area**
- Commercial Zone
  - Transitional Zone
  - South Village Suburban Corridor Retrofit District
  - Parcels



**Data Sources:**  
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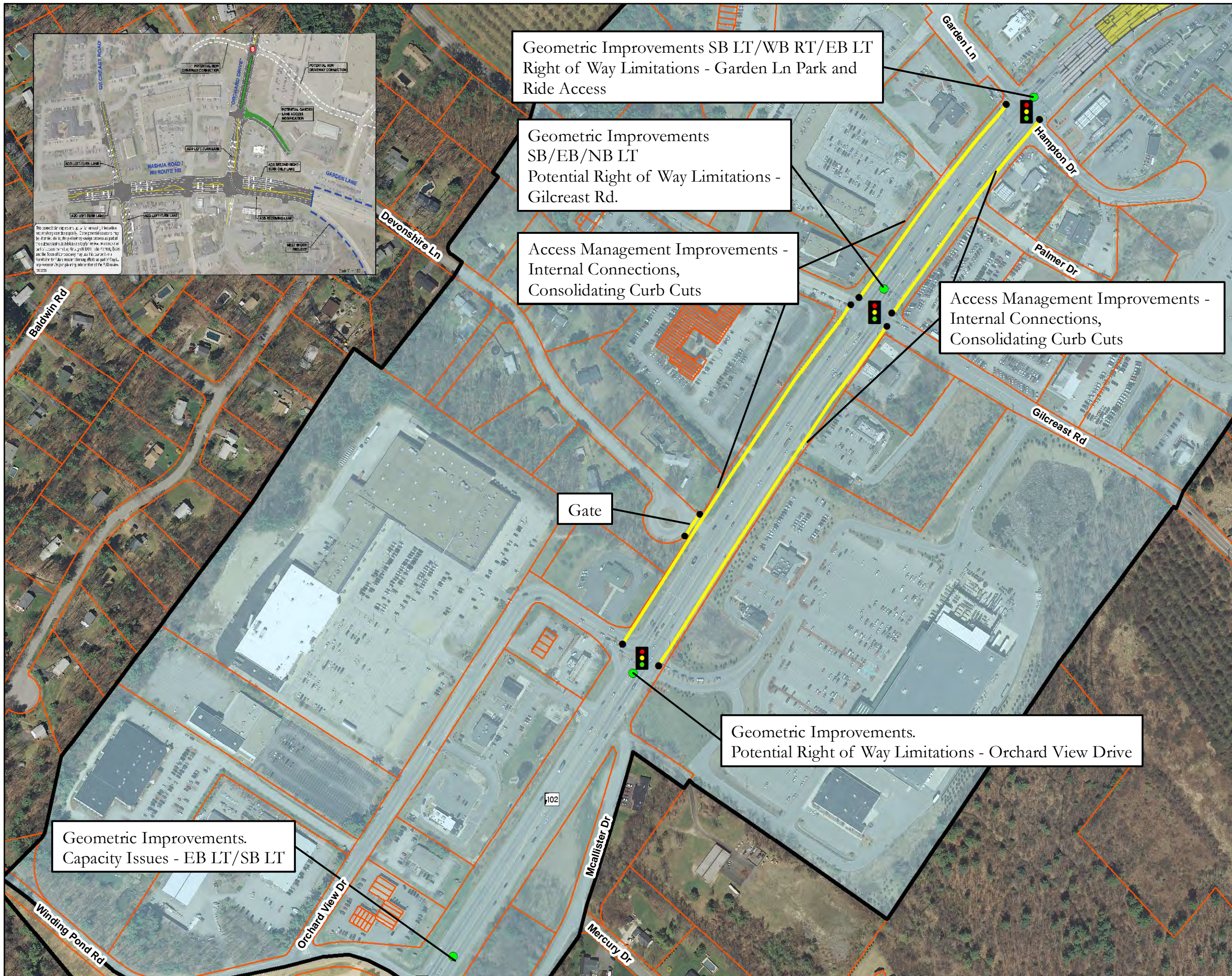
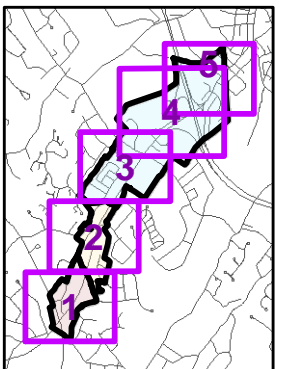




Figure 3-1

# NH 102 Vision Plan

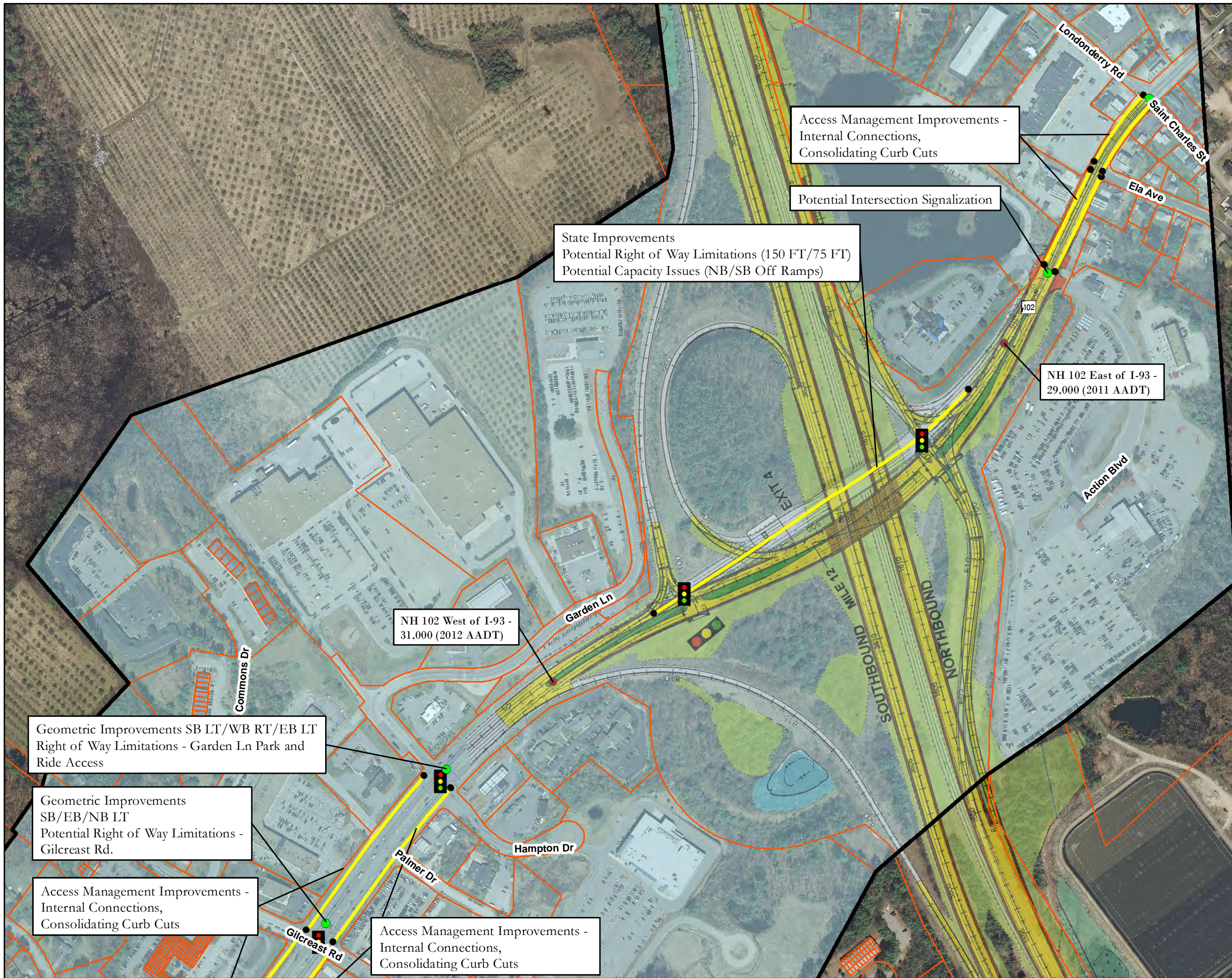
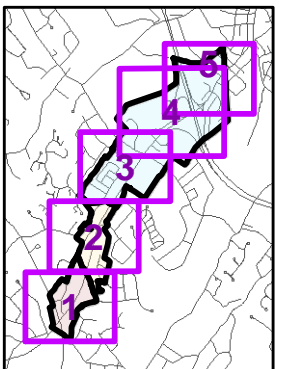
- Corridor Issue Locations
  - Linear Issue Locations
  - Signalized Intersection
  - Average Annual Daily Traffic
- Project Area**
- Commercial Zone
  - Transitional Zone
  - South Village Suburban Corridor Retrofit District
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Access Management Improvements -  
 Internal Connections,  
 Consolidating Curb Cuts

Potential Intersection Signalization

State Improvements  
 Potential Right of Way Limitations (150 FT/75 FT)  
 Potential Capacity Issues (NB/SB Off Ramps)

NH 102 East of I-93 -  
 29,000 (2011 AADT)

NH 102 West of I-93 -  
 31,000 (2012 AADT)

Geometric Improvements SB LT/WB RT/EB LT  
 Right of Way Limitations - Garden Ln Park and  
 Ride Access

Geometric Improvements  
 SB/EB/NB LT  
 Potential Right of Way Limitations -  
 Gilcreast Rd.

Access Management Improvements -  
 Internal Connections,  
 Consolidating Curb Cuts

Access Management Improvements -  
 Internal Connections,  
 Consolidating Curb Cuts



Figure 3-5

# NH 102 Vision Plan

- Corridor Issue Locations
  - Linear Issue Locations
  - ● ● Signalized Intersection
  - Average Annual Daily Traffic
- Project Area**
- Commercial Zone
  - Transitional Zone
  - South Village Suburban Corridor Retrofit District
  - Parcels



Intersection Signalization  
Geometric Improvements EB/WB LT, SB RT  
Potential Right of Way Limitations - Londonderry Rd.

Access Management Improvements -  
Internal Connections,  
Consolidating Curb Cuts

Potential Intersection Signalization

State Improvements  
Potential Right of Way Limitations (150 FT/75 FT)  
Potential Capacity Issues (NB/SB Off Ramps)

Access Management Improvements -  
Internal Connections,  
Consolidating Curb Cuts

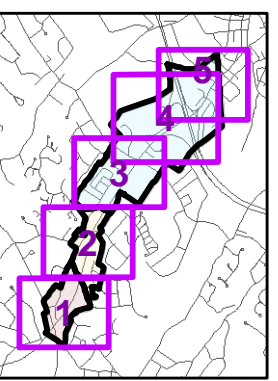
NH 102 East of I-93 -  
29,000 (2011 AADT)



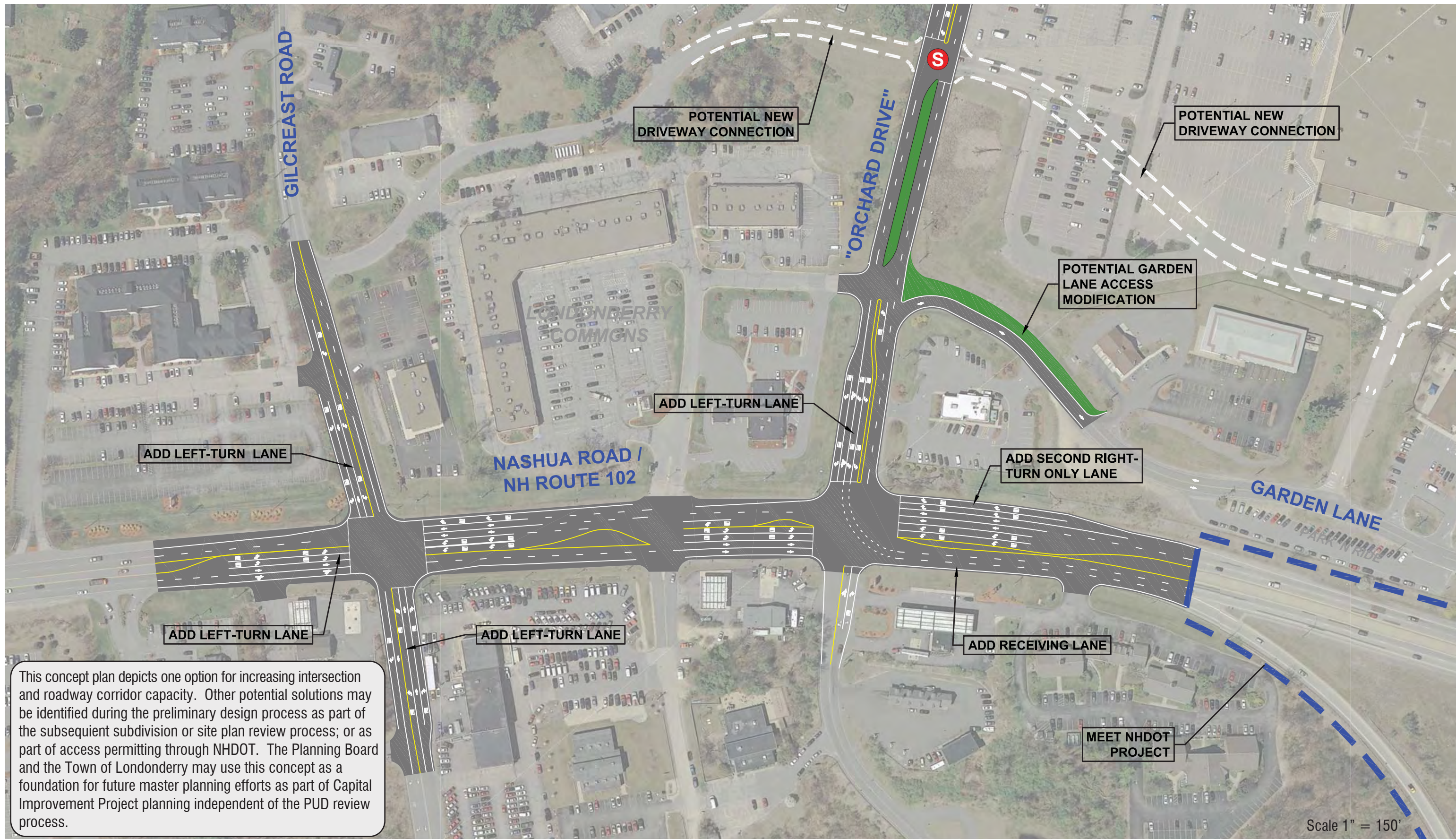
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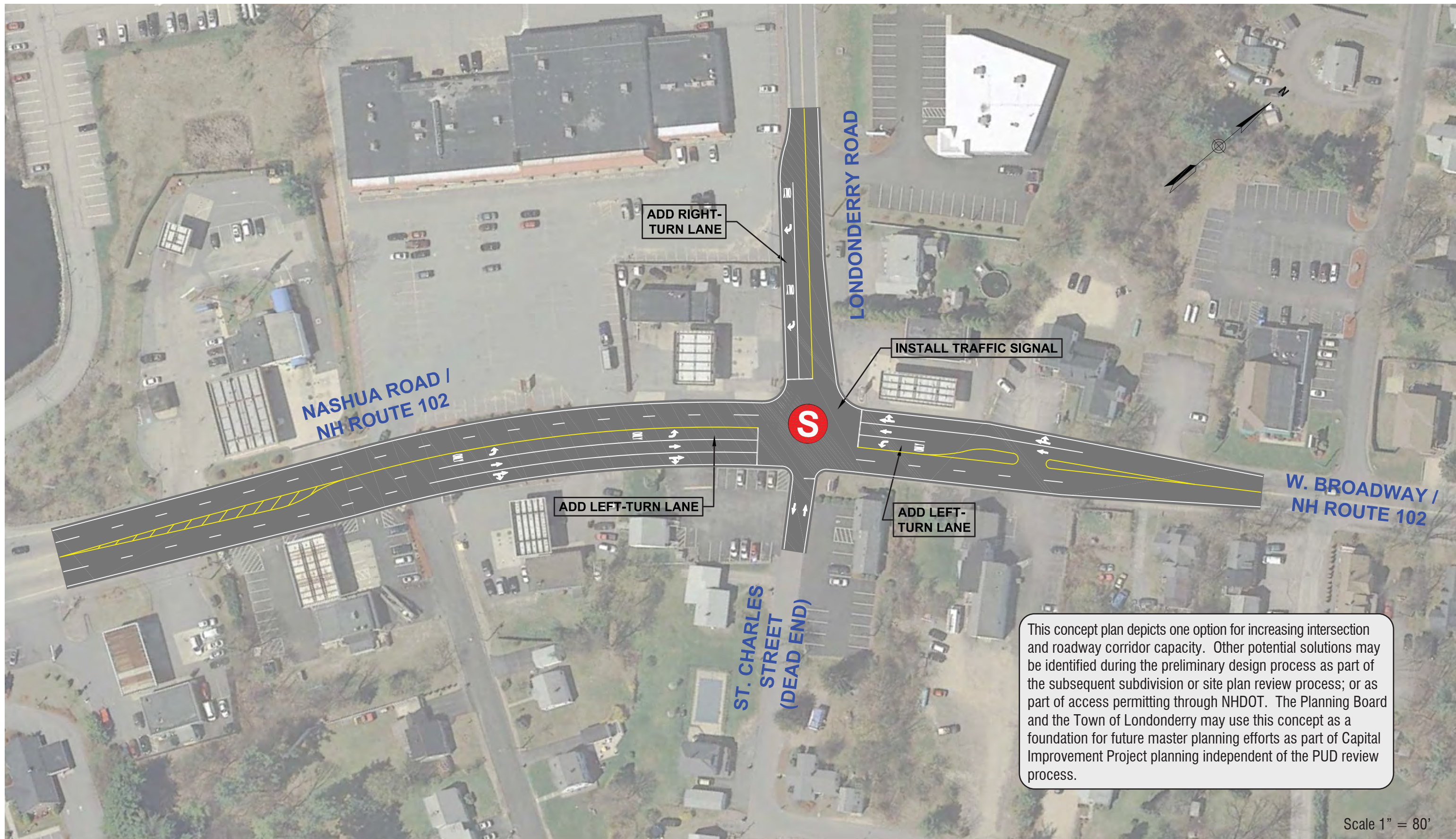




This concept plan depicts one option for increasing intersection and roadway corridor capacity. Other potential solutions may be identified during the preliminary design process as part of the subsequent subdivision or site plan review process; or as part of access permitting through NHDOT. The Planning Board and the Town of Londonderry may use this concept as a foundation for future master planning efforts as part of Capital Improvement Project planning independent of the PUD review process.







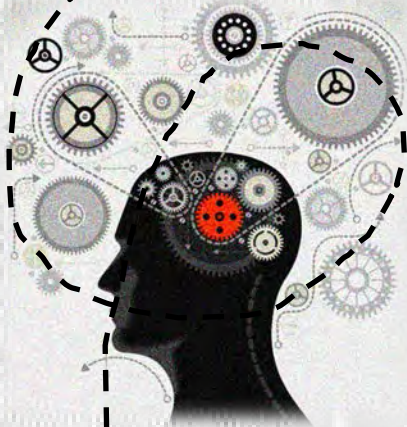
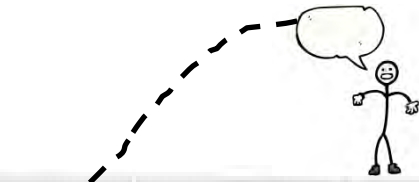
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Scale 1" = 80'



# Come Dream With Me

COME DREAM WITH ME



HOW DO YOU GET THERE?

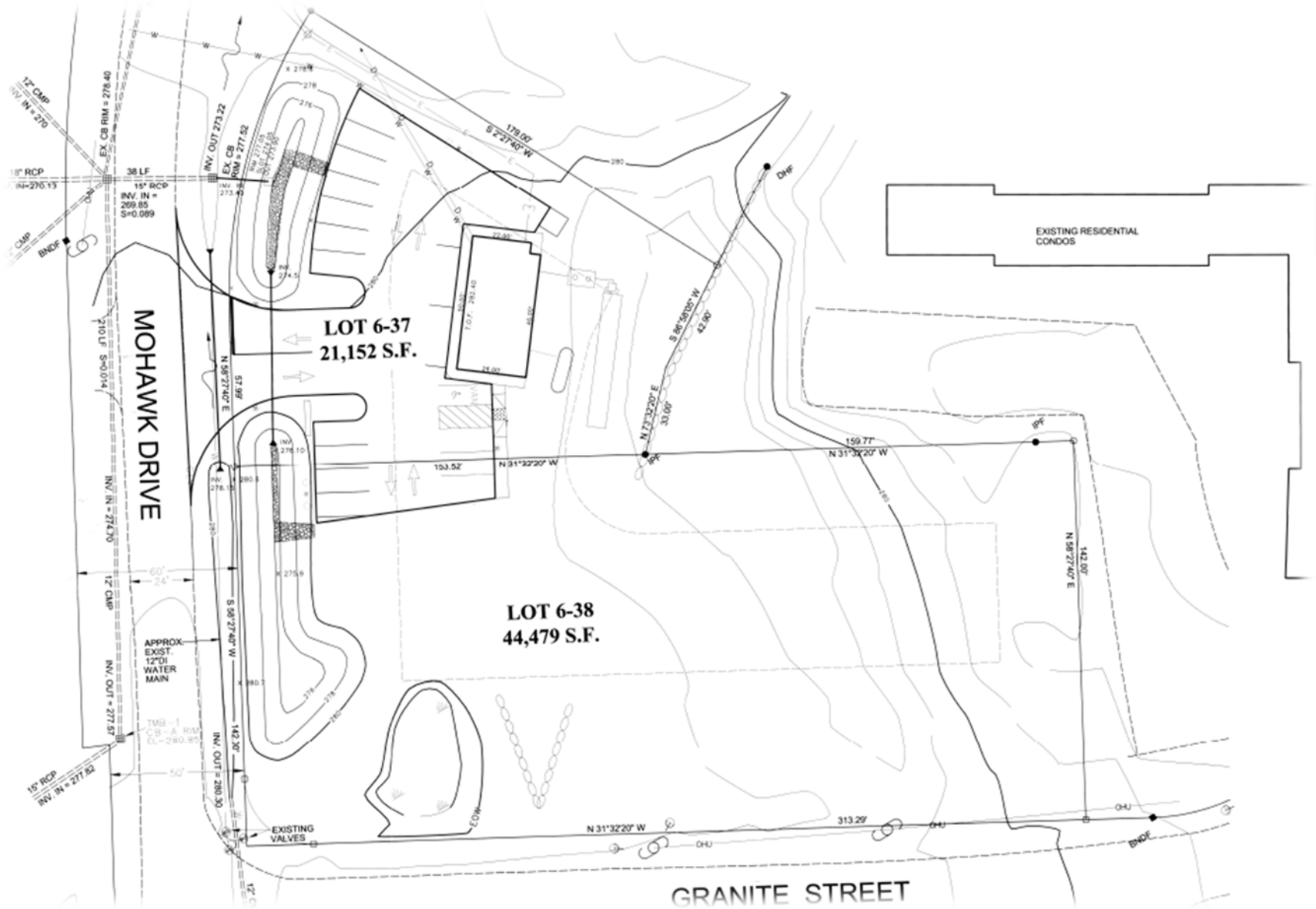
WHERE ARE YOU TODAY?

WHERE DO YOU WANT TO GO?

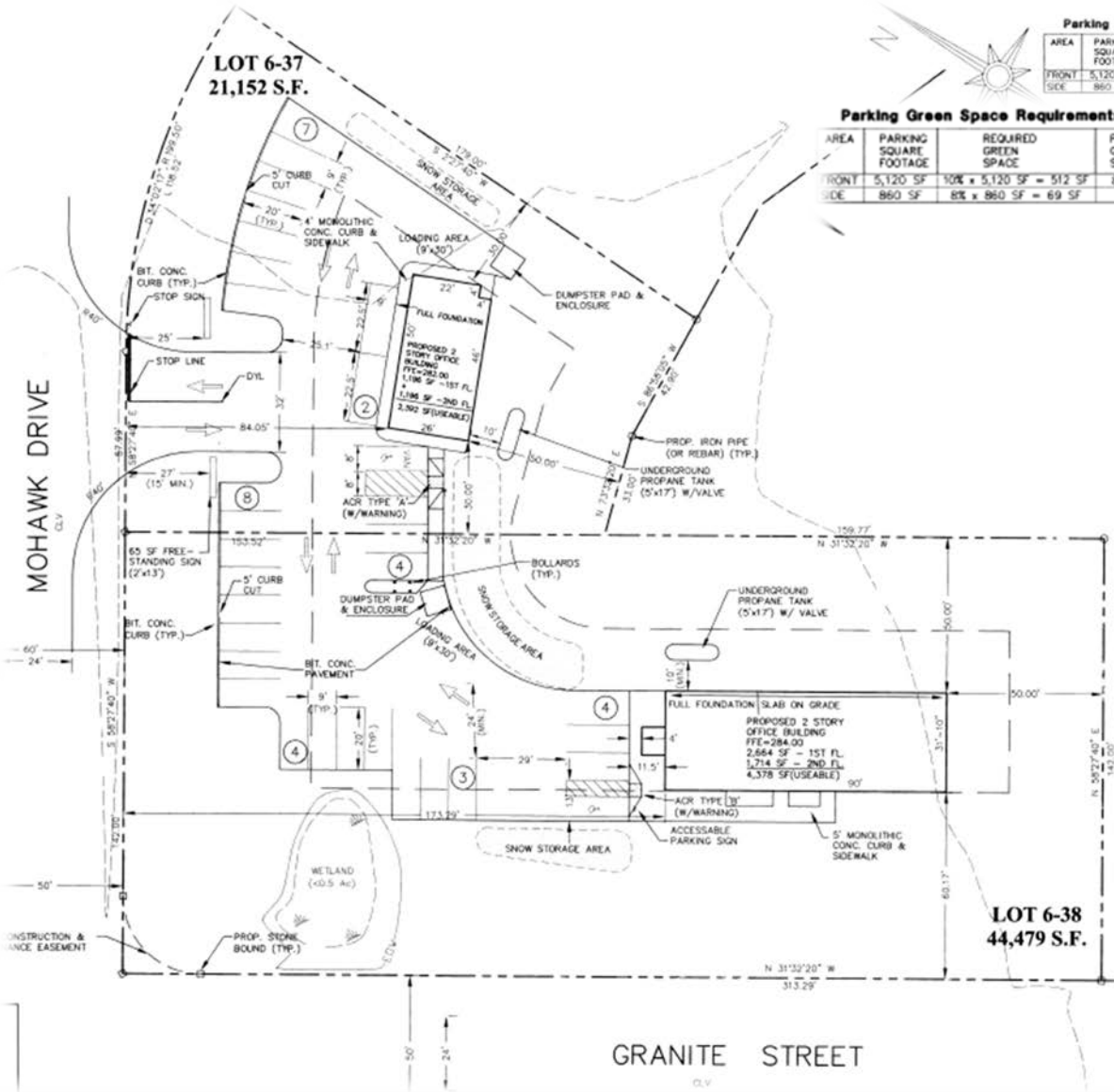


Gornelis de Jong  
RIVERVIEW LLC  
6 & 8 Mohawk Drive  
Londonderry NH, 03053  
February 4, 2015

# Where Are We: As-Built



# The Old Approved Site Plan



**Parking Green Space Requirements**

AREA	PARKING SQUARE FOOTAGE	REQUIRED GREEN SPACE	PROVIDED GREEN SPACE
FRONT	5,120 SF	10% x 5,120 SF = 512 SF	831 SF
SIDE	860 SF	8% x 860 SF = 69 SF	75 SF

**TOWN OF LONGSBERRY**

**Zoning Summary Chart**

Requirements for Zoning District * C-1 * COMMERCIAL DISTRICT	Required	Provided Lot 6-37	Provided Lot 6-38
MIN. LOT AREA	1.00 AC	0.49 AC*	1.02 AC
MINIMUM LOT FRONTAGE	150 FT	176.51'	313.29 FT
MINIMUM LOT WIDTH	N/A	N/A	N/A
MIN. FRONT YARD SETBACK	60 FT	84± FT	60± FT
MIN. SIDE YARD	30 FT	30± FT	50± FT
MIN. REAR YARD	30 FT	50± FT	50± FT
MIN. "GREEN" SPACE	33%	52%	71.5%
MAX. BUILDING HEIGHT	50 FT	< 35 FT	< 40 FT
BUILDING COVERAGE	25% MAX.	6% ±	7% ±
FLOOR AREA RATIO	N/A	N/A	N/A
STANDARD PARKING STALL	9 FT x 20 FT	9 FT x 20 FT	9 FT x 20 FT
HANDICAP PARKING	12 FTx20 FT	16 FTx20 FT	13 FTx20 FT

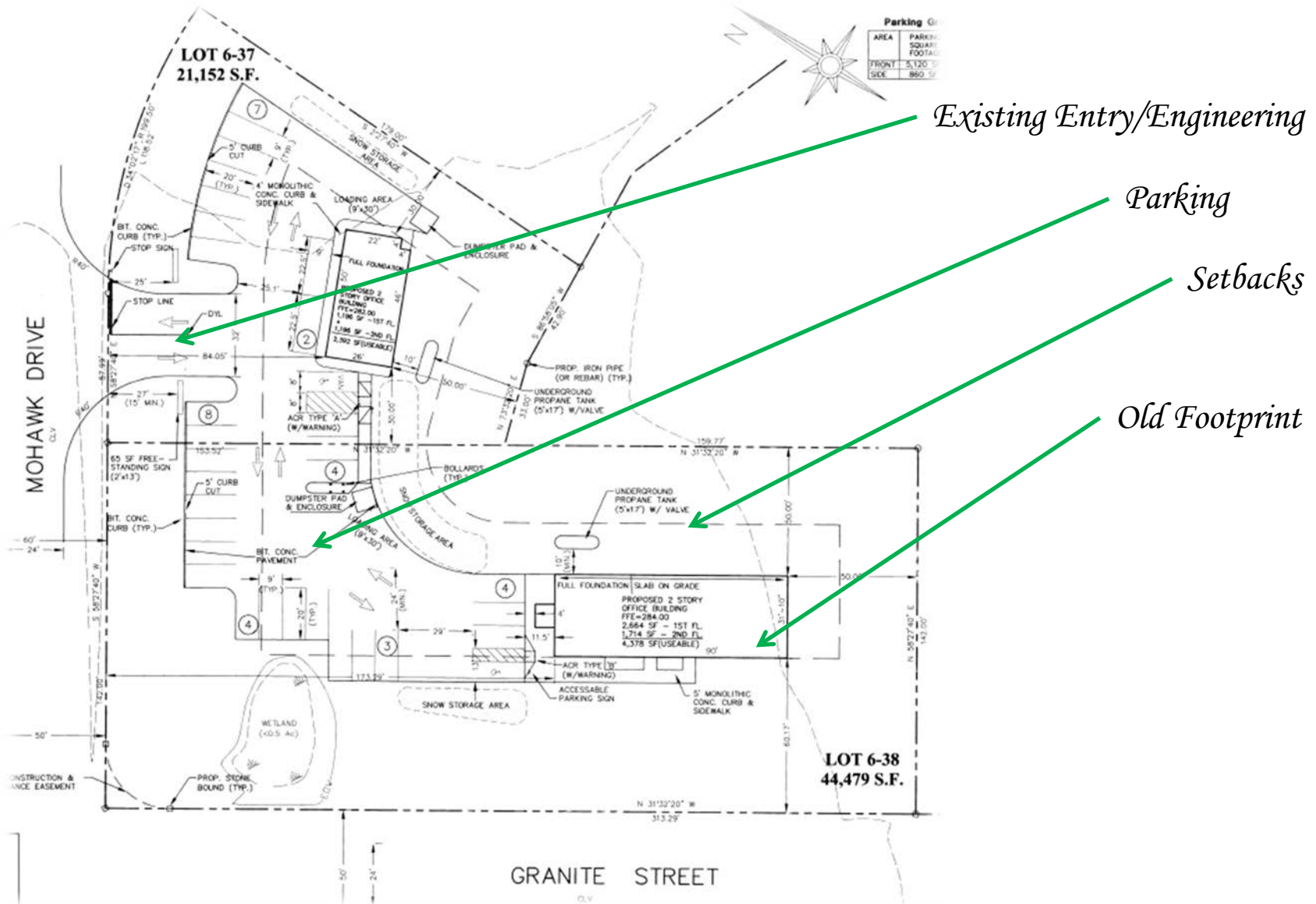
\*EXISTING NON-CONFORMING LOT

**Parking Calculation**

USE	SQUARE FOOTAGE	SPACES REQUIRED	SPACES PROVIDED
OFFICE	6,770	4.5 SPACE / 1000 SF	32
HANDICAP	N/A	2	2

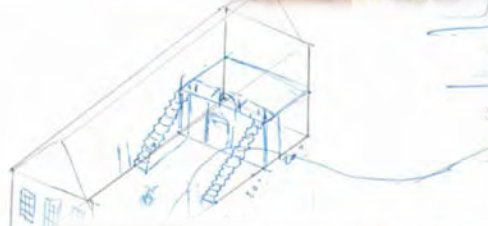
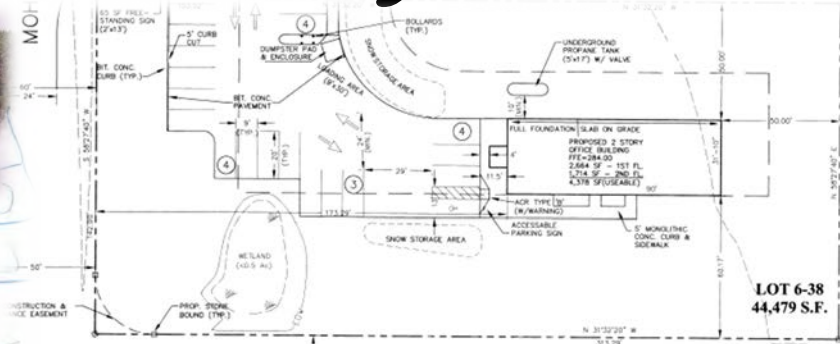


# What is the Goal? Reinvent the Space





# The Essence of Wine Country



**Londonderry**  
Town in New Hampshire

Londonderry is a town in western Rockingham County, New Hampshire, United States. The town is bordered on the north by the city of Manchester and on the east by the town of Derry. The population was 24,129 at the 2010 census. Wikipedia

Area: 41.9 sq miles (108.5 km<sup>2</sup>)  
Weather: 17°F (-8°C), Wind NW at 4 mph (6 km/h), 73% Humidity  
Population: 23,236 (2000)  
Local time: Wednesday 1:30 PM



Bring The Essence of Wine Country, to Londonderry NH, with a boutique new-build wine house bistro that will have approximately 60 seats with a unique focus on world wines and beers in a comfortable setting. The concept is Grand but restful, chic yet comfortable. It's a fresh oasis where you can dine with friends, engage, celebrate, or just relax.

# Cabonney

*Wine & Cuisine*

6 Mohawk Drive  
Londonderry NH 03053

# *What I Bring To The Table*

- *Decadent Foods*
  - *Well Presented, Well Prepared, Small(er) Portions, Menu Varies, A REAL FOOD Chef Prepared Menu*
- *Wine and Beer Served*
  - *World Class, Variety, Interesting*
- *Architecture & Oasis Ambience*
  - *Calming, Elegant, Spacious*
  - *Restful, Sensory Experience*
- *Garden Exterior Landscape*
  - *Upscale, Gardens, Winter Interest,*
  - *Take Advantage of odd lot and setbacks*

*Cabonnay*

*Wine & Cuisine*

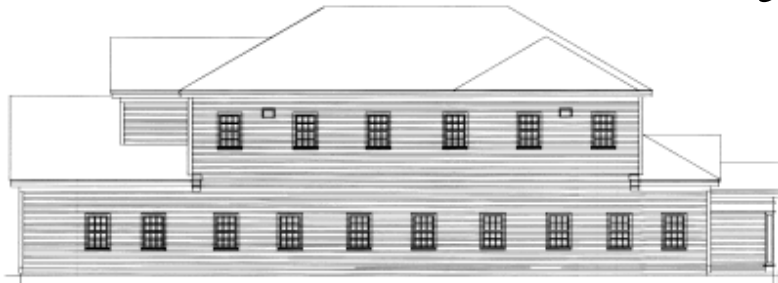
6 Mohawk Drive  
Londonderry NH 03053

# The Architecture

## The Old Approved Vision



**SOUTH ELEVATION**  
Scale: 1/8" = 1'-0"



**EAST ELEVATION**  
Scale: 1/8" = 1'-0"

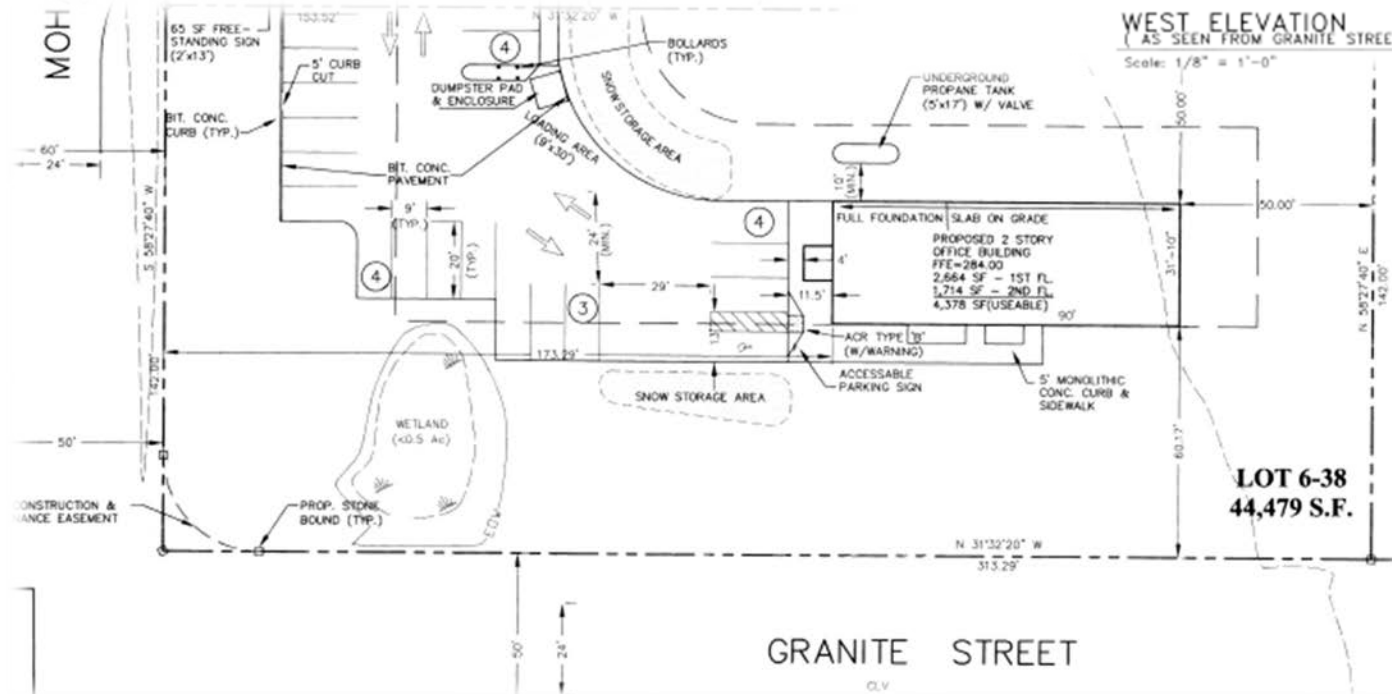


**WEST ELEVATION**  
( AS SEEN FROM GRANITE STREET )  
Scale: 1/8" = 1'-0"



**NORTH ELEVATION**  
( AS SEEN FROM MOHAWK DRIVE )  
Scale: 1/8" = 1'-0"

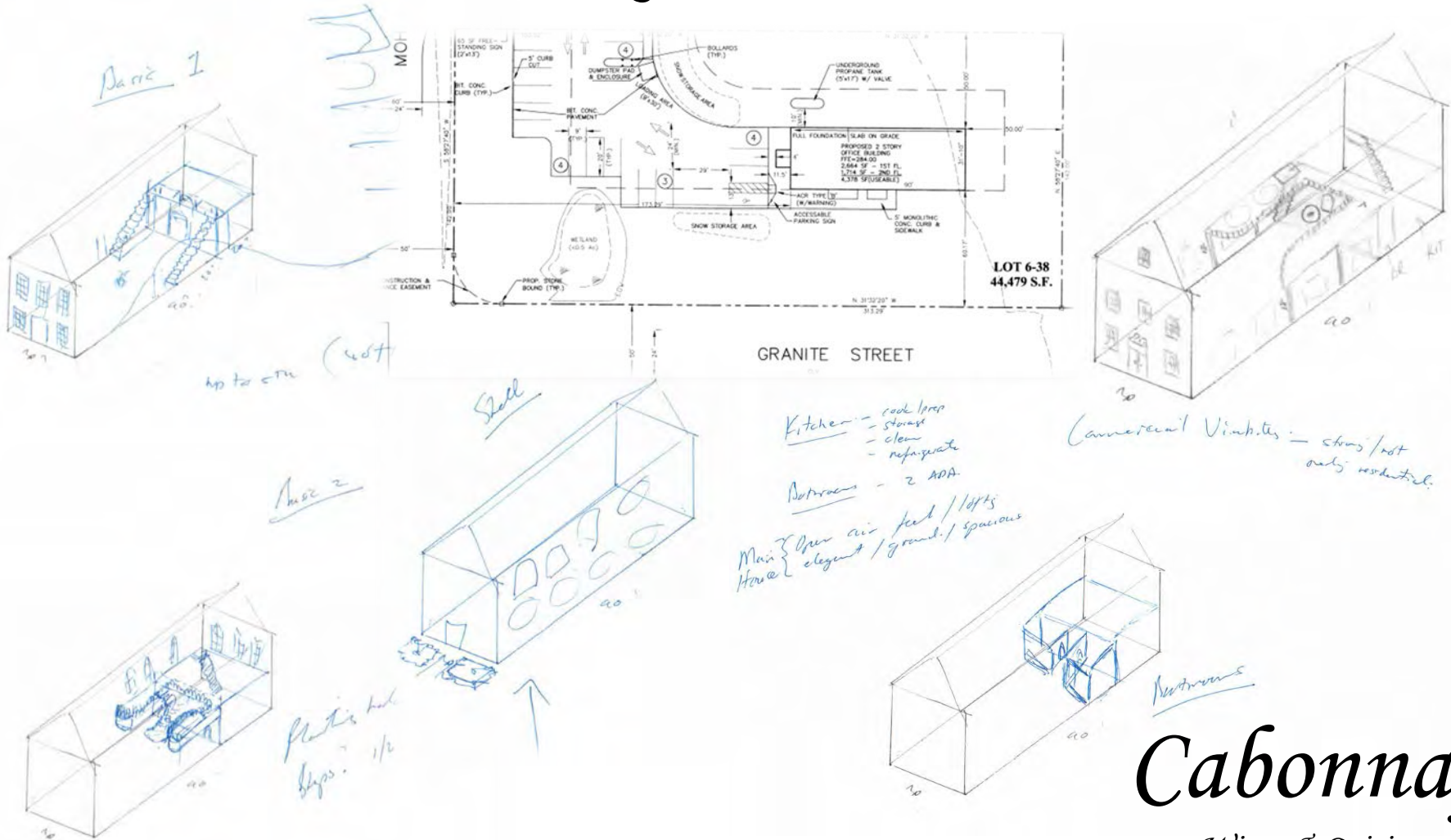
END:





# The Architecture

## A New Reinvented Vision



# Cabonnay

*Wine & Cuisine*

6 Mohawk Drive  
Londonderry NH 03053



# *The Architecture*

- *Exterior Town Home Design*
  - *Narrow side grand facing*
- *Interior Architecture*
  - *Courtyard, Grand Hall, Oasis Ambience*
  - *Calming, Elegant, Spacious, Restful, Sensory – Inside Compensates for no outside Patio. Look*



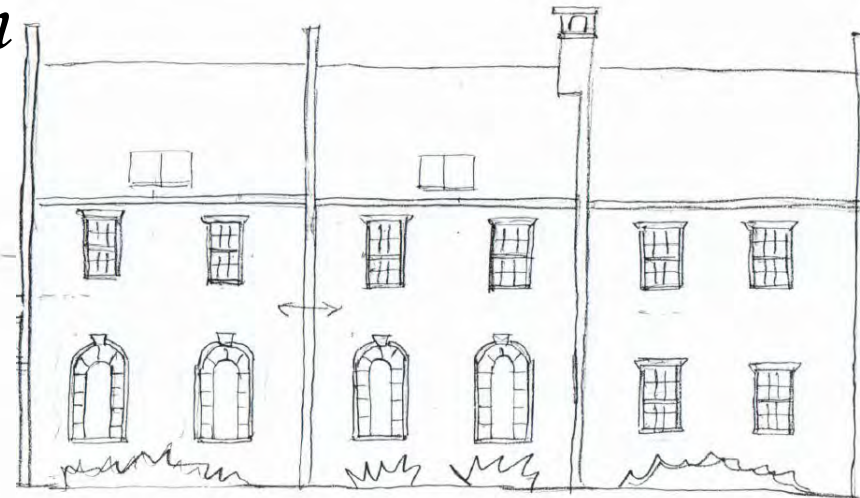


# Architecture Concept Drawing

- *Exterior Town Home Design*
  - *Narrow side grand facing*



FRONT VIEW-A



SIDE VIEW-C

← 35' →

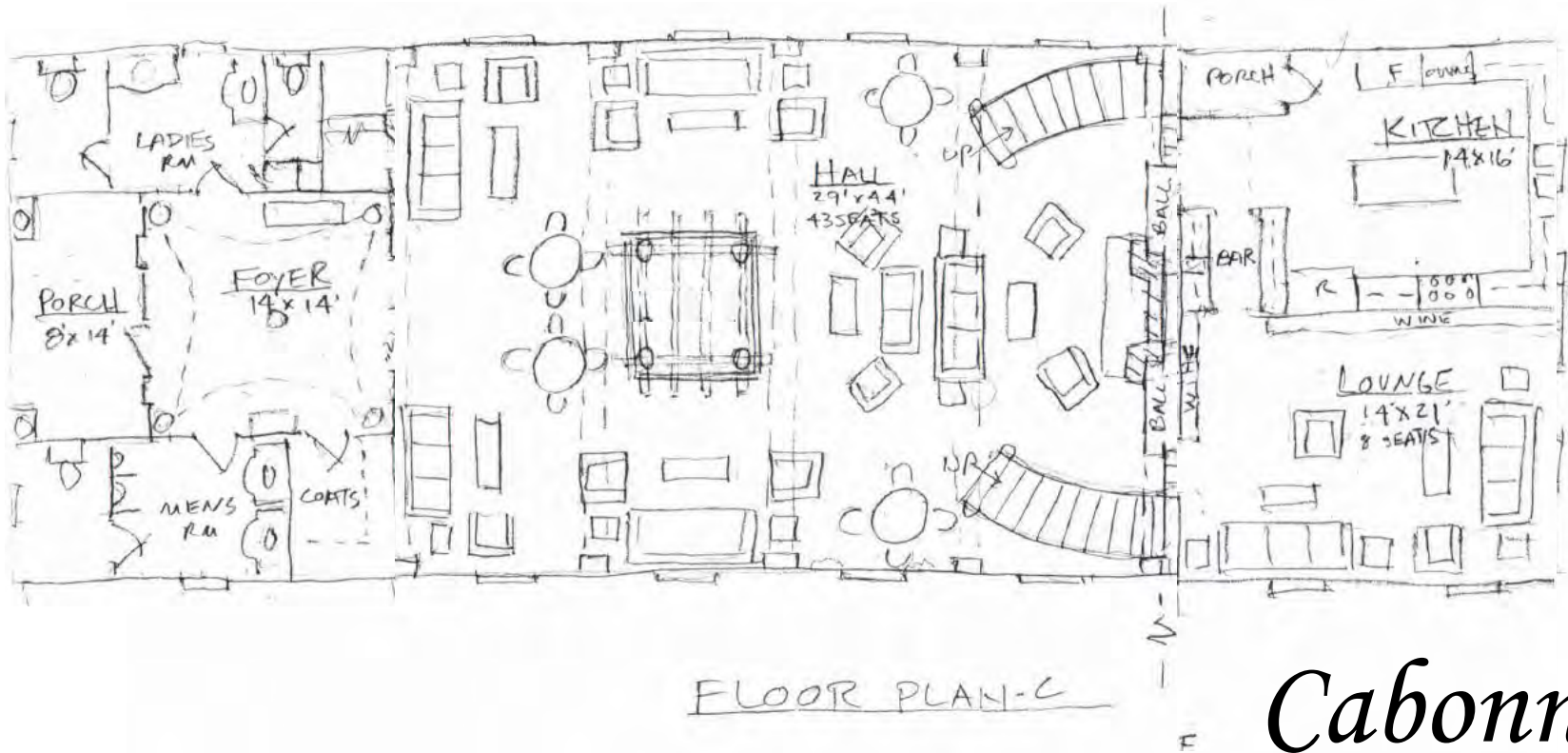
## Cabonnay

*Wine & Cuisine*

6 Mohawk Drive  
Londonderry NH 03053

# Architecture Concept Drawing

- *Interior Architecture oasis*



## Cabonnay

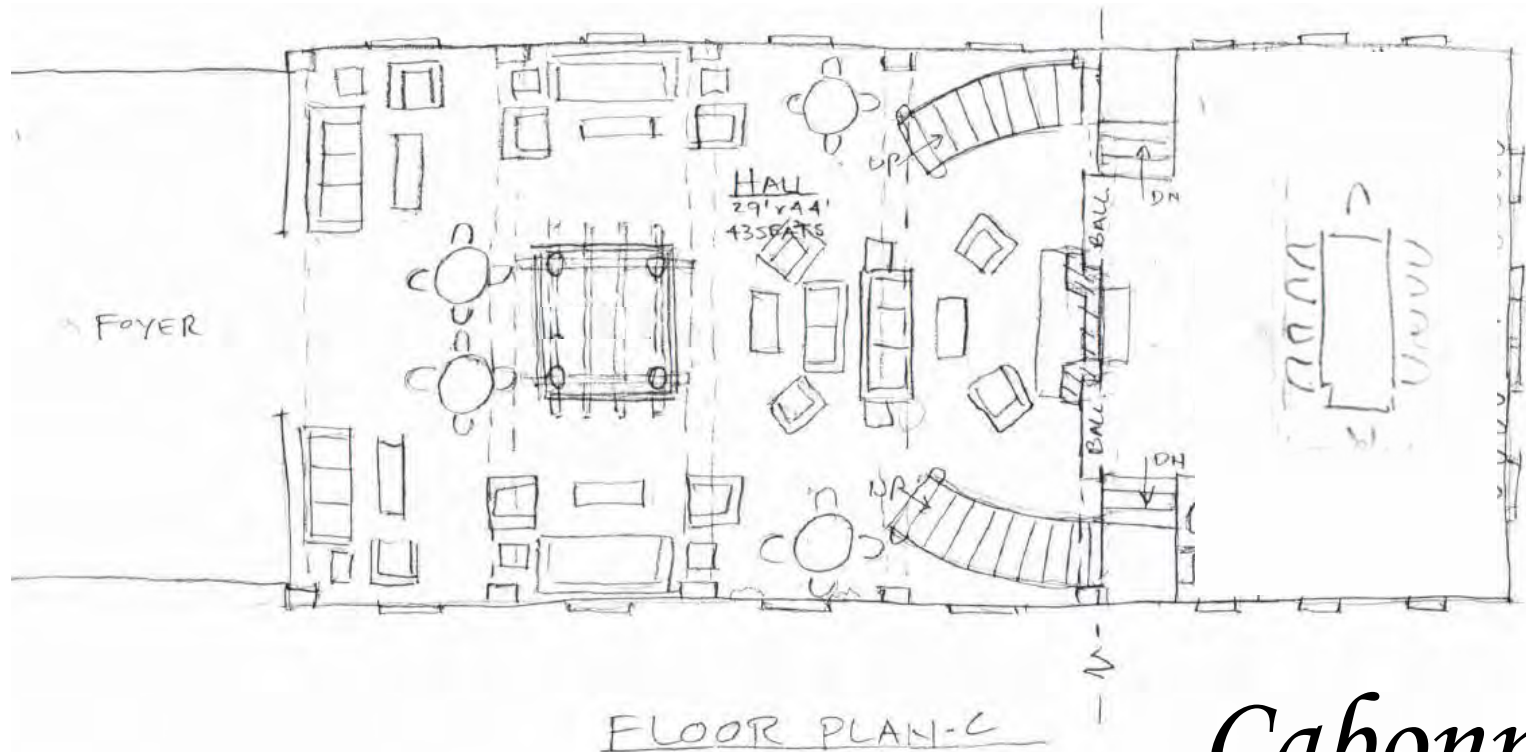
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# Architecture Concept Drawing

- Interior Architecture – dining table and art gallery



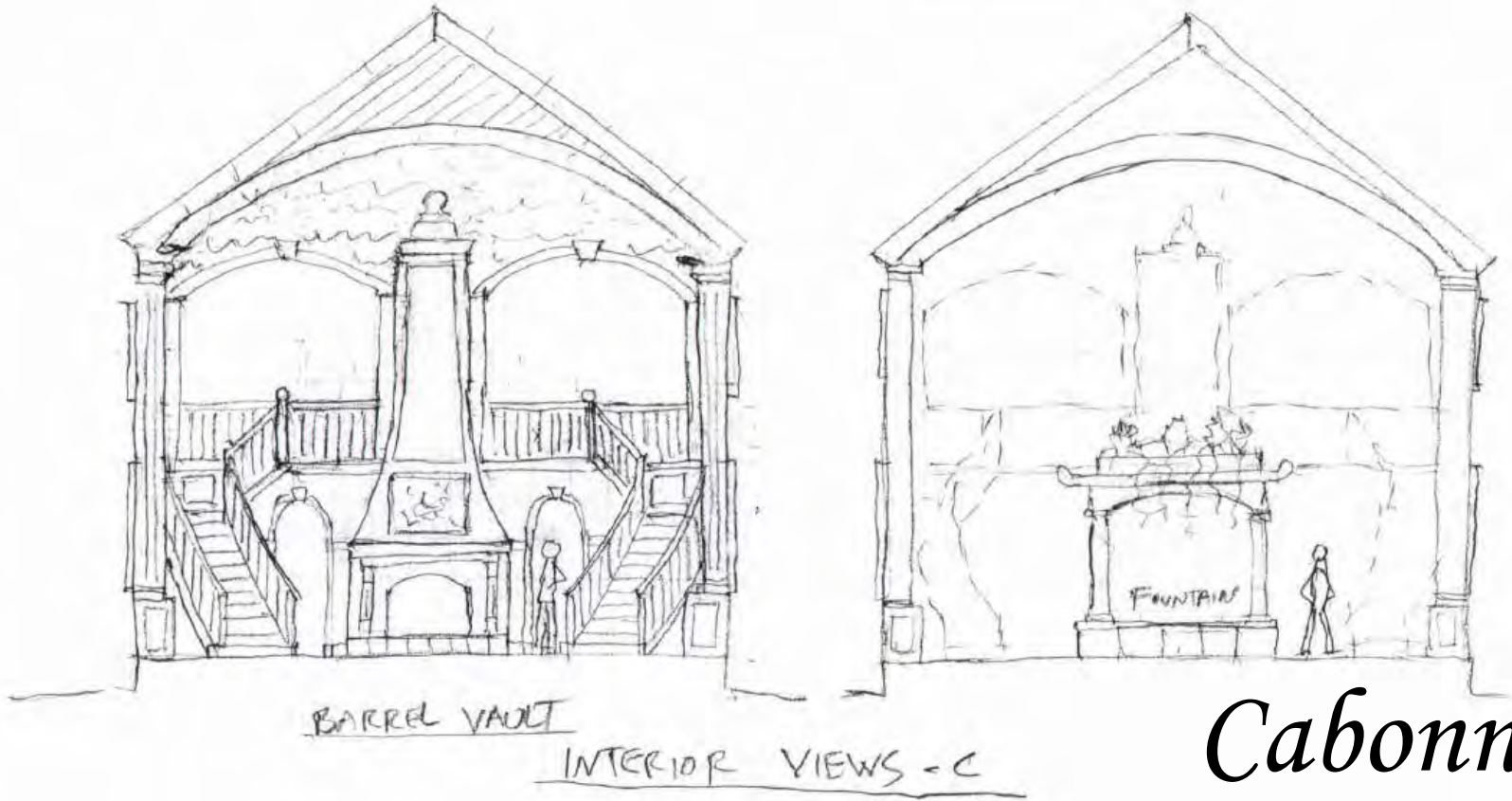
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# Architecture Concept Drawing

- *Interior Architecture – restful*

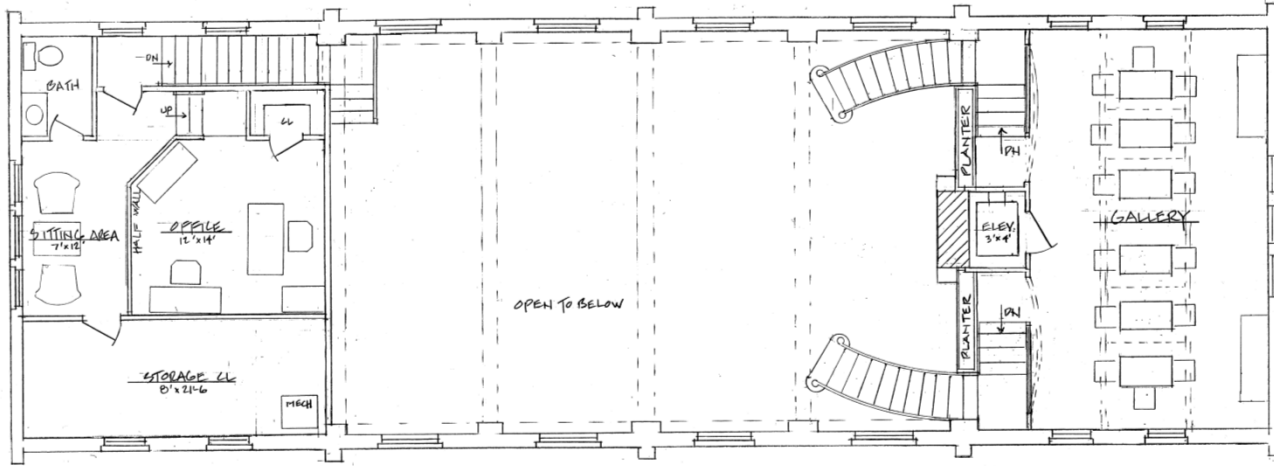


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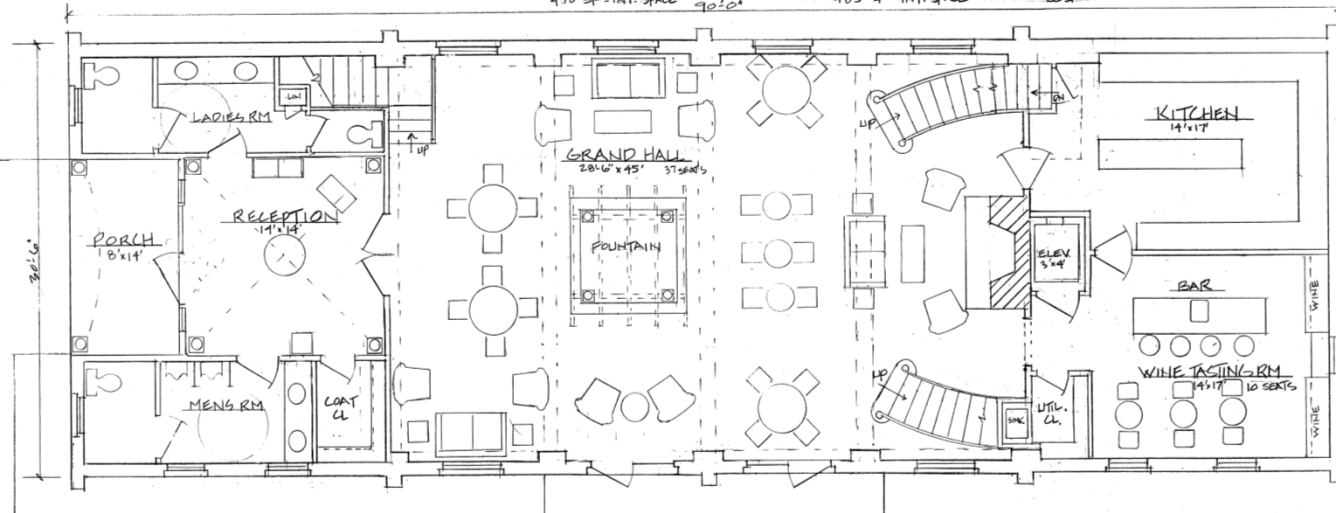
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# Architecture Concept Drawing



SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"  
 705 SF - EXT. DIM. 470 SF - INT. SPACE 90'0"  
 705 SF - EXT. DIM. 485 SF - INT. SPACE TOTAL: 1410 SF 135 SF

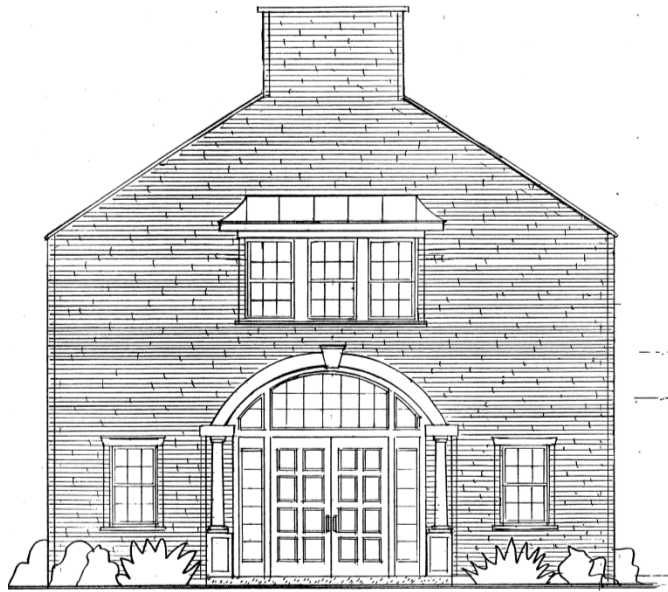


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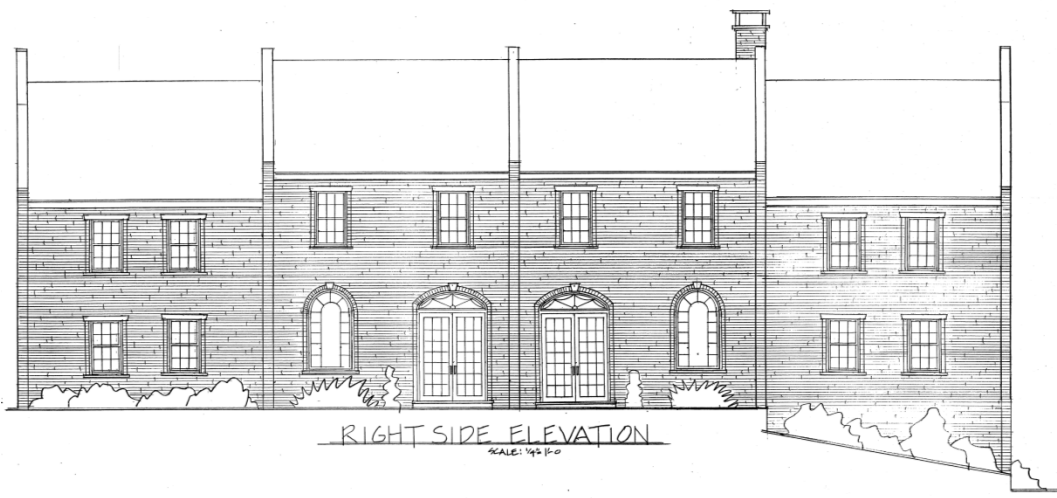
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# Architecture Concept Drawing



FRONT ELEVATION  
SCALE: 1/4" = 1'-0"



RIGHT SIDE ELEVATION  
SCALE: 1/4" = 1'-0"



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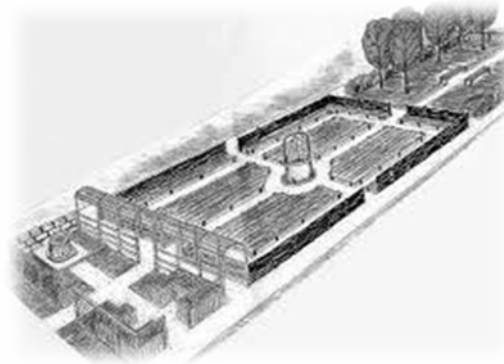
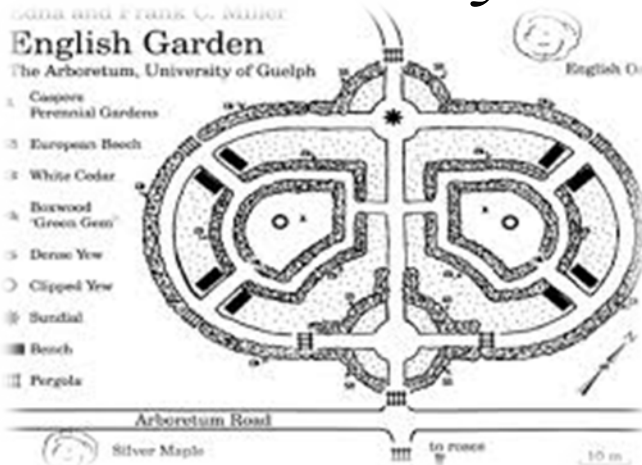


# The Landscape



- *Exterior Landscape*

- *Non Commercial Look: Upscale, Structured*
- *Perennial Flowers & Gardens, Take advantage of two street fronts – Gateway into Mohawk*
- *Elements: Arbor, Elegant Park Bench, Low Hedging*
- *Structure for winter interest – not so barren looking*

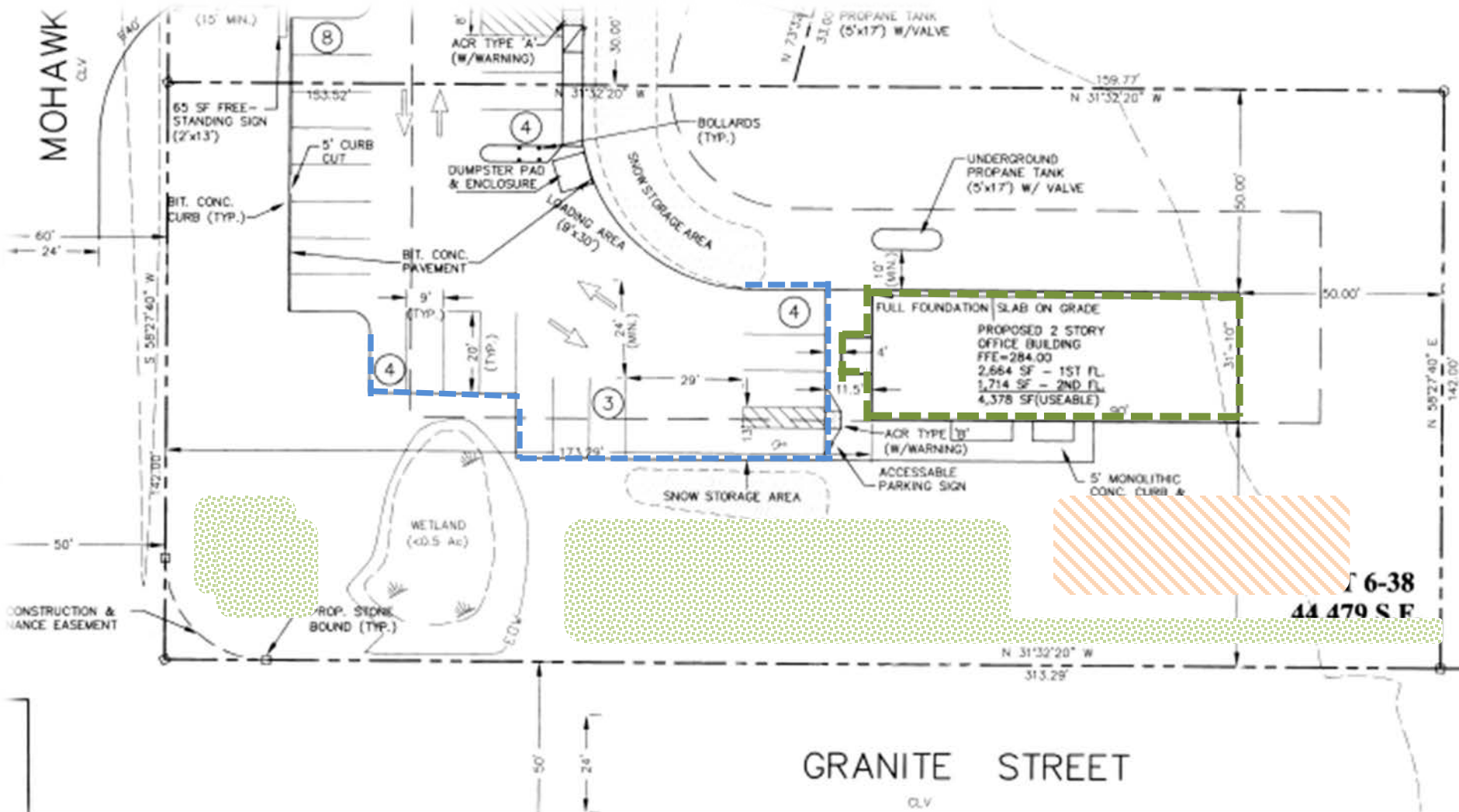


## Cabonnay

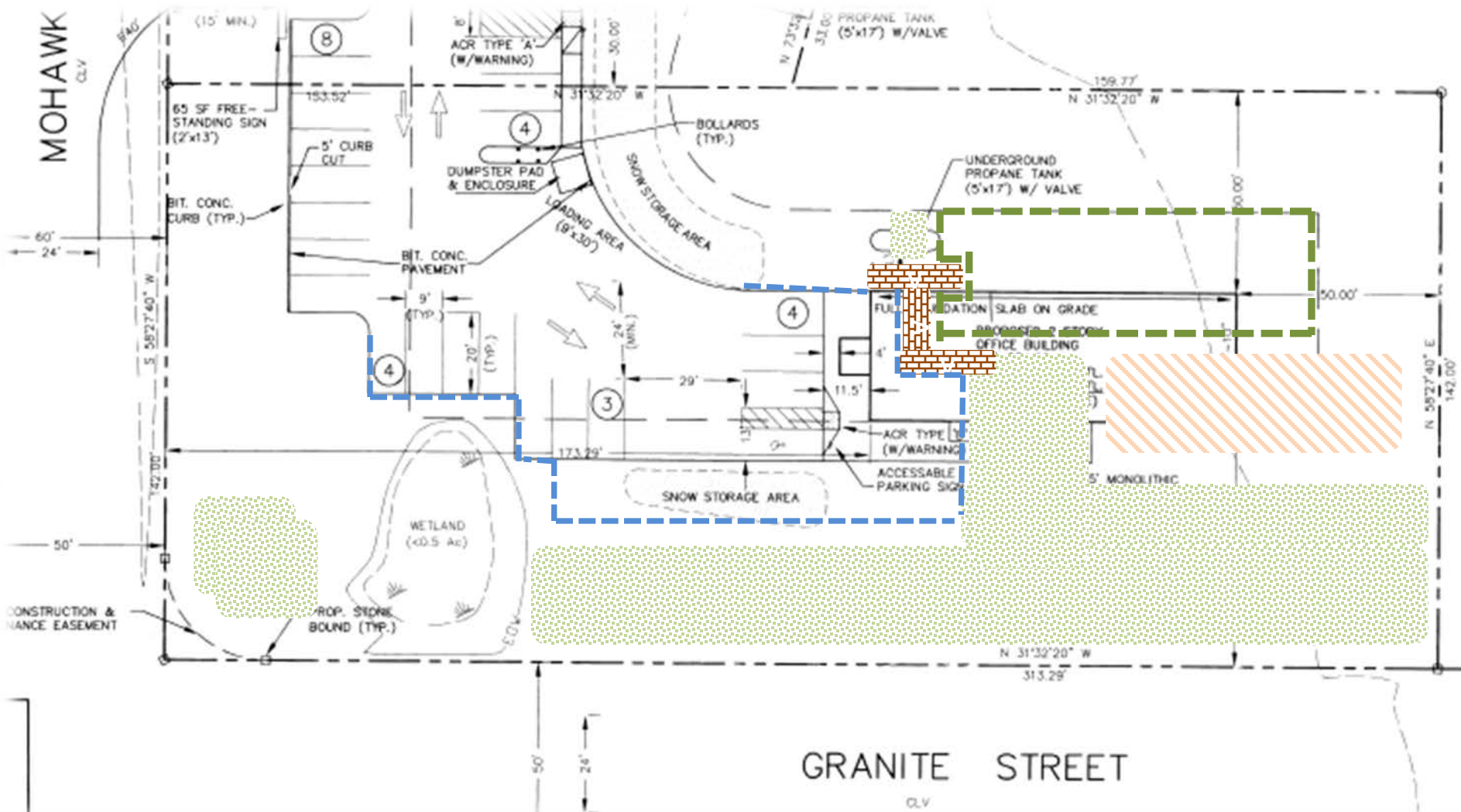
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# The Old Conceptual Site Plan



# The New Conceptual Site Plan







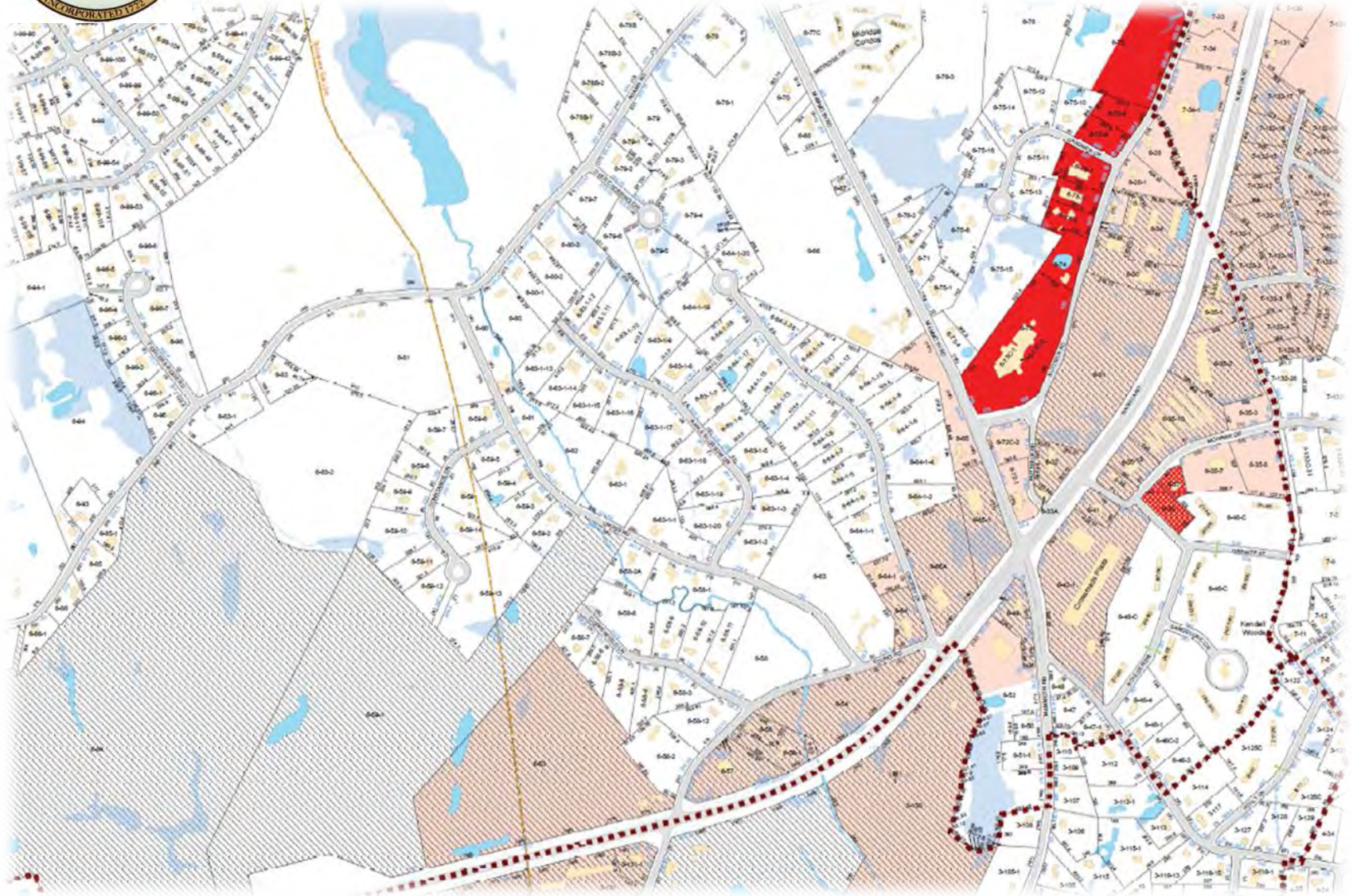
# The Difference By The Numbers

SIDE BY SIDE COMPARISON			
	Old Approved Site Plan	The New vision	Difference Benefit
Building Exterior	Generic, Plastic Siding, Basic Commercial, Sterile, No Defined Face, No Community Offering	Brick, Granite, Elegant Town Home Design, Defined Face, Community Upgrade, Gardens, Architectural Jewel	Best in area
Building Height	Greater than 40 ft. tall	Graded at 30ft-35ft	5-10 Plus ft reduction in height
Building Gardens	Generic, Commercial, Septic Field is Grass - no garden, As Required Basic Landscape Plan, Minimal Street Roadside Interest	Elegant, Garden Oasis, Formal, Winter Interest - Way beyond requirements, Grand Entry into Mohawk and Granit Streets - Sets Tone for Neighborhood	Best in area
Building Square Footage	5166 Sq. Ft	Concept As Drawn Floor Plan Sq. Ft - 3335 sq. ft.	1800 sq. ft. Reduction
Building/Septic Move	Building Location and Septic Location Limits Gardening and Parking	Expanded Granite Street Gardens, Relocated Septic, Correct Parking	Greener, Cleaner, Practical
Building Parking	32 (2 Disability)	40 (4 Disability) - Not creating mass parking	6 extra spaces, 2 extra dissability spaces
Building Use	Medical Center - Sterile	A Restful Oasis to Unwind	Elegance

Building Use	Medical Center - Sterile	A Restful Oasis to Unwind	Elegance
Building Parking	32 (2 Disability)	40 (4 Disability) - Not creating mass parking	6 extra spaces, 2 extra
Building/Septic Move	Building location and septic location limits gardening and parking	septic, correct parking	practical
Building square footage	5166 sq. ft	concept as drawn floor plan sq. ft. 3335 sq. ft.	1800 sq. ft. reduction



# Zoning: How Looks Today







# *Asking For Your Blessing*

- *Revert Back to C-1 Zone*
  - *Been that way for years, Current As-Is Development was C-1*
  - *Highest and best use*
  - *No spot zoning & conforms with entire district as zoned today*
- *Staying within regulations but allowing for creative vision – this is a not Car Dealership, Gas Station, Dunkin Donuts – working with a very difficult footprint and site*
- *Opportunity to bring something new, needed, elegant to Londonderry NH (and surrounding towns)*
- *Upgrade the commercial look and caliber of the **entire** area*
- *Community Pride and Sense of Accomplishment*

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*Questions*