

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

5 Members Present: Art Rugg; Mary Soares; Lynn Wiles; Laura El-Azem; Chris
6 Davies; Leitha Reilly, alternate member; Al Sypek, alternate member; and Ann
7 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 Scott Benson and L. Reilly to vote for L. El-Azem.
16

17 **Administrative Board Work**
18

19 A. Extension Request - Stonehenge Subdivision Phase II, Map 12 Lot 127 &
20 Map 13 Lot 21-7, 53 and 63 Stonehenge Road, Zoned AR-I [Conditionally
21 Approved July 2, 2008 & Conditional Approval Amended April 1, 2009].
22

23 C. May referenced the letter from Northpoint Engineering, requesting a one
24 year extension of the Phase II subdivision plan that will expire on April 4,
25 2015. Although the applicant is nearing completion of the conditions of
26 approval, that will not take place before that approval expires. M. Soares
27 asked that the new date coincide with the first April meeting date in 2016,
28 which was determined to be April 6.
29

30 **M. Soares made a motion to grant an extension of the Phase II**
31 **subdivision plan's conditional approval to April 6, 2016. L. Wiles**
32 **seconded the motion. No discussion. Vote on the motion: 6-0-0.**
33

34 [Administrative Board Work was continued following the agenda items under
35 Public Hearings/Workshops/Conceptual Discussions and Other Business].
36

37 **Public Hearings/Workshops/Conceptual Discussions**
38

39 A. Presentation by Economist Dennis Delay of the NH Center for Public Policy
40 Studies regarding the implications of an aging population in NH.
41

42 Economist Dennis Delay began his presentation by explaining that the NH
43 Center for Public Policy is a non-partisan, data-based firm that provides
44 analysis of facts and statistics to policymakers to inform and aid them in their
45 decision making. His presentation about the future of NH's economy would
46 focus on the state's aging population. A 2013 study by AARP and Oxford
47 Economics revealed that although NH residents 50 years and older make up
48 nearly 40% of the total population (a percentage that is expected to increase),
49 they account for 50% of NH's Gross Domestic Product and are the age group

1 that most drives the state's economy in several ways (see Attachment #1, p.
2 3).

3
4 As the baby boom generation has aged, the emphasis of public policy has
5 moved along with them. While this meant that public policy was more focused
6 on the younger generations in the post-war era, it will mean in the coming
7 decades that as the age proportion of the state's population flattens, public
8 policy will need to be geared towards those of retirement age as well as the
9 younger generations. In addition, the migration into NH starting in the 1950's
10 and peaking in the 1980's and 1990's has slowed and is forecasted to nearly
11 stop over the next few decades. The result is that those who moved to NH
12 during that mass migration have been "aging in place." The NH Department of
13 Employment anticipates increasing job growth (p. 8), however, the working
14 age population is expected to decline across the state at the same time (p. 9).
15 The result is that the ability of NH to grow its economy will be hampered by a
16 decreasing labor force as the older generations retire and are not sufficiently
17 replaced by younger generations (p. 11). Concurrently, those aged 65 and
18 over are forecasted to increasingly hold more of the available jobs over the
19 next 30 years. To grow its workforce, NH will need to actively increase the
20 number of residents in the state, increase the health and longevity of its
21 current workforce, improve their productivity, and/or increase the rate of
22 participation for those over the age of 65 in the workforce as they are the
23 fastest growing sector of the state's population. The implications for housing
24 will be a supply inventory of homes that do not fit the needs of those choosing
25 to age in place, since seniors opt for smaller, low maintenance homes with
26 single stories and modifications in entryways, bathrooms, kitchens, etc.
27 currently not found in the typical existing household (p. 21). This is
28 compounded by the fact that demand for assisted living is not expected to
29 occur for years to come. Consumer spending will also experience change as
30 less is spent on entertainment, insurance and pensions, and education by an
31 older population.

32
33 D. Delay then gave a brief analysis of the younger generations in NH, noting
34 that college graduates prefer to live near larger metropolitan areas in the U.S.
35 NH and NE in general are not retaining their college graduates, particularly
36 among those who are not NH residents.

37
38 A. Rugg asked for questions of the Board.

39
40 C. Davies verified with D. Delay that the lack of a labor force and the demand
41 for services will most likely increase wages for workers. L. Wiles asked how NH
42 differs from the surrounding states. D. Delay replied that the other New
43 England states did not experience the mass migration NH did, noting that 70%
44 of the adult population in NH was born elsewhere, whereas the percentage is
45 closer to 40-50% in other NE states. NH's overall population also increased
46 more rapidly than in those states, although it will slow in the coming years. L.
47 Wiles asked if NH will be able to remain competitive in light of the data
48 presented. D. Delay stated that while NH will retain its higher quality of life,
49 lower tax burden and educated population, other states have improved their
50 economic attractiveness, which will mean a decreased advantage for the state.

1 L. Wiles asked about the effects on these issues in NH by the I-93 expansion.
2 D. Delay answered that since the towns in southern NH are nearing full
3 buildout and the cost of land has correspondingly increased, the I-93
4 expansion will probably do more to grow towns and cities north of Manchester
5 as accessibility to cheaper land is improved. It could also increase the decline
6 in the overall working population as L. Wiles suggested, but he noted that
7 forecasts are not foolproof. Lastly, L. Wiles also asked if the increase in
8 participation of the workforce by those 65 and older is out of economic
9 necessity or more due to a desire to keep active. D. Delay explained that as
10 jobs have become less labor intensive over the generations, people are more
11 capable of staying in their professions for a longer period of time. M. Soares
12 suggested that based on her experience, she does not expect Londonderry to
13 experience the all challenges D. Delay described when compared to other
14 towns. A. Chiampa noted that the median age in NH is slightly higher at 41
15 than Londonderry's average of nearly 37 years of age. She asked if there were
16 other statistics available that show how Londonderry differs from the rest of
17 NH. D. Delay said it could be possible to make that information available.

18
19 D. Delay thanked the Board for their time and A. Rugg thanked him in return
20 for his presentation.

21
22 B. Public Hearing regarding the relocation of Ammon Drive by the Boston-
23 Manchester Regional Airport.

24
25 A. Rugg introduced Rich Fixler, the Assistant Airport Director of Engineering
26 and Planning, and explained that as a government entity, the Airport is not
27 required to obtain town approval for changes or construction taking place
28 there. There is, however, an inter-municipal agreement between the Town and
29 Airport that does obligate them to present projects at a public hearing to
30 inform residents and obtain input from the public and Town Staff. R. Fixler
31 explained that a portion of Ammon Drive will be relocated due to the
32 requirement of the FAA to remove it from the "Runway Object Free Area"
33 (ROFA) for safety and security reasons. He stated that as in the past, the
34 Airport welcomes input from the Town and will consider accommodating that
35 input wherever possible.

36
37 Design engineer Steven Haas from the firm of Hoyle Tanner & Associates, Inc.
38 described the location of Ammon Drive within the Airport (see Attachment #2),
39 stating it is currently a two lane, 30 mph posted roadway that carries an
40 average of 1,800 vehicles per day. Lanes are 11 feet wide with .5 foot
41 shoulders on either side and the existing profile is flatter than it should be to
42 properly direct stormwater runoff. A private service road for the Airport runs
43 parallel to Ammon to the west with 12 foot lanes, no shoulders and a similarly
44 flat profile. Green Drive intersects Ammon at its northernmost point, directs
45 traffic south and provides access to Parking Lot D, a secondary long-term
46 parking lot used at peak travel times with 2,200 spaces on either side of Green
47 Drive. The Freudenberg/NOK manufacturing facility abuts Ammon Drive
48 southwest of Green Drive with 430 parking spaces. The Ammon Center lies on
49 the northern edge of Parking Lot D with 230 spaces. Parking Lot C is the

1 Airport's primary long-term parking area and includes 2,300 spaces. There are
2 no wetlands in the area to be disturbed.

3
4 Since the ROFA runs 400 feet from the center line of the runway north of
5 Ammon Drive, not only will Ammon and the service road need to be shifted
6 south by roughly 85 to 125 feet, but the aforementioned parking areas will be
7 impacted as well. The new Ammon Drive will retain its 11 foot lanes but will
8 have increased shoulders; the eastern shoulder will be widened to 4 feet to
9 accommodate pedestrians and to one foot on the western side facing the
10 runway. A .5% slope will be added to both Ammon and the service road to
11 improve drainage capabilities. A ten foot high security fence will be placed
12 between the two roads.

13
14 Green Drive will be relocated slightly to the north and shortened accordingly.
15 The portion of Lot D south of Green Drive will be removed and its 300 spaces
16 will be replicated in Lot C., which will also lose 175 spaces. An addition to Lot
17 C of 666 spaces will offset both losses and add approximately 200 new spaces
18 overall. This will decrease the need to open Lot D, but will only take place if
19 the Airport deems the forthcoming bids for the work affordable. Freudenberg
20 will lose roughly 140 spaces by the shift which will be reconstructed in other
21 areas around their building. Similarly, parking at the Ammon Center will be
22 reconfigured and will experience a slight increase in its overall number of
23 spaces, as well as improved access. Four drainage discharge points in the
24 project area will be maintained and impervious area will be decreased by
25 approximately 54,000 square feet. S. Haas reviewed the drainage
26 improvements, along with other lighting and fencing improvements. Increase
27 in peak runoff will be minimal. The requisite Alteration of Terrain permit has
28 been obtained from the State Department of Environmental Services (DES)
29 and other DES requirements will be met prior to construction. The NH Division
30 of Historical Resources has confirmed there will be no impact to historic
31 properties and Airport has also established that there will be no significant
32 effects on endangered species or cultural resources. Existing utilities will be
33 maintained, however Eversource (PSNH) will have to relocate some of their
34 poles. Sanitary sewer service will continue either within the existing Ammon
35 Drive roadway with some reconstruction from Freudenberg and the Ammon
36 Center or by relocating the existing line along the relocated Ammon Drive.
37 Incoming bids will determine the method to be used, although the Airport
38 would prefer the latter.

39
40 Construction will take place in four phases, the first being to maintain current
41 traffic and parking patterns while expanding Parking Lot C and reconfiguring
42 parking at Freudenberg. The second phase will shift parking to those new
43 areas, allowing the relocation of the roadways to take place, along with the
44 construction of the Ammon Center parking. Phase three will include the
45 remaining reconfiguration of Freudenberg parking and completion of the new
46 service road, which will lead into phase four where the service road will be fully
47 switched over, the new security fence installed, the old paving removed and
48 the same area loamed and seeded. Bids will be opened April 8, construction is
49 expected to commence by the end of the month and completion of the project
50 should take place by the end of November.

1
2 A. Rugg asked for input from Staff.

3
4 J. R. Trottier verified the overall reduction in impervious surface and confirmed
5 various stormwater flow directions in that area. He also submitted engineering
6 comments and asked to work with the Airport to determine what can be
7 addressed and to what extent.

8
9 A. Rugg asked for Board input.

10
11 M. Soares noted that S. Haas mentioned some snow storage would be removed
12 along with the changes to be made to Lot C. S. Haas noted that other points
13 of snow storage will be maintained, some open areas previously underutilized
14 will become areas for storage, and R. Fixler added that a portable snow melter
15 can be used as well. M. Soares asked what will happen if the bids are not
16 favorable enough for the Airport to justify the cost of the new parking spaces.
17 S. Haas replied that if the Airport decides it is not feasible to build the
18 additional 192 spaces envisioned, two thirds of the new construction will still
19 take place and Parking Lot D will continue to be opened when needed to offset
20 spaces lost to the relocation efforts.

21
22 A. Rugg asked for public input. There was none.

23
24 A. Rugg asked that the Airport continue to work with Town Staff as it has done
25 in the past and thanked the two for providing the information about the
26 proposed changes to Londonderry residents.

27
28 R. Fixler submitted information to the Chair and Staff regarding another
29 proposed project that will require another public hearing. He did not state any
30 specifics about that proposal.

31
32 C. Presentation by Eversource regarding the Merrimack Valley Reliability Project.

33
34 Eversource (formerly PSNH) Project Manager Suzanne Findlen was joined by
35 Dave Plante, Lead Project Manager for NH Transmission Projects, to present
36 the Merrimack Valley Reliability Project (MVRP) to the Board (see Attachment
37 #3). They also introduced other Eversource team members as well as an
38 employee of National Grid who have partnered with Eversource on this project.

39
40 Growing electricity demands and the identification of potential overloads in the
41 southern NH/metro Boston area led Eversource and National Grid to join forces
42 and resolve reliability needs. A new 24.6 mile overhead 345-kV transmission
43 line would be constructed solely within an existing power line corridor between
44 the Eversource Scobie Pond substation in Londonderry and a National Grid
45 substation in Tewksbury, MA. Eighteen miles of that will lie within NH in the
46 towns of Londonderry, Hudson, Windham and Pelham, ten of those miles
47 belonging to Eversource and eight owned by National Grid. The eight miles of
48 the project within Londonderry's borders is land owned by Eversource.
49 Clearing of vegetation will need to take place within portions of the
50 Londonderry part of the corridor, but S. Findlen emphasized that the clearing

1 will only take place within the bounds of Eversource's existing right of way
2 corridor and no new land or easements will need to be acquired for the project.
3 Public outreach efforts will include abutters to those portions of the easement
4 in order to educate and discuss potential mitigation. S. Findlen clarified that
5 the project would only involve the transmission line, not lower voltage
6 distribution lines that actually carry power to individual homes. Of the \$123
7 million cost to complete the project, \$82 million will be spent on the
8 improvements to take place in Londonderry. Project approvals in NH will
9 come from the NH Site Evaluation Committee (SEC) and will include all
10 individual permits from agencies such as the Departments of Transportation
11 and Environmental Services (DOT and DES respectively). Benefits to NH will
12 include maintained electrical service reliability, the aforementioned local
13 investment of \$82 million and new construction jobs.
14

15 Once an application is submitted to the SEC (presumably in late spring/early
16 June), Eversource and National Grid will be required to conduct Public
17 Information Sessions along with the SEC in each county impacted. They have
18 therefore scheduled a session in Rockingham County on May 6 and in
19 Hillsborough County on May 7 to present the project and entertain questions
20 and input. Public notice will be given and the presentation will be preceded by
21 an open house for attendees. Within 45 days after application acceptance by
22 the SEC, a second round of informational sessions will be required in the two
23 counties for the benefit of the public. Within 90 days of that acceptance, the
24 SEC will hold their own additional public hearings. Eversource and National
25 Grid have been and will continue to inform communities and legislators, as
26 they are doing this evening, and conducting public outreach efforts that began
27 in November, 2014. Information is available at www.MA-NHSolution.com and
28 S. Findlen provided other contact information (see Attachment #3, PP. 13-14).
29 If the anticipated permitting schedule can be adhered to, construction is hoped
30 to be started in 2016 for the new line to be in service by 2017.
31

32 A. Rugg asked for Staff input. There was none.
33

34 A. Rugg confirmed that there is no direct transmission line currently between
35 the Scobie Pond substation and its counterpart in Tewksbury. He then asked
36 for additional Board input. C. Davies verified that the line will not connect with
37 any other substations in between Scobie Pond and Tewksbury. He noted the
38 importance of explaining to abutters and the general public the permanent
39 changes to take place within the corridor, including clearing of vegetation, as
40 well as the limits of the easement itself. He also asked about current tower
41 heights and D. Plante replied that existing towers tend to average 80 feet,
42 meaning the new towers will be an average of ten feet taller. The tallest of the
43 new structures will be three poles at a height of 106 feet, while several of the
44 75 new poles in Londonderry will be less than 80 ft. When M. Soares asked
45 why the height increase was needed, D. Plante explained that design standards
46 have simply changed over the years to improve safety and security. M. Soares
47 also asked if it is expected that electromagnetic field (EMF) discharge will
48 increase because of the new line. S. Findlen stated that an EMF expert has
49 been hired and that their firm is currently performing the analysis that will
50 become part of the overall application and will be available as part of the

1 informational sessions. L. Reilly asked how Londonderry residents will benefit
2 in terms of increased reliability. D. Plante stated that Londonderry residents
3 will benefit as participants in the improved regional transmission system, but
4 the project will not directly result in increased or decreased rates or specific
5 changes in reliability for individual Londonderry homeowners. L. Reilly noted
6 the number of towers existing within the utility corridors and asked if those
7 might be repurposed somehow in the future with improved technology, as
8 opposed to having to build additional towers, to avoid possible expansion of the
9 utility right of ways. D. Plante acknowledged that some steps can be taken to
10 narrow structures so they do not require as much space and to combine
11 circuits onto the same towers, however the latter can pose reliability issues
12 since the failure of a single tower can result in "cascading" outages when more
13 than one circuit is impacted. S. Findlen offered to review the study that led to
14 this project and forward to the Board the estimated length of time the new line
15 is expected to meet increasing demand. A. Sypek asked if new infrastructure
16 will be needed at the Scobie Pond substation and D. Plante said a new bay will
17 be added there, although there will be no expansion beyond the existing
18 fenced area. A. Sypek also asked if it was reasonable to assume that there is a
19 greater demand for power in Massachusetts. D. Plante replied that the
20 increased demand is regional, but that it could be reasonable to assume the bi-
21 directional line will be bringing power south of NH more often than the
22 opposite. A. Sypek asked where the power coming into Scobie Pond substation
23 originates. D. Plante said there are a total of five 345kV lines delivering power,
24 mainly from Maine and Seabrook, NH. A. Rugg asked if State representatives
25 would be briefed on the project. D. Plante said that has been done, but will
26 also continue with updates.

27
28 S. Findlen thanked the Board for their time and A. Rugg thanked the
29 presenters on behalf of the Board.

30
31 [L. El-Azem left the meeting and A. Rugg reappointed L. Reilly to vote for her].

32 33 **Other Business**

- 34
35 A. Workshop: Proposed Amendments to Planning Board Rules of Procedure;
36 Section 3.2 Annual Election of Officers and Section 7.3 Annual Appointment
37 of Designees

38
39 A. Rugg explained that the changes to the Board's Rules of Procedure involve
40 moving the annual election of officers and appointments of designees from
41 April to March. This will bring the Board into compliance with the State's
42 request to be informed of current officers on all boards and committees in NH
43 by the end of March. C. May explained that the first change would to Section
44 3.2 involving the election of officers in March after Londonderry's Town
45 Meeting. Making this change then created the need to amend Section 7.3 as
46 well, which was added in 2014 when the Board amended its signature policy
47 and added the annual appointment of designees who would sign plans in place
48 of the Chair and/or Secretary when needed. That appointment was to take
49 place in March at the same time as the election of officers. When amending
50 their Rules of Procedure, the Board must have two readings at two successive

1 meetings immediately preceding the meeting when the vote is taken on the
2 proposed amendments. In light of that, this would be considered the first
3 reading, a second reading will be added to the April 8 meeting and a vote can
4 be scheduled for May 6.

5
6 **Administrative Board Work (Continued)**

7
8 B. Election of Planning Board Liaisons (Heritage Commission, Capital
9 Improvements Plan Committee and Southern NH Planning Commission)

10
11 A. Rugg stated that he is currently the Planning Board liaison to the Heritage
12 Commission and that M. Soares is one of the two current liaisons to the CIP
13 Committee. Board member Rick Brideau is the second CIP liaison, and
14 although not in attendance, had expressed an interest to A. Rugg prior to the
15 meeting about continuing his liaison position. **A. Rugg entertained a motion
16 to retain the current slate of liaisons. L. Wiles so moved. M. Soares
17 seconded. No discussion. Vote on the motion: 6-0-0.**

18
19 It was also determined that no recommendations to the Town Council of
20 representatives to the SNHPC were needed at this time.

21
22 C. Approval of Minutes – March 4 and March 11, 2015

23
24 **M. Soares made a motion to approve and sign the minutes from the
25 March 4, 2015 meeting. L. Wiles seconded the motion. No
26 discussion. Vote on the motion: 6-0-0.**

27
28 **M. Soares made a motion to approve and sign the minutes from the
29 March 11, 2015 meeting. L. Wiles seconded the motion. No
30 discussion. Vote on the motion: 4-0-2.**

31
32 (L. Wiles and C. Davies abstained as they did not attend the March 11, 2015
33 meeting).

34
35 Minutes for March 4 and March 11, 2015 were approved and signed at the
36 conclusion of the meeting.

37
38 D. Regional Impact Determination – Boucher Subdivision, Map 14 Lot 6.

39
40 C. May stated this this proposed three lot subdivision on Map 14 Lot 6 does not
41 meet any of the criteria as recommended by the SNHPC, therefore Staff is
42 recommending that it is not a development of regional impact.

43
44 **M. Soares made a motion to accept Staff's determination that this
45 project is not a development of regional impact. L. Wiles seconded the
46 motion. No discussion. Vote on the motion: 6-0-0.**

47
48
49
50

1 E. Discussions with Town Staff

- 2
3
 - Prologis Site Plan Update

4 J. R. Trottier provided the Board with an update on the construction of
5 this 600,000 sf facility on Pettengill Road approved by the Board in the
6 fall of 2014. As they approach completion of the new facility, the
7 applicant has determined that they would prefer to forgo the
8 construction of some of the approved features of the site. This would
9 include the approved parking area on the north side of the building (see
10 Attachment #4). Less porous pavement would be used in that location
11 instead and the drainage plan has been revised to accommodate the
12 change. Similarly, seven parking spaces approved at the northeastern
13 corner of the building, along with portions of tractor trailer parking on
14 both the east and west sides of the building (areas in blue on Attachment
15 #4) have been found to not be needed at this time. Should that need
16 arise, J. R. Trottier noted that the necessary infrastructure and
17 associated landscaping will be in place to allow that to happen. The
18 same is true for 122 spaces along the south side of the building (in
19 purple on Attachment #4). J. R. Trottier said there should not be a need
20 for the Board to take any action on these issues; he simply wanted to
21 keep the Board apprised of the applicant's intentions. A. Rugg stated
22 that the proposal is a positive one as it will reduce the amount of
23 impervious surface. L. Reilly confirmed that the applicant will not need
24 to return to the Board for any approvals related to these changes. J. R.
25 Trottier said that would not be necessary and that Staff would add a note
26 to the project file that this update took place. He said Staff will continue
27 to keep the Board informed if any other changes occur, including the
28 construction of any of those parking areas.

- 29
 - Benson's Hardware

30
31 J. R. Trottier provided an aerial view of the layout of Benson's Hardware
32 on Orchard View Drive. The owner would like to construct a garage for
33 vehicle storage adjacent to the storage building near the northern corner
34 of the lot (see area in red in Attachment #5 next to the "open lumber
35 area"). There is a need to secure their company vehicles due to recent
36 vandalism issues. Staff asked for the Board's concurrence that this issue
37 can be handled administratively. A. Rugg asked the Board for any
38 comment. There was no objection to the issue being handled
39 administratively.

- 40
41
 - Cell Tower, Map 3 Lot 130

42
43 C. May explained that the owner of the cell tower located at 135 Nashua
44 Road approached the Building Department about adding antennas to that
45 existing tower. Part of the process of obtaining the building permit for
46 the additional antennas is for the Planning and Public Works departments
47 to give their input and approval. In this case, however, various pieces of
48 equipment and structures would also need to be added to the fenced in

1 area to provide support those proposed antennas (see Attachment #6).
2 Staff requested the Board's approval for that portion of the project to be
3 handled administratively as well. A. Sypek noted that the addition of a
4 generator and an automatic transfer switch to provide power in the
5 event of an outage is routine. There was no objection to the issue being
6 handled administratively.

- 7
- 8 • Proposed change of use site plan; Mila Motors, Map 10 Lot 136
- 9

10 C. May stated that this proposal to change the use at 9 Nashua Road
11 from a restaurant to the sale of used cars meets the Town's criteria to be
12 considered a minor site plan. The required public hearing would
13 therefore be handled through the Town's Administrative Review
14 Committee (ARC). Since this proposal, however, involves a change in
15 the access to the site, Town regulations state the plan would be reviewed
16 at the Planning Board level. This change amounts to the closing of the
17 easternmost of the two existing curb cuts onto Nashua Road (see
18 Attachment #7), something that has been recommended by SNHPC in
19 their access management plan. In addition, the curb cut to be retained
20 will provide access to a narrower driveway than exists today. Because
21 the changes would improve access, Staff is requesting that the public
22 hearing take place at the ARC level. C. May noted that the State will
23 have to approve the removal of the curb cut as it is on a state road
24 (Route 102). L. Wiles conformed that there will be no changes to the
25 lighting on the site that would increase in light pollution. C. May said
26 that was not part of the proposal and Staff would ensure it would not
27 take place. There were no objections to the ARC holding the public
28 hearing for this proposed project.

- 29
- 30 • Housing Data Report
- 31

32 C. May stated that data previously requested by the Board regarding
33 workforce housing should be emailed to the Board by the end of the
34 week in preparation of next week's public hearing on proposed zoning
35 ordinance amendments.

36
37 **Adjournment:**

38
39 **M. Soares made a motion to adjourn the meeting. L. Reilly seconded the**
40 **motion. Vote on the motion: 6-0-0.**

41
42 The meeting adjourned at 9:23 PM.

43
44 These minutes prepared by Associate Planner Jaye Trottier

45
46 Respectfully Submitted,

47
48
49
50 Lynn Wiles, Secretary



New Hampshire Center
for Public Policy Studies

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Brian F. Walsh

The Question of Aging and the Longevity Economy

Londonderry Planning Board
Londonderry, NH

April 1, 2015

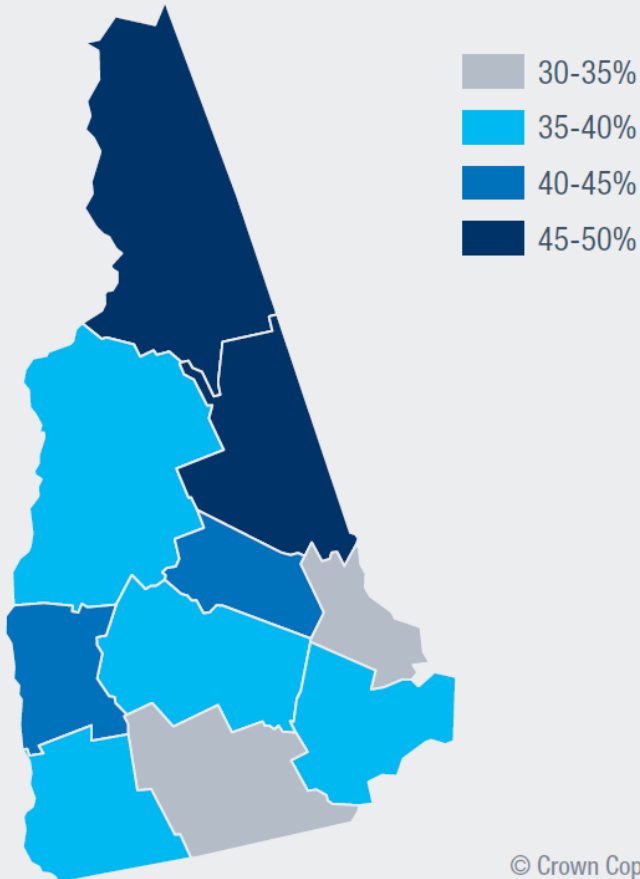
“...to raise new ideas and improve policy debates through quality information and analysis on issues shaping New Hampshire’s future.”

AARP and Oxford Economics (10/13)

- The Longevity Economy is the sum of all economic activity in New Hampshire that is supported by the consumer spending of households headed by someone age 50 or older
- Despite being 39% of New Hampshire's population in 2013 (expected to grow to 43% by 2040), the total economic contribution of the Longevity Economy accounted for 50% of New Hampshire's GDP (\$34 billion).

Impacts vary by region

% of population over 50



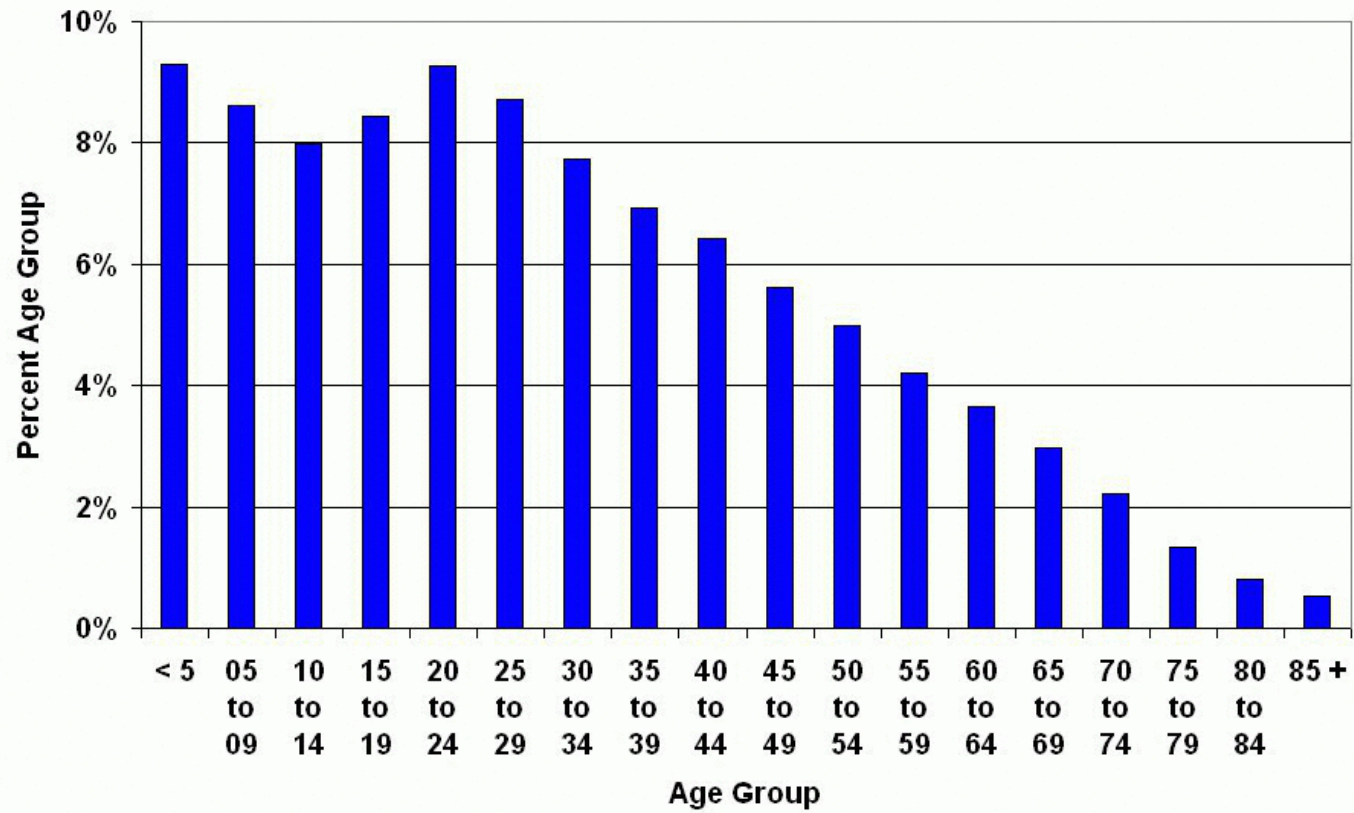
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Economic contribution of the Longevity Economy

GDP	\$34.1 billion	50%
Jobs	456,000	54%
Employee compensation	\$19.1 billion	46%
State & local tax	\$3.3 billion	56%

The Aging Bubble ...

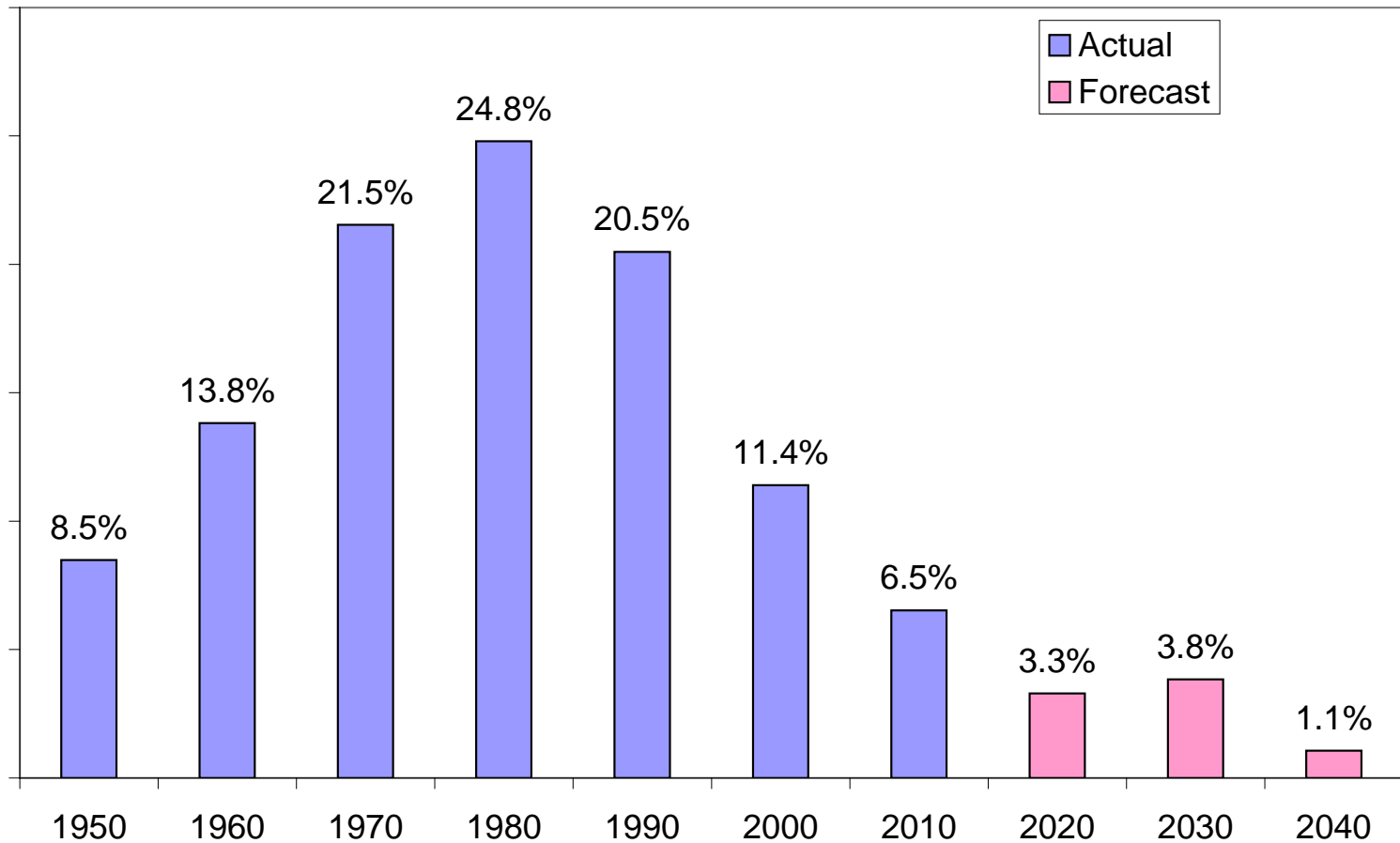
New Hampshire Population Distribution by Age, 1900





Growth Projections Limited

Ten Year Percent Change in New Hampshire Population by Decade End



What's Next?

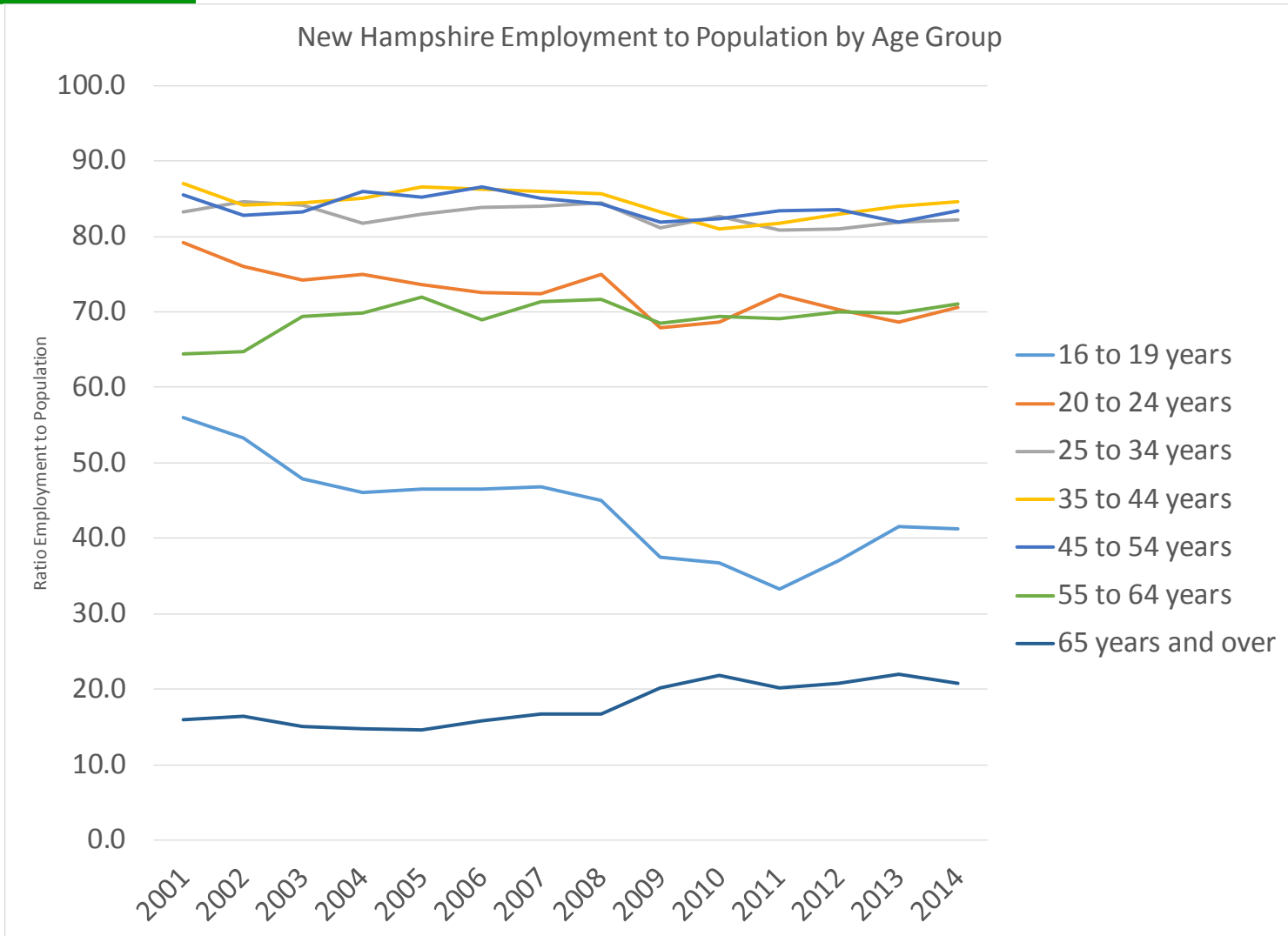
While NH Dept of Employment expects increasing jobs

	2012 to 2022
<u>Change in Employment (ELMI Projection)</u>	PctChange
Central NH Planning Commission	9.2%
Lakes Region Planning Commission	6.3%
Nashua Regional Planning Commission	9.5%
North Country Council	4.8%
Rockingham Planning Commission	14.7%
Southern NH Planning Commission	14.1%
Southwest Region Planning Commission	4.8%
Strafford Regional Planning Commission	9.5%
Upper Valley / Lake Sunapee Regional Planning	10.2%
New Hampshire	10.5%

Working Age Population Will Decline in Every Region

	2010 to 2025
<u>Working Age Population (age 25 to 64)</u>	PctChange
Central NH Planning Commission	-6.8%
Lakes Region Planning Commission	-9.2%
Nashua Regional Planning Commission	-3.0%
North Country Council	-12.9%
Rockingham Planning Commission	-1.2%
Southern NH Planning Commission	-1.5%
Southwest Region Planning Commission	-4.1%
Strafford Regional Planning Commission	-0.5%
Upper Valley / Lake Sunapee Regional Planning	-6.8%
New Hampshire	-4.0%

Combined with labor force participation reality (declines by age)



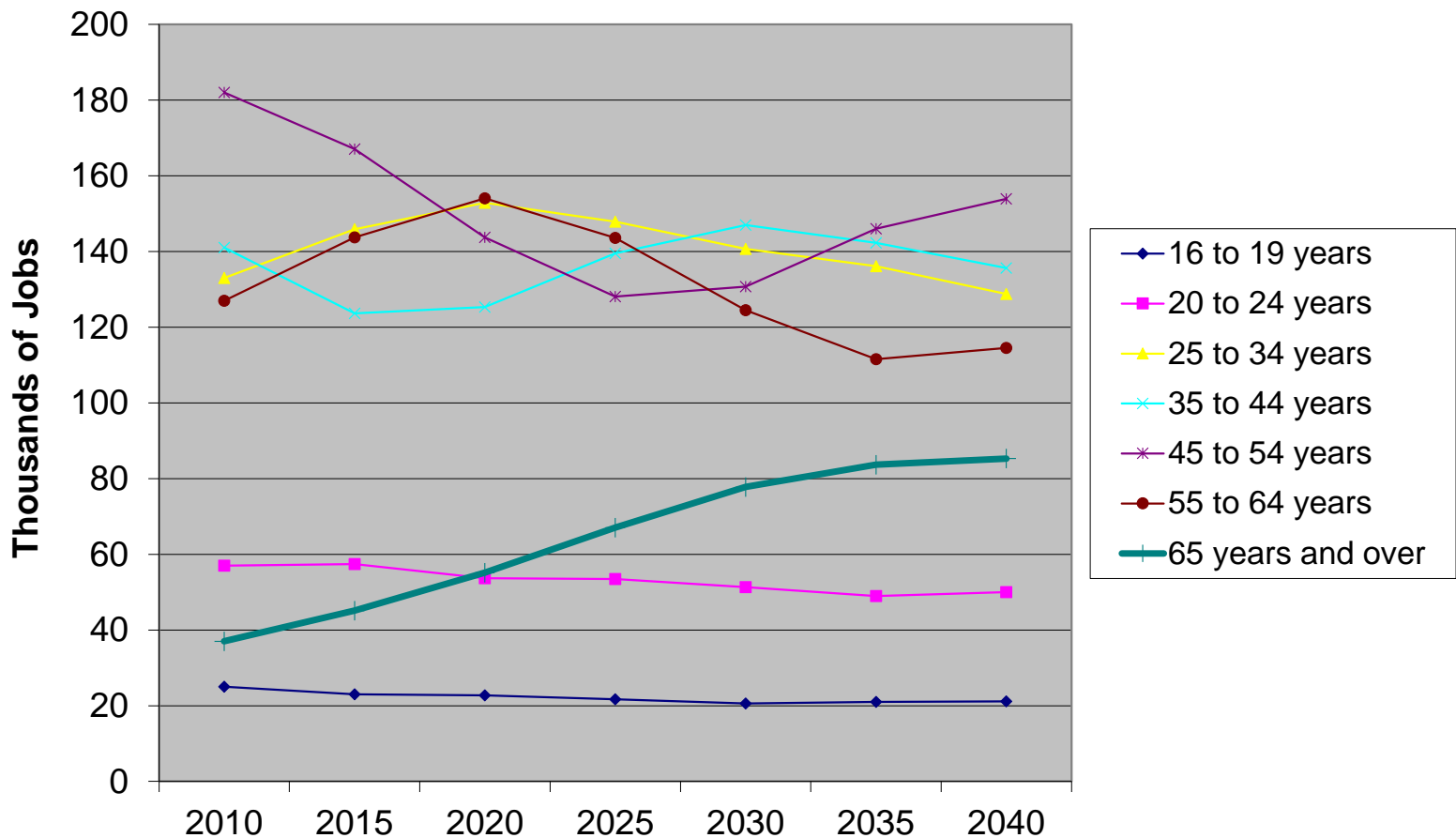
Populations aging into lower labor
force participation rates →

702,000 → 689,313

All else equal, workforce will decline

While Elder Workforce Portion is Projected to Increase

New Hampshire Employment by Population Group (Forecast)



What to do if you want a growing workforce?

- Increase residents?
 - Increase Birth rates – how?
 - Increase in-migration to the state.
- Increasing longevity (decrease death rates, improve health of older population – how?)
- Increase Productivity – (workforce training, skills development, substance abuse)
- Increase labor force participation rates for our fastest growing populations (those over the age of 65).

Labor Force Participation (projected)

Age Group	2010 Workforce	2040 Workforce	Change
16 to 19 years	25,000	21,135	-15%
20 to 24 years	57,000	50,032	-12%
25 to 34 years	133,000	128,787	-3%
35 to 44 years	141,000	135,633	-4%
45 to 54 years	182,000	153,914	-15%
55 to 64 years	127,000	114,508	-10%
65 years and over	37,000	85,304	131%
Total for All Ages	702,000	689,313	-2%

This is what happens if nothing changes and labor force participation rates remain the same.

Changing Participation Rates for those over 55

Age Group	2010 Workforce	2040 Workforce	Change
16 to 19 years	25,000	21,135	-15%
20 to 24 years	57,000	50,032	-12%
25 to 34 years	133,000	128,787	-3%
35 to 44 years	141,000	135,633	-4%
45 to 54 years	182,000	153,914	-15%
55 to 64 years	127,000	131,684	4%
65 years and over	37,000	98,100	165%
Total for All Ages	702,000	719,285	2%

This is what happens if you increase the labor force participation
of those over 55 by 15%.

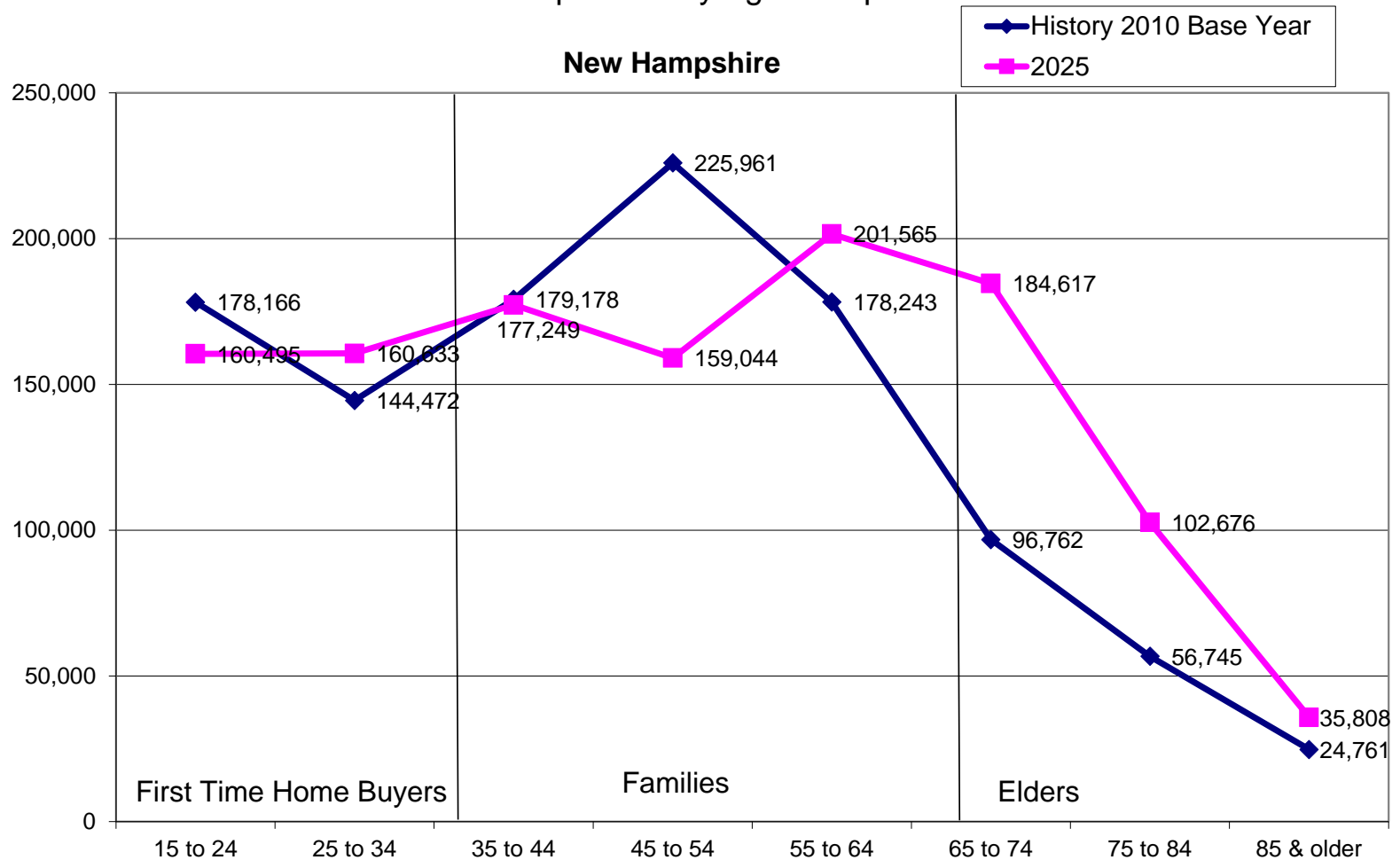
What to do?

- When thinking about the aging population as an asset
 - What kind of occupations, industry do you encourage in your public policies?
 - What kind of workplace policies do you discuss with NH businesses (delaying retirement, hiring for experience, providing training opportunities, and offering flexible work and retirement options).
- Changing participation rates can be only one of a number of workforce development efforts designed to meet NH's Future needs.

As Elder population rises

Population by Age Group

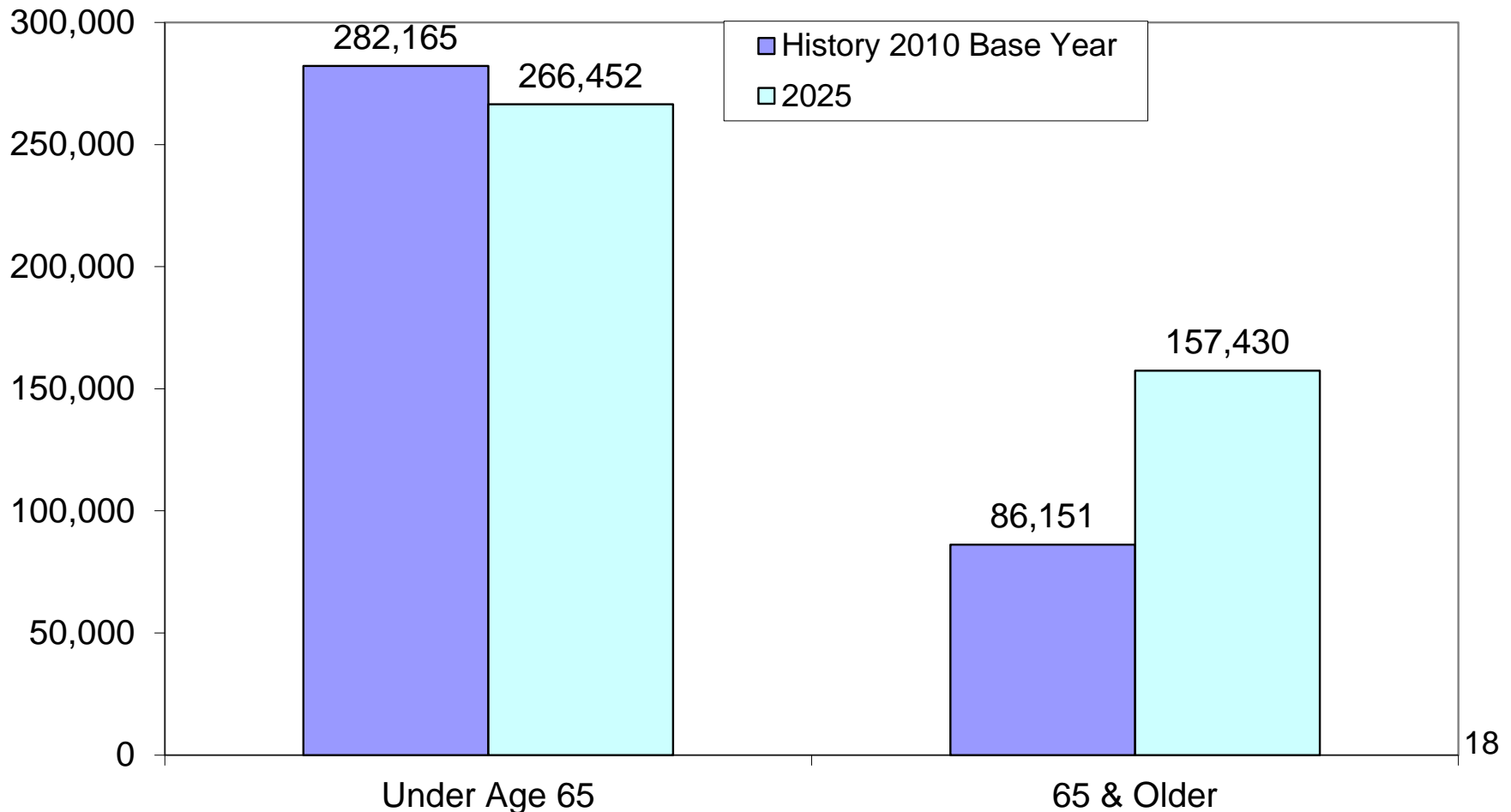
New Hampshire



Elder Households increase:

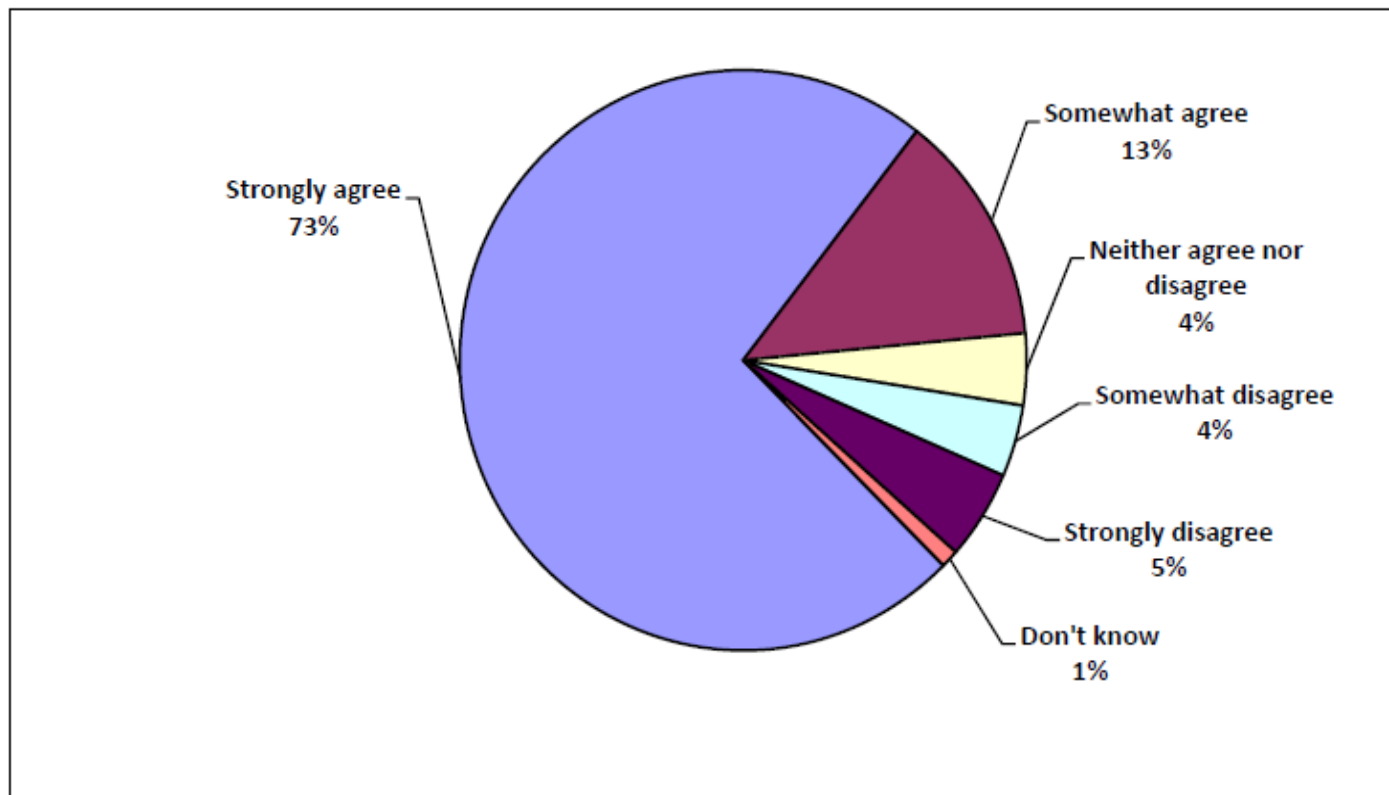
Owner Households

New Hampshire



Most Seniors Want to Age in Place

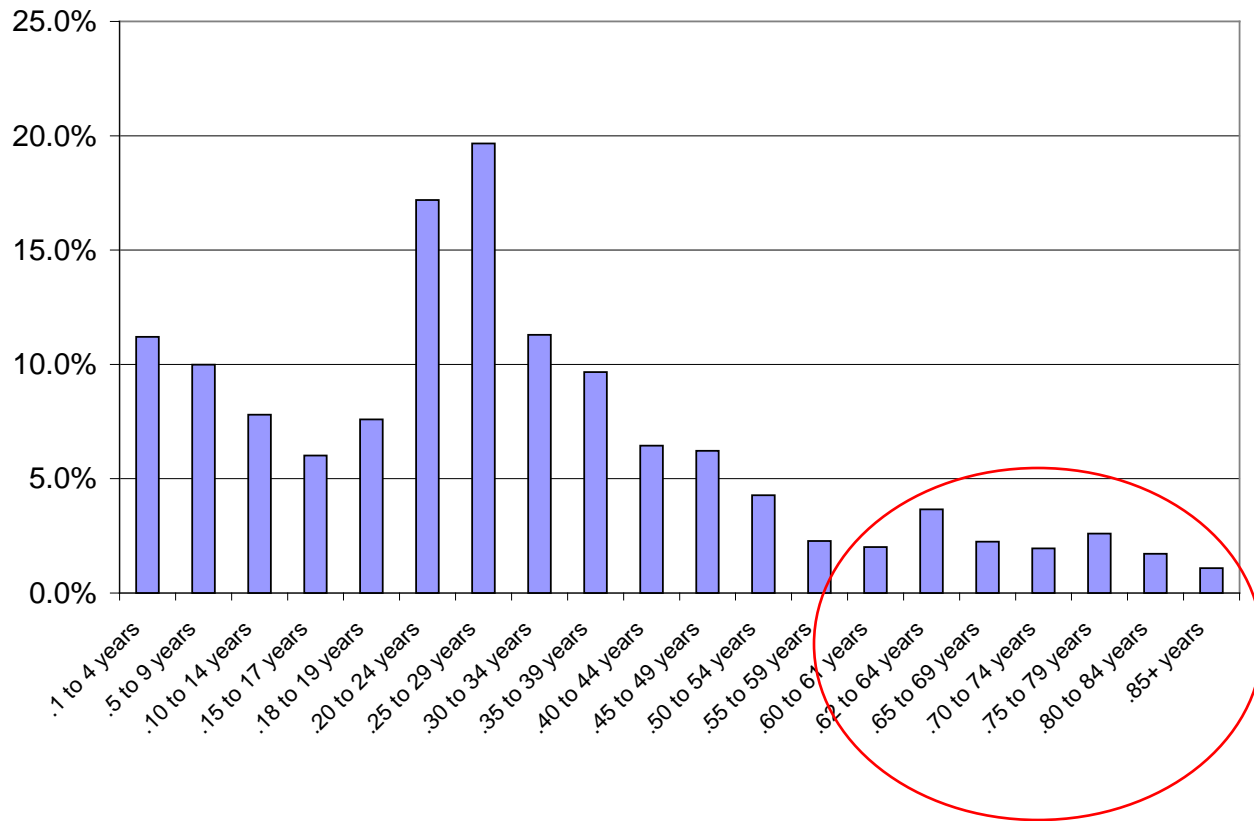
What I'd Really Like to Do is Stay in My Current Residence for as Long as Possible
(n=985)



Source: AARP, 2010

Most Seniors Do Age In Place

Northeast US Annual Mobility by Age, 2012 to 2013



Issue: Housing Characteristics-- Preferences Don't Match Supply

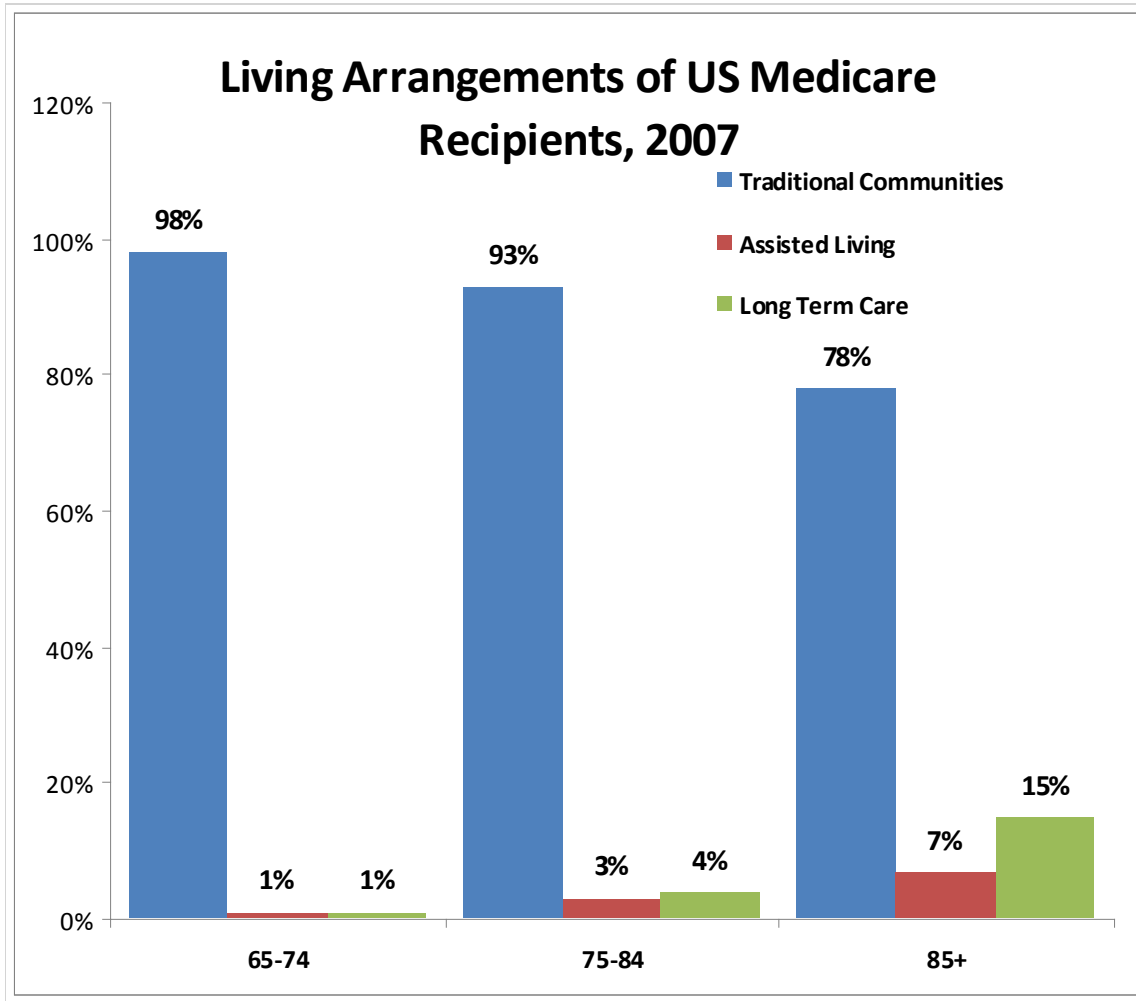
Aging in Place Need:

- Low maintenance, smaller, efficient units
- First floor bedroom and bath
- No stairs into unit
- Wider entry and bathroom doors
- Adapted bathrooms and kitchens
- Higher electrical outlets
- Levers, not knobs
- Access to public transportation

Supply Inventory:



Assisted Living Demand Increases with Age

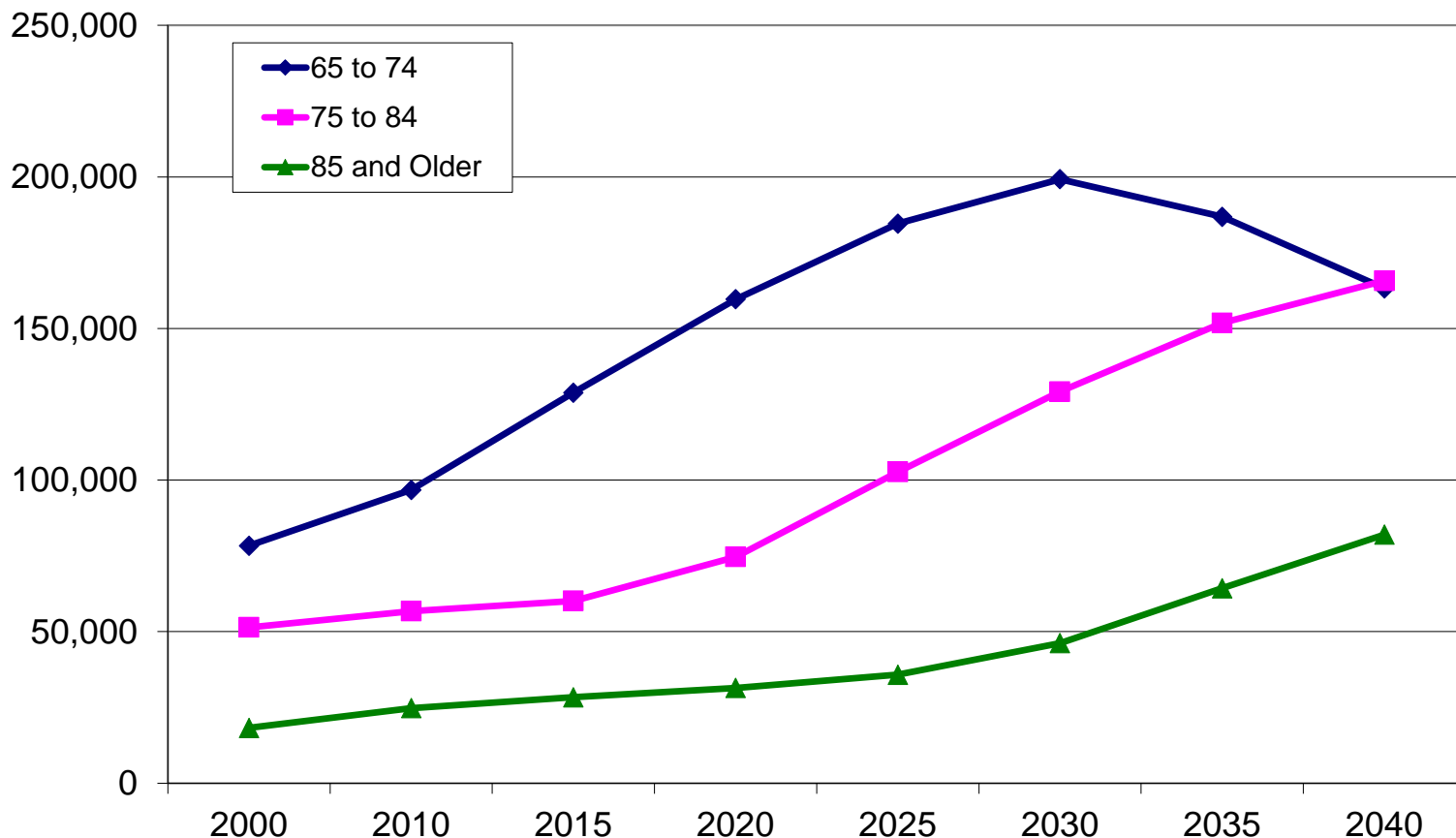


Source: Centers for Medicare and Medicaid Services, Medicare Beneficiary Survey, 2007.

Cited in ULI, Housing In America: The Baby Boomers Turn 65. 2012. Page 38

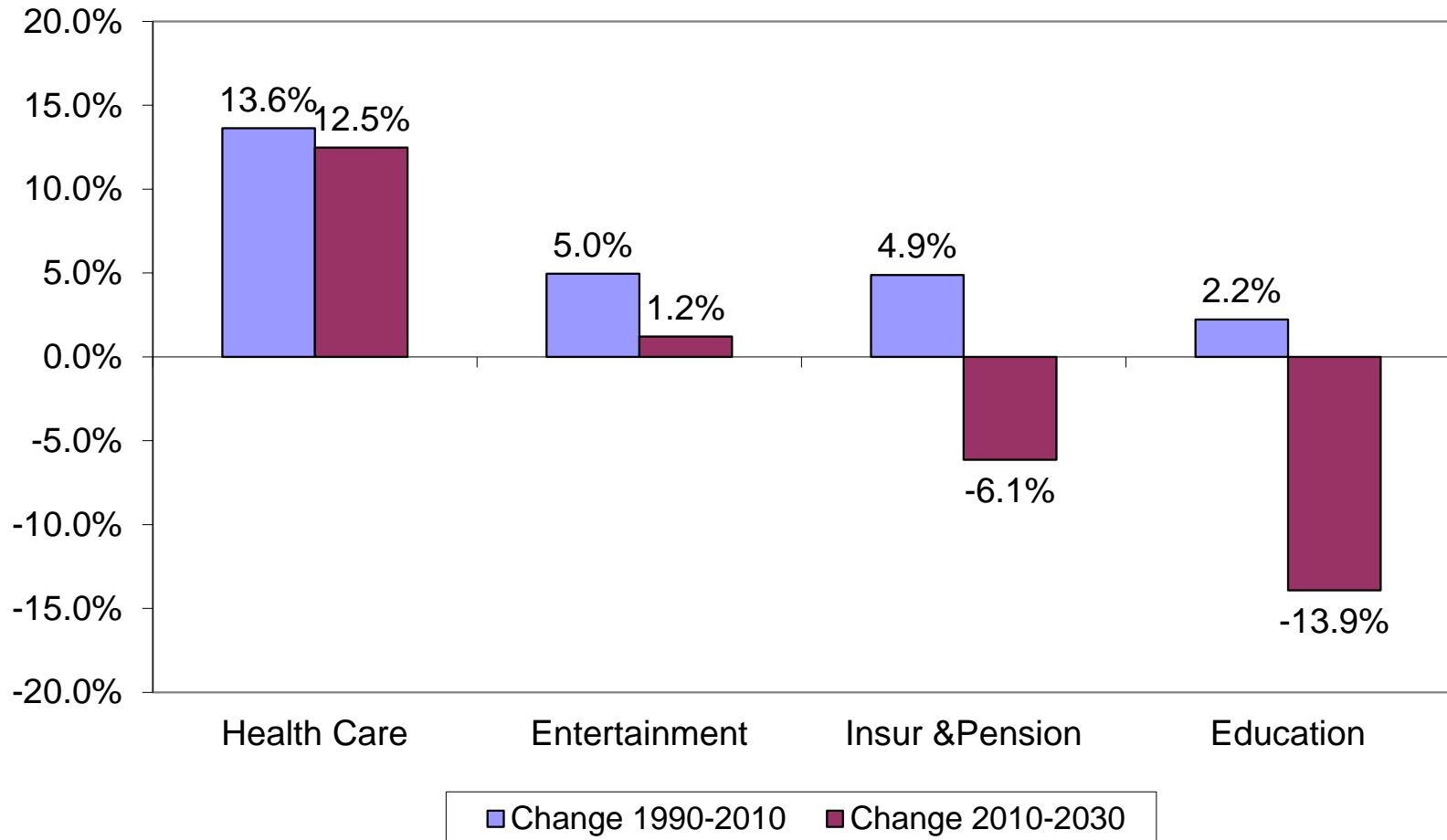
Assisted Living Demand is years away

New Hampshire Elder Population



Aging will also change consumer spending

Percent Change in NH Per Capita Consumer Spending due to
Age Structure Change



“The Young and Restless—25 to 34 year-olds with a bachelor’s degree or higher level of education—are increasingly moving to the close-in neighborhoods of the nation’s large metropolitan areas. This migration is fueling economic growth and urban revitalization.”

<http://cityobservatory.org/ynr/>

What influences the decision to stay in New Hampshire after graduation?

- Of those graduating students who want to stay in New Hampshire the most important factors:
 - Quality of life
 - Proximity to family and friends
 - Personal safety
 - Cost of living
 - Cost of housing
 - Good place to raise a family
 - Lack of sales/income tax
 - Proximity to natural resources
- 2013 SWP survey shows same ranking for NH alumni and NH young professionals

What influences the decision to leave New Hampshire after graduation?

- Of those graduating students who will leave New Hampshire the most important factors:
 - Salary
 - Availability of jobs in the field of study
 - Travel time to work.
 - Proximity to family and friends
- 2013 SWP survey shows same ranking for NH alumni and NH young professionals
- Those students not native to New Hampshire are more likely to say they definitely do not want to remain in the state after graduation.

Retention varies by type of institution

Percent of college graduates who stay in state

Source: Payscale 2015 ROI report

St. Anselm College	24%
Southern NH University	32%
UNH Manchester	75%
Manchester Community College*	90%

*Source CCNH surveys

Percent Stay In State: Percentage of respondents (to Payscale survey) who said that they work in the same state as the college that they attended.

New Hampshire Center for Public Policy Studies

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“...to raise new ideas and improve policy debates through quality information and analysis on issues shaping New Hampshire’s future.”

Mix of residence varies by type of institution

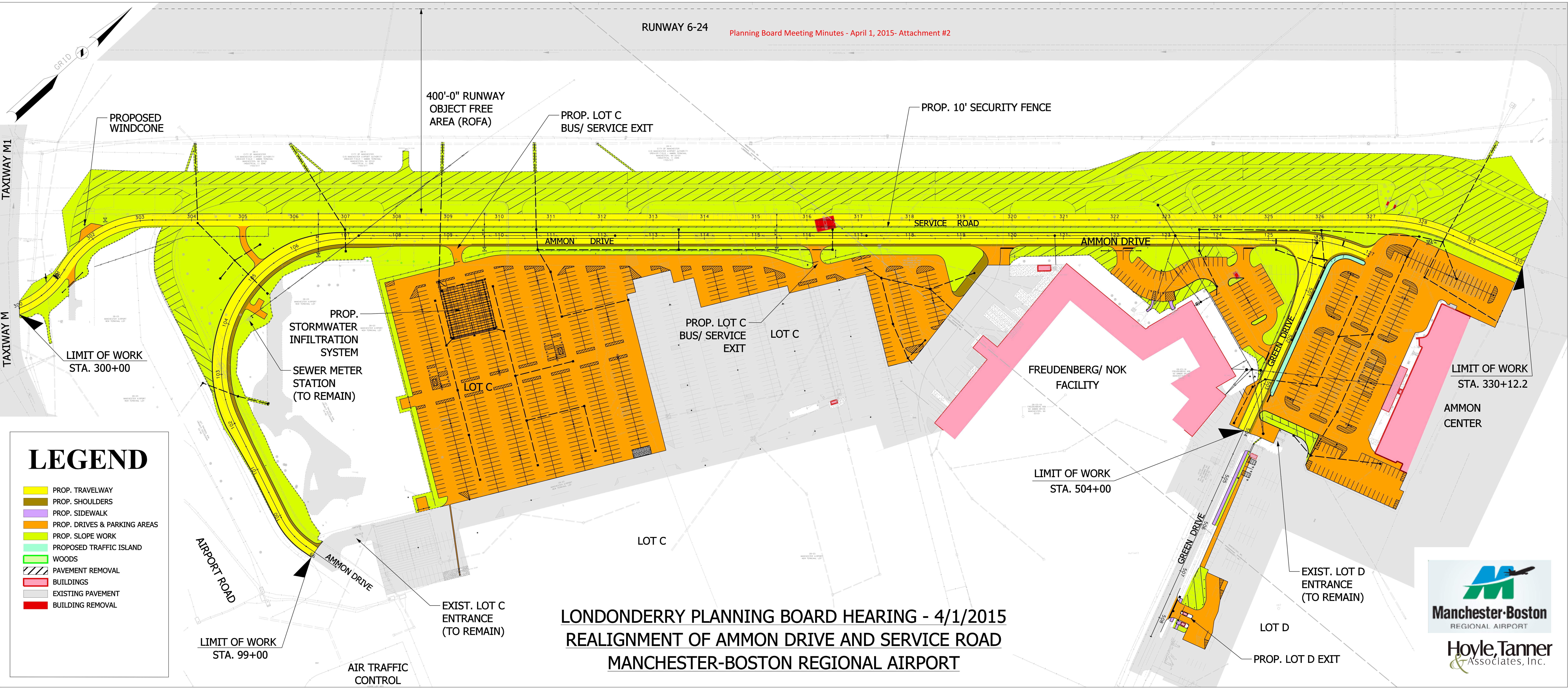
<u>Name</u>	Residence of undergraduates 2013 (%)		
	In-state	Out of State	Foreign Countries
Manchester Community College	100	0	0
MCPHS University	53	35	12
Mount Washington College (Hesser)	83	17	0
New Hampshire Institute of Art	37	63	0
Southern New Hampshire University	31	65	4
St. Anselm College	20	79	1
UNH Manchester	99	1	0

Source: IPEDS data base

New England states rank low in holding on to recent college graduates

Share of Respondents Living in the Same State as BA Institution One Year After Graduation		
Class of 2008		
<u>Rank</u>	<u>Institution state</u>	<u>Percent</u>
38	Massachusetts	52.0
39	Maine	50.7
41	Connecticut	47.9
44	New Hampshire	38.4
45	Rhode Island	32.7
47	Vermont	20.0

New England Public Policy Center's 2013 Policy Brief,
" Retaining Recent College Graduates in New England:
An Update on Current Trends"



LEGEND

- PROP. TRAVELWAY
- PROP. SHOULDERS
- PROP. SIDEWALK
- PROP. DRIVES & PARKING AREAS
- PROP. SLOPE WORK
- PROPOSED TRAFFIC ISLAND
- WOODS
- PAVEMENT REMOVAL
- BUILDINGS
- EXISTING PAVEMENT
- BUILDING REMOVAL

LONDONDERRY PLANNING BOARD HEARING - 4/1/2015
REALIGNMENT OF AMMON DRIVE AND SERVICE ROAD
MANCHESTER-BOSTON REGIONAL AIRPORT



Hoyle, Tanner & Associates, Inc.

Planning Board Meeting Minutes - April 1, 2015 - Attachment #3

Merrimack Valley Reliability Project

Londonderry to Tewksbury 345-kV Line Project

Londonderry Planning Board

April 1, 2015

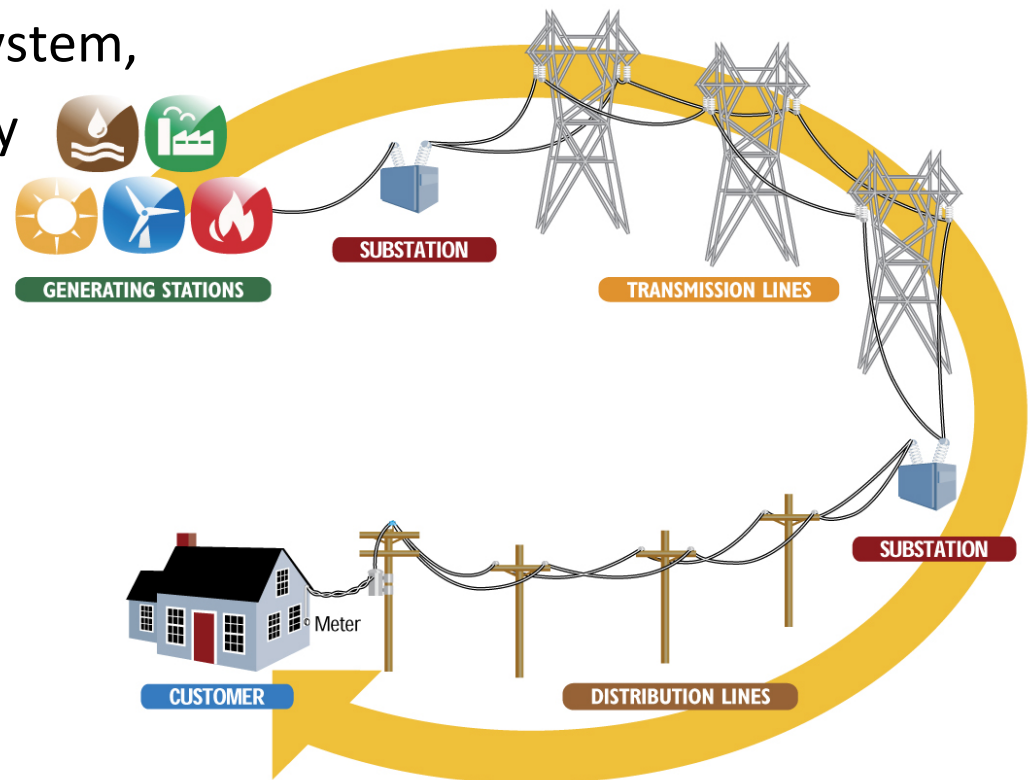
Why Customers Need This Project



- The Greater Boston and southern New Hampshire region has the most concentrated and fastest-growing electric demand in New England.
- ISO-NE System Studies since 2008 have identified potential overloads on existing transmission lines.
- Eversource/National Grid Solution set, including the Merrimack Valley Reliability Project (MVRP), will solve reliability needs and create \$520M investment in NH and MA.

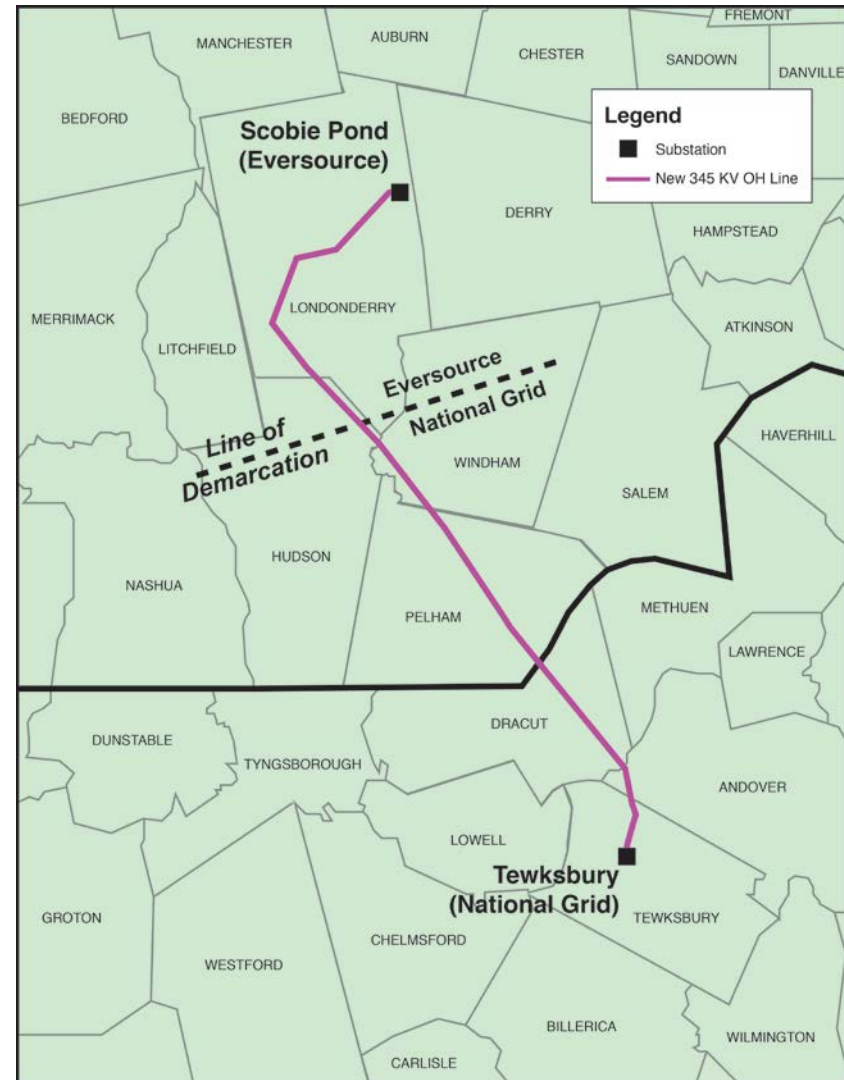
Transmission vs. Distribution

- Merrimack Valley Reliability Project is a transmission project
- Transmission lines are like the interstate highway system
- Backbone of the electric system, carry bulk supply of electricity
- Distribution lines are lower voltage, carry power to homes

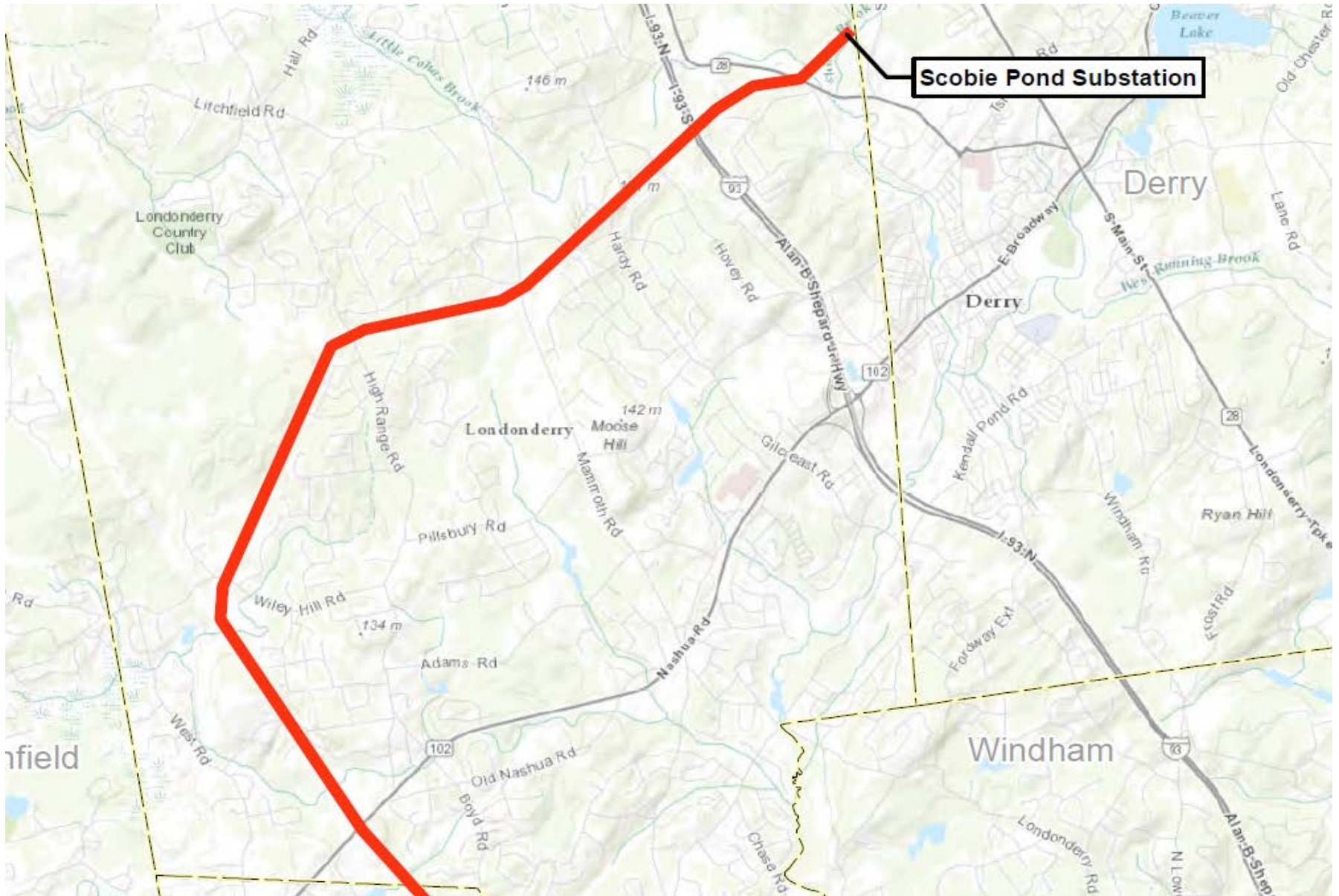


The Merrimack Valley Reliability Project

- New 24.6 mile overhead 345-kV line
 - 18.1 miles in NH
 - 6.5 miles in MA
- Built within an existing power line corridor
- Proposed Route passes through
 - Londonderry, Hudson, Windham and Pelham, NH
 - Dracut, Andover, and Tewksbury, MA
- \$123M Investment
 - \$82M in NH
 - \$41M in MA
- In NH, the Project requires approval from the New Hampshire Site Evaluation Committee (SEC)



Londonderry, NH Project Scope

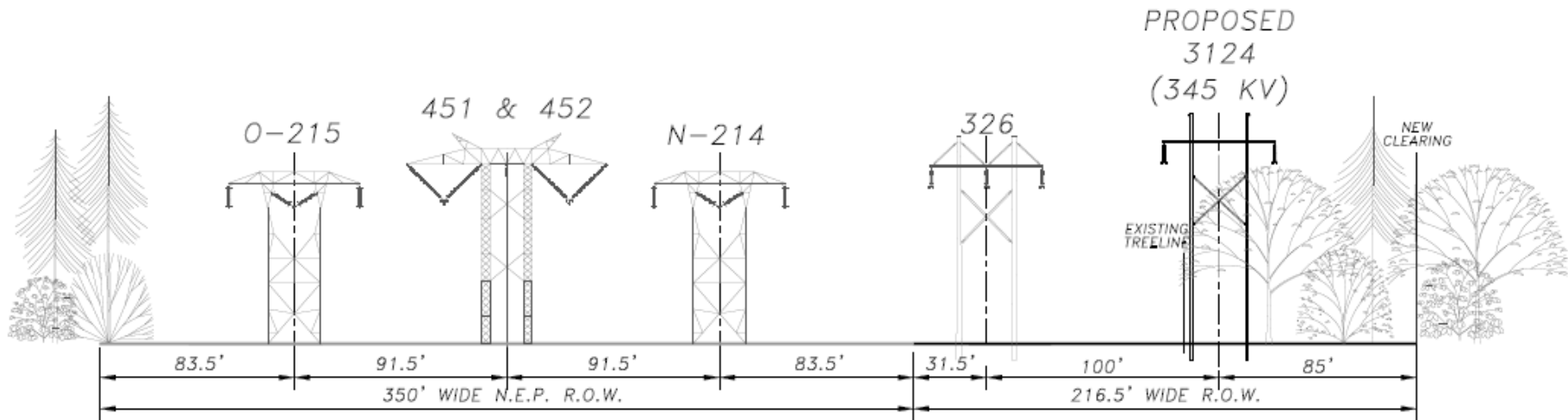


Londonderry Project Details

- In existing utility ROW – no additional land/easements required
- Approximately 8.1 miles of new line
- Approximately 75 new structures
- Average structure height is 90' (*above ground*)
- Capital Investment of \$31.5M
- Corridor will be cleared to full width of the existing easements to ensure proper electrical line clearances

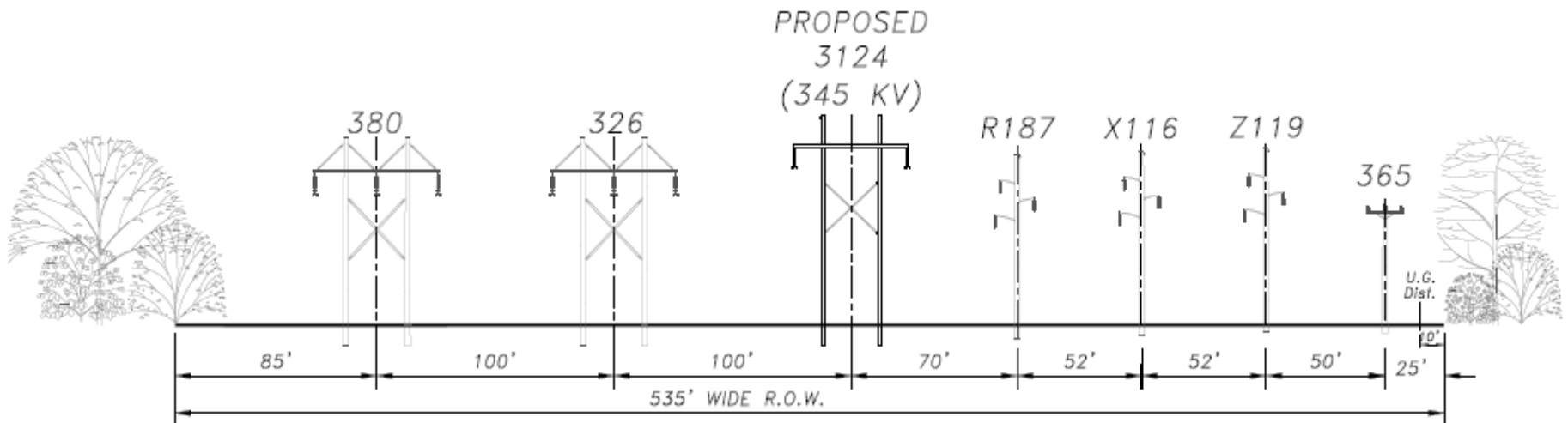
Londonderry

North from the Hudson Town Line toward Wiley Hill Road



Londonderry

North from Wiley Hill Road towards Scobie Pond Substation (*Existing Structure Types Vary*)



Benefits

- Maintains Reliable Electric Service
- Large Local Investment of \$82M in New Hampshire
- Construction jobs



Next Steps

First Step

- Inform town/legislators/community about the proposed project

Second Step

- Conduct Public Open House/SEC required Public Information Session (1 per County)
 - May 6, Rockingham County, Londonderry
 - May 7, Hillsborough County, Hudson

Third Step

- File application with the SEC
 - Within 45 days after application acceptance, another joint Eversource/National Grid Public Information Session will be held in each County, and then within 90 days of application acceptance, the SEC will hold additional public hearings.

Fourth Step

- SEC issues its decision
 - If approved, construction can begin on the Project

- Engineering
 - Ongoing, completed upon permitting approvals
- Outreach
 - Began November 2014
- Permitting
 - Began November 2014 in MA
 - Filing Federal Permits Spring 2015
 - Filing NH SEC Late Spring 2015
- Pending Regulatory Approval, Start Construction – 2016
- In service – 2017

Stakeholders

- Municipal officials
- State and federal elected officials and regulators
- Regional Planners
- Property owners & tenants
- Businesses
- Community Groups

Project Communication for Municipalities

- Briefings & Presentations
- E-mail updates

Public

- Transmission 1-800 Hotline
- Project Website and contact email address
- Community Meetings/Open Houses
- News Releases/Media Advisories
- Door hangers
- Letters



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National Grid and Eversource are combining our decades of experience and commitment to customers to bring you the most cost-effective and readily implementable solution.

The proposed project will meet system reliability needs and support current and future economic growth in Massachusetts and New Hampshire.

Call or email us with questions: 844-646-8427 or Info@MA-NHsolution.com



www.MA-NHSolution.com
1.844.646.8427

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Danielle Aretz

National Grid Stakeholder Relations

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781.907.3081

NOTES

- OWNER OF RECORD OF MAP 14 LOT 49: PETER J. KING IRREVOCABLE TRUST, 9 PEPPERIDGE DRIVE, MANCHESTER, NH 03103. DEED REFERENCE TO PARCEL IS BK. 4862 PG. 2329. AREA OF PARCEL = 1,965,551 S.F. ± OR 45.12 ACRES ±.
- THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED 614,240 S.F. DISTRIBUTION CENTER WITH ASSOCIATED ACCESS AND PARKING.
- CURRENT ZONING IS GATEWAY BUSINESS (GB) DISTRICT.

MIN. LOT SIZE:	REQUIRED	PROVIDED
43,560 S.F.	1,965,551 S.F.	2,417'
MIN. BUILDING SETBACKS:		
FRONT	30'	234'
SIDE	20'	240'
REAR	N/A	142'
MAX. BUILDING HEIGHT:	50'	44'
MIN. GREEN SPACE:	25%	37%
- PARKING CALCULATIONS:

REQUIRED:

OFFICE: 1 SP./200 S.F. × 20,000 S.F. (2-STORY OFFICE = 10,000 S.F. PER FLOOR) = 100 SPACES
 ASSEMBLY, TESTING, & PACKING OPERATION (100,001 S.F. ±): 1 SP./EMPLOYEE × 312 EMPLOYEES = 312 SPACES.
 TOTAL REQUIRED: 412 SPACES

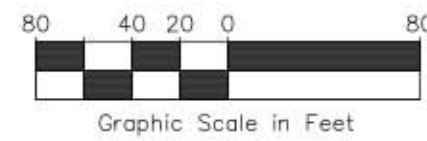
PROPOSED: 436 SPACES (INCL. 9 ACCESSIBLE)
- THE PROPERTY WILL BE SERVICED BY THE FOLLOWING:

DRAINAGE	PRIVATE
SEWER	MUNICIPAL
WATER	MANCHESTER WATER WORKS
GAS	NATIONAL GRID
ELECTRIC	PSNH
TELEPHONE	FARRINGTON COMMUNICATIONS
CABLE	COMCAST
- IN THE EVENT THAT THE SNOW STORAGE AREAS PROVIDED ON THE SITE ARE COMPLETELY UTILIZED, EXCESS SNOW SHALL BE TRANSPORTED OFF SITE FOR DISPOSAL IN ACCORDANCE WITH N.H.D.E.S. REGULATIONS. IF SNOW IS STORED WITHIN PARKING AREA KEEP CATCH BASINS CLEAR.
- THE CONTRACTOR SHALL BID AND PERFORM THE WORK IN ACCORDANCE WITH ALL LOCAL, STATE AND NATIONAL CODES, SPECIFICATIONS, REGULATIONS AND STANDARDS.
- ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS NOTED OTHERWISE.
- WRITTEN DIMENSIONS HAVE PRECEDENCE OVER SCALED DIMENSIONS. THE CONTRACTOR SHALL USE CAUTION WHEN SCALING REPRODUCED PLANS. IN CASE OF CONFLICT BETWEEN THIS PLAN SET AND ANY OTHER DRAWING AND/OR SPECIFICATION, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY FOR CLARIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS AT THE SITE. THESE PLANS, PREPARED BY TFMORAN, INC., DO NOT EXTEND TO OR INCLUDE SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR THEIR EMPLOYEES, AGENTS OR REPRESENTATIVES IN THE PERFORMANCE OF THE WORK. THE SEAL OF THE SUPERVISOR OR ENGINEER HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED INTO THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS WHICH MAY BE REQUIRED BY THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND/OR LOCAL REGULATIONS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE HIMSELF WITH THE SITE AND ALL EXISTING CONDITIONS SURROUNDING IT AND THEREON. THE CONTRACTOR SHALL ADVISE THE APPROPRIATE AUTHORITY OF HIS INTENTIONS AT LEAST 48 HOURS IN ADVANCE.
- THE CONTRACTOR SHALL MAINTAIN EMERGENCY ACCESS TO ALL AREAS AFFECTED BY HIS WORK AT ALL TIMES.
- THERE IS NO OUTSIDE STORAGE OF MATERIALS PROPOSED ON THE SITE.
- LIGHTING, SIGNAGE, LANDSCAPING, AND SCREENING SHALL MEET THE REQUIREMENTS OF THE TOWN OF LONDONDERRY ZONING ORDINANCE AND SITE PLAN REGULATIONS.
- SITE WORK SHALL BE CONSTRUCTED FROM A COMPLETE SET OF PLANS, NOT ALL FEATURES ARE DETAILED ON EVERY PLAN. THE ENGINEER IS TO BE NOTIFIED OF ANY CONFLICT WITHIN THIS PLAN SET.
- ALL WORK IS TO CONFORM TO CITY OR TOWN OF LONDONDERRY, DEPARTMENT OF PUBLIC WORKS STANDARD SPECIFICATIONS.
- IN THE EVENT OF A CONFLICT BETWEEN PLANS, SPECIFICATIONS, AND DETAILS, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY FOR CLARIFICATION.
- IF CONDITIONS AT THE SITE ARE DIFFERENT THAN SHOWN ON THE PLANS, THE ENGINEER SHALL BE NOTIFIED PRIOR TO PROCEEDING WITH THE AFFECTED WORK.
- THESE PLANS WERE PREPARED UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL ENGINEER. TFMORAN, INC. ASSUMES NO LIABILITY AS A RESULT OF ANY CHANGES OR NON-COMPLIANCE WITH THESE PLANS EXCEPT UPON THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD.

LANDSCAPE LEGEND

SYMBOL	QTY	BOTANICAL NAME COMMON NAME	SIZE	REMARKS
	46	ACER RUBRUM 'OCTOBER GLORY' OCTOBER GLORY RED MAPLE	3" TO 3 1/2" CAL.	B&B (IMPROVED NATIVE)
	51	BETULA N. 'DURA HEAT' DURA HEAT RIVER BIRCH	12" TO 14" CLUMP	B&B (IMPROVED NATIVE)
	20	QUERCUS RUBRA RED OAK	3" TO 3 1/2" CAL.	B&B (NATIVE)
	67	ULMUS A. 'PRINCETON' PRINCETON ELM	3" TO 3 1/2" CAL.	B&B (IMPROVED NATIVE)
	39	ABIES BALSAMEA BALSAM FIR	6" TO 7"	B&B (NATIVE)
	34	JUNIPERUS VIRGINIANA EASTERN RED CEDAR	6" TO 7"	B&B
	17	PINUS STROBUS WHITE PINE	6" TO 7"	B&B (NATIVE)
	48	PICEA ABIES NORWAY SPRUCE	6" TO 7"	B&B
	43	PICEA GLAUCA WHITE SPRUCE	6" TO 7"	B&B (NATIVE)
	25	AZALEA 'GIRARD'S HOT SHOT' GIRARD'S HOT SHOT AZALEA	18" TO 24"	CONT.
	11	JUNIPERUS C. 'PFITZERIANA COMPACTA' COMPACT PFITZER JUNIPER	18" TO 24"	CONT.
	25	RHUS AROMATICA 'GROW LOW' GROW LOW SUMAC	18" TO 24"	CONT. (IMPROVED NATIVE)
	55	MYRICA PENNSYLVANICA NORTHERN BAYBERRY	2 1/2" TO 3"	B&B (NATIVE)
	9	PHYSOCARPUS O. 'SUMMER WINE' SUMMER WINE NINEBARK	2 1/2" TO 3"	CONT. (IMPROVED NATIVE)
	50	SYRINGA VULGARIS COMMON PURPLE LILAC	3 1/2" TO 4"	CONT.

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BENCHMARKS



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NO.	DATE	ISSUE

AMENDED SITE PLAN
 1/29/2015

P-1
 SCALE: 1" = 80'



Planning Board Meeting Minutes - April 1, 2015 - Attachment #4

PROPOSED NEW AREA OF POROUS PAVEMENT

PROPOSED FUTURE PARKING (7 SPACES)

MAP 28 LOT 17
 BALLINGER PROPERTIES
 FIVE-N-ASSOCIATES GP
 20 TRAFALGAR SQ. SUITE 602
 NASHUA, NH 03063
 BK. 4478 PG. 1900
 GB ZONE

PROPOSED FUTURE TRACTOR TRAILER PARKING AREA (TYP.)

MAP 14 LOT 45
 BALLINGER PROPERTIES
 FIVE-N-ASSOCIATES GP
 20 TRAFALGAR SQ. SUITE 602
 NASHUA, NH 03063
 BK. 3048 PG. 1760
 GB ZONE

PROPOSED FUTURE PARKING AREA AND CONCRETE WALKWAY (122 SPACES)



STORAGE BUILDING

GREENHOUSE

OPEN LUMBER AREA

COVERED LUMBER AREA

RETAIL BUILDING

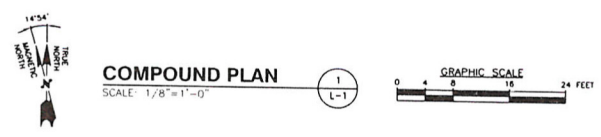
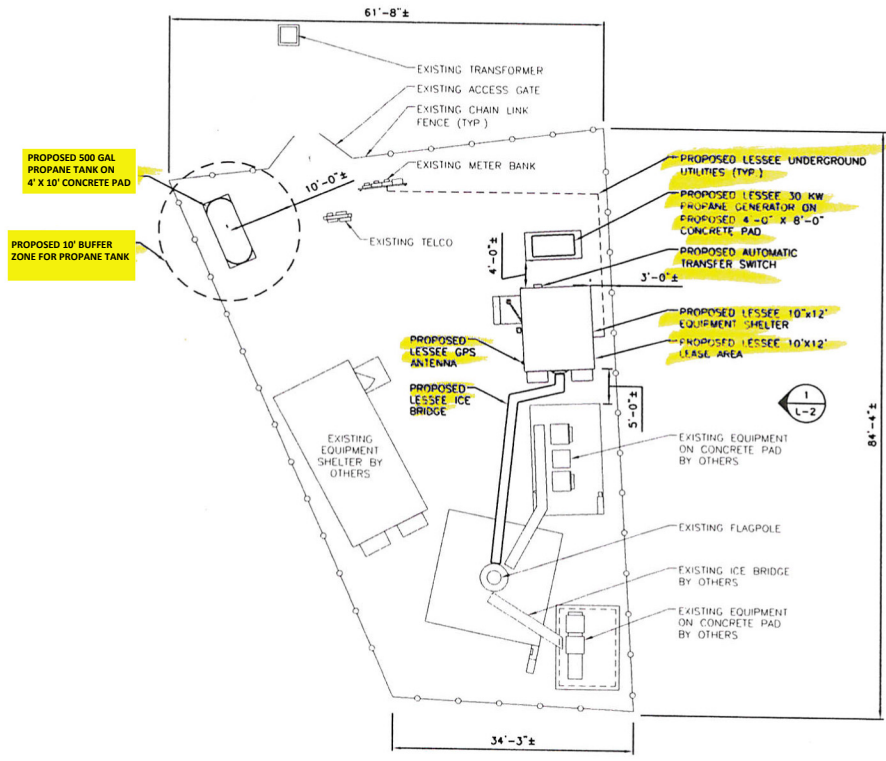
LEASE EXHIBIT

THIS LEASE PLAN IS DIAGRAMMATIC IN NATURE AND IS INTENDED TO PROVIDE GENERAL INFORMATION REGARDING THE LOCATION AND SIZE OF THE PROPOSED WIRELESS COMMUNICATION FACILITY. THE SITE LAYOUT WILL BE FINALIZED UPON COMPLETION OF SITE SURVEY AND FACILITY DESIGN.

APPROXIMATE TOWER COORDINATES: LAT: N42° 50' 33.84" LONG: W71° 21' 51.94"

NOTE:

AN ANALYSIS OF THE CAPACITY OF THE EXISTING STRUCTURE TO SUPPORT THE PROPOSED LOADING HAS NOT BEEN COMPLETED BY HUDSON DESIGN GROUP, LLC. DRAWINGS ARE SUBJECT TO CHANGE PENDING OUTCOME OF A STRUCTURAL ANALYSIS.



LEASE EXHIBIT

PREPARED BY:

HDG

Hudson

Design Group, LLC

1400 WOODSIDE DRIVE, SUITE 300
NASHUA, NH 03085
TEL: (603) 885-3350
FAX: (603) 885-3359

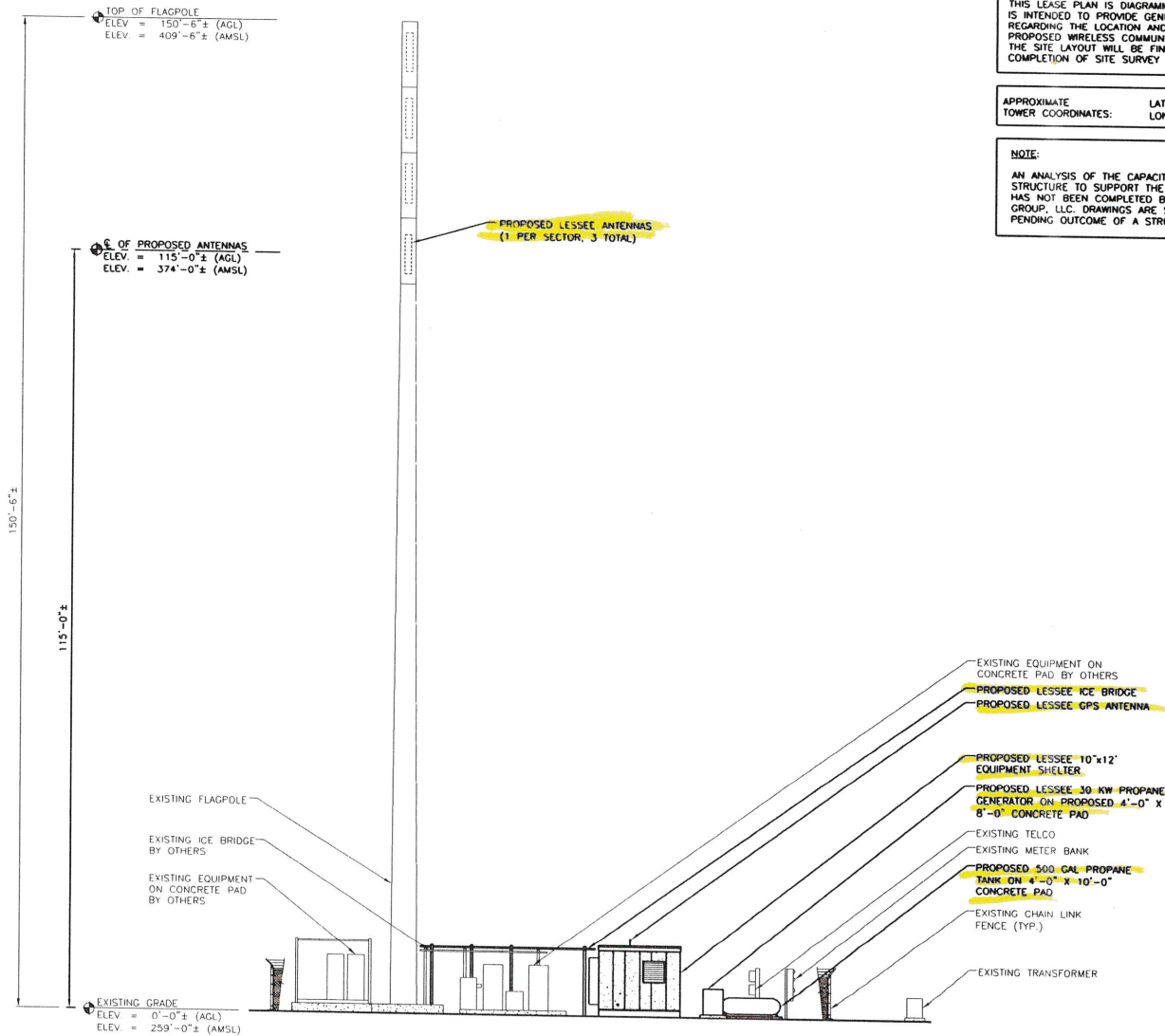
SITE & COMPOUND PLAN

REV	DATE	DESCRIPTION	BY	CHK	APP'D
0	07/02/14	ISSUED FOR REVIEW	ME	JA	DPH

REGISTERED ENGINEER

LONDONDERRY 4 NH
135 NASHUA RD
LONDONDERRY, NH 03053

L-1

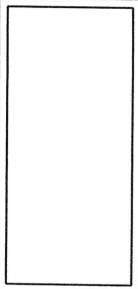


LEASE EXHIBIT
 THIS LEASE PLAN IS DIAGRAMMATIC IN NATURE AND IS INTENDED TO PROVIDE GENERAL INFORMATION REGARDING THE LOCATION AND SIZE OF THE PROPOSED WIRELESS COMMUNICATION FACILITY. THE SITE LAYOUT WILL BE FINALIZED UPON COMPLETION OF SITE SURVEY AND FACILITY DESIGN.

APPROXIMATE TOWER COORDINATES: LAT: N42° 50' 33.84" LONG: W71° 21' 51.94"

NOTE:
 AN ANALYSIS OF THE CAPACITY OF THE EXISTING STRUCTURE TO SUPPORT THE PROPOSED LOADING HAS NOT BEEN COMPLETED BY HUDSON DESIGN GROUP, LLC. DRAWINGS ARE SUBJECT TO CHANGE PENDING OUTCOME OF A STRUCTURAL ANALYSIS.

LEASE EXHIBIT



PREPARED BY:

Hudson Design Group, LLC
 1400 CROOKS STREET, SUITE 2000
 WINDSOR, MA 01898
 TEL: 978.334.5588
 FAX: 978.334.5588

ELEVATION

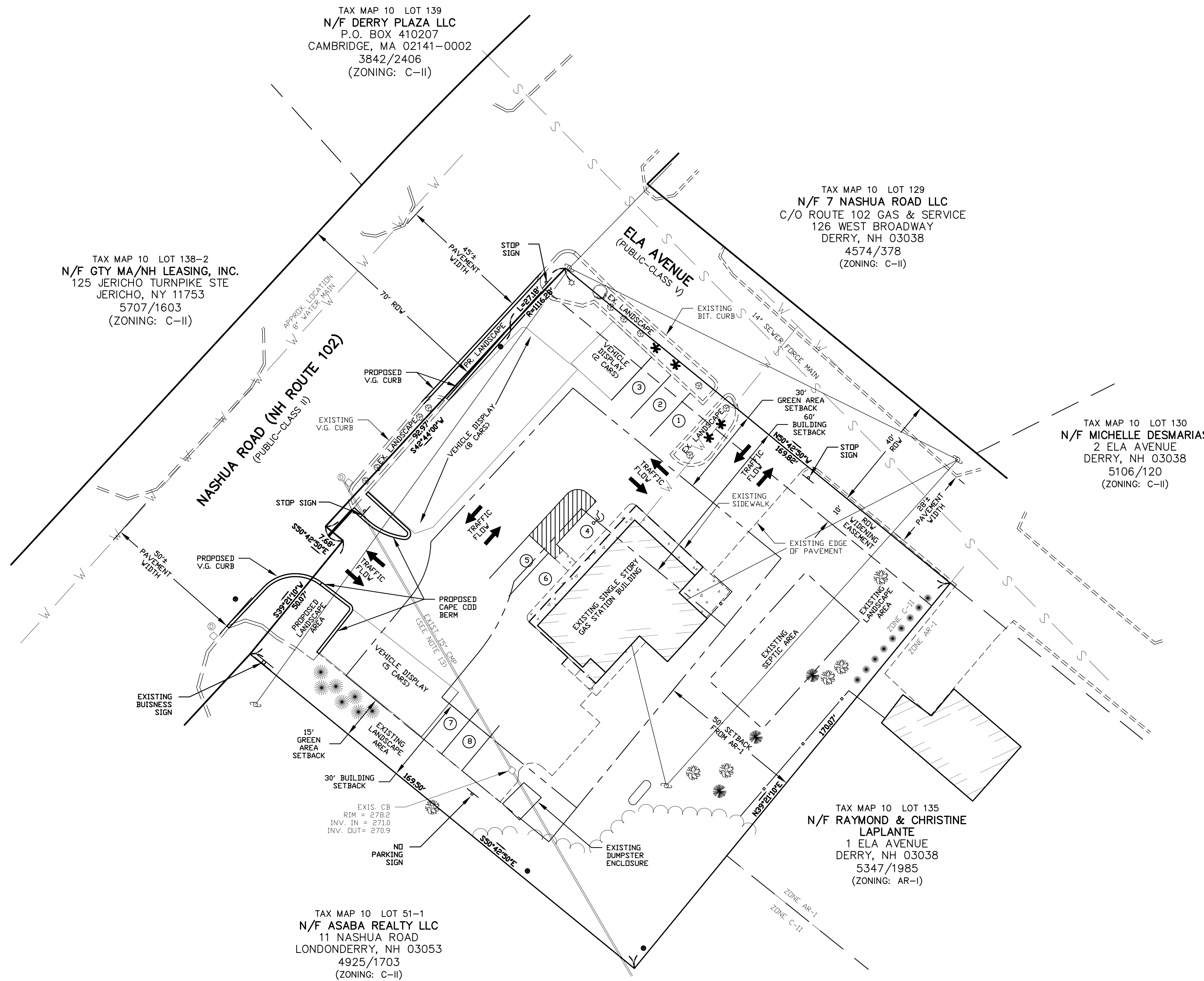
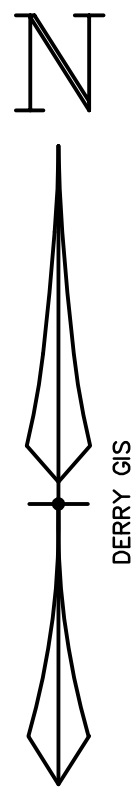
REV.	DATE	DESCRIPTION	BY	CHK	APP'D
0	07/26/14	ISSUED FOR REVIEW	MT	JR	

REGISTERED ENGINEER

LONDONDERRY 4 NH
 135 NASHUA RD
 LONDONDERRY, NH 03053

L-2

EAST ELEVATION
 SCALE: 1/8"=1'-0"
 GRAPHIC SCALE
 0 4 8 16 24 FEET



CONSTRUCTION SEQUENCE

1. REMOVE EXISTING CANOPY AND SUPPORT POSTS AND DISPOSE OF IN A LEGAL MANNER.
2. REMOVE EXISTING CONCRETE ISLANDS AND CONCRETE APRON AND DISPOSE OF IN A LEGAL MANNER.
3. CUT EXISTING PAVEMENT AS REQUIRED AND REMOVE EXISTING GRANITE CURB AS NOTED. STORE AND RE-USE GRANITE CURB. DISPOSE OF PAVEMENT IN A LEGAL MANNER.
4. INSTALL GRANITE AND BITUMINOUS CURBING AS SHOWN ON THE SITE PLAN.
5. INSTALL NEW BITUMINOUS PAVEMENT AS REQUIRED TO MATCH ORIGINAL SITE GRADE.
6. INSTALL LANDSCAPING AS SHOWN ON THE LANDSCAPING PLAN.
7. RE-STRIPE PARKING LINES AS SHOWN ON THE SITE PLAN.

LEGEND

- GRANITE BOUND FOUND
- REBAR FOUND
- ▬ GRANITE CURB
- ▬ BITUMINOUS CURB
- ▬ EDGE OF PAVEMENT
- ▬ BUILDING SETBACK
- ▬ STOCKADE FENCE
- ▬ EXISTING SEWER
- ▬ EXISTING WATER
- ▬ OVERHEAD UTILITIES
- ▬ EXISTING DRAIN
- UTILITY POLE
- CATCH BASIN
- DRAIN MANHOLE
- SPOT LIGHT
- MONITORING WELL
- EXIST. DECIDUOUS TREE
- EXIST. EVERGREEN TREE

SITE PLAN

TAX MAP 10 LOTS 136
9 NASHUA ROAD (NH ROUTE 102)
LONDONDEERY, NH 03053

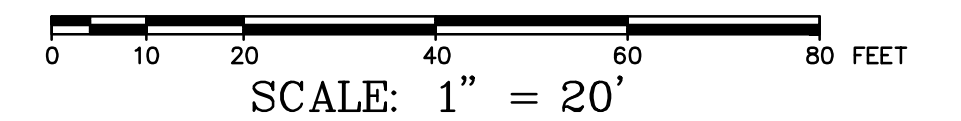
PREPARED FOR:
TOUFIC FARHAT

MILA MOTORS
40 CRYSTAL AVE
DERRY NH 03038

OWNER OF RECORD

DAVID FORTIER
67 STONEHENGE ROAD
LONDONDEERY NH 03053

FEBRUARY 9, 2014



PREPARED BY
ERIC C. MITCHELL & ASSOC. INC.
PLANNING - SURVEYING - ENVIRONMENTAL
P.O. BOX 10298, 106 SO. RIVER RD., BEDFORD N.H. 03110-0298
PH. (603) 627-1181

SHEET 2 OF 6

REV: DWG: SITE FLD. BK/PG: 525/33 JOB NO. 14-73

REV.	DATE	DESCRIPTION	BY

REVISIONS

Approved by the Londonderry, NH Planning Board
on Date: _____
CERTIFIED BY
CHAIRMAN: _____
SECRETARY: _____