

1 **LONDONDERRY, NH PLANNING BOARD**  
2 **MINUTES OF THE MEETING OF APRIL 9, 2014 AT THE MOOSE HILL**  
3 **COUNCIL CHAMBERS**  
4

5 Members Present: Art Rugg; Mary Soares; Lynn Wiles; Laura El-Azem; Chris  
6 Davies; Jim Butler, Ex-Officio; Rick Brideau, CNHA, Ex-Officio; John Laferriere, Ex-  
7 Officio; Leitha Reilly, alternate member; Maria Newman, alternate member; and Al  
8 Sypek, alternate member  
9

10 Also Present: John Vogl, GIS Manager & Comprehensive Planner; John R. Trottier,  
11 P.E., Assistant Director of Public Works and Engineering; and Jaye Trottier,  
12 Associate Planner  
13

14 A. Rugg called the meeting to order at 7:00 PM. He appointed A. Sypek to vote  
15 for Scott Benson.  
16

17 **Administrative Board Work**  
18

19 A. Extension Request – Kitty Hawk Landing Site Plan, Map 17 Lot 5-3, 1 Kitty  
20 Hawk Landing, Zoned I-I [Conditionally Approved May 6, 2009].  
21

22 J. R. Trottier read into the record a letter from Project Manager William  
23 Davidson of Hoyle, Tanner & Associates, Inc., requesting on behalf of the  
24 applicant a one year extension of the site plan that will expire on May 7, 2014  
25 (see Attachment #1). The applicant is attempting to secure a tenant before  
26 completing the two outstanding conditions of approval. J. R. Trottier said that  
27 staff is supportive of the request.  
28

29 A. Rugg asked how many extensions have already been granted for this  
30 conditional approval. J. R. Trottier noted that the letter identifies this as the  
31 third request. M. Soares verified that there have been no changes to Town  
32 ordinances or regulations that would impact the project.  
33

34 **M. Soares made a motion to grant a one year extension to May 7, 2015.**  
35 **L. Wiles seconded the motion.** No discussion. **Vote on the motion:**  
36 **9-0-0.** The extension for one year was granted.  
37

38 B. Discussions with Town Staff  
39

- 40 • Plans to Re-Sign – Hickory Woods (Owner and Applicant) Site Plan,  
41 Map 2 Lot 27, Phase II.  
42

43 J. R. Trottier explained that the applicant has requested this plan be  
44 re-signed because the Chair and Secretary's signatures were  
45 inadvertently smudged when it was signed on March 12 and the  
46 Registry of Deeds would not accept the plan for recording. A. Rugg  
47 said the plan would be re-signed at the conclusion of the meeting.  
48

49 [M. Newman and L. Reilly arrived at 7:05 PM].

- Master Plan Implementation Committee update

J. Vogl stated that this Committee will have its third meeting on April 23. Discussions have focused on the Town Center and he said he expects those to continue for the near future. He also announced an opening on the Committee for an At-Large member and asked interested parties to contact A. Rugg or the Town Manager's Administrative Assistant.

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

A. Rugg gave an overview of the purpose for conceptual discussions with the Board, i.e. to allow an applicant to present a preliminary plan or idea in order to receive feedback and direction, and to allow the exchange of ideas and information between the applicant and the Board. The discussions are non-binding and no decisions are rendered by the Board.

- A. Alliance Energy Corporation (Owner and Applicant), Map 7 Lot 73-1 – Conceptual discussion of a proposal to: 1) demolish and relocate an existing convenience store to include a drive-thru donut shop; 2) demolish existing fuel dispensing area and replace with four new dispensers and a new canopy; and 3) remove and replace an existing underground fuel storage tank system at 1 Hampton Drive, Zoned C-II.

Attorney Jim Bianco was joined by Huseyin Sevincgil of MHF Design Consultants to present a proposal to redevelop this one acre site which currently consists of a gas station and 1,880 square foot convenience store. Now over 20 years old, the owner is seeking to upgrade the site, increase safety for patrons, and add a drive through donut shop, an amenity that had been featured there previously. H. Sevincgil explained that the entire site will be essentially demolished in order to construct a new 2,100 sf convenience store with the drive through donut shop, add new underground tanks in a new location, and create four new fuel dispensing islands under a new canopy (see Attachment #2). Preliminary architectural plans (see Attachment #3) were presented, with H. Sevincgil noting the peaked roof on the convenience store, adding that a peaked roof of some sort will be designed for the canopy as well. He said the Heritage Commission would be consulted for their input on the structures and signage once the applicant submits plans for official review. Two access points from Hampton Drive will remain as they are, as will a shared access to abutting Lot 7-72. Parking along the landscaped buffer bordering Route 102 will also be retained and new spaces will be added in front of the convenience store (which will face Hampton Drive), while the drive through queue will provide stacking for 10 vehicles. A bypass lane would be adjacent to the south of the queue to provide access to the dumpster enclosure and enable vehicles to exit the queue if need be. Comparable sites with similar drive through patterns will be examined by the team's traffic consultant, along with other issues related to vehicular movement.

1 A variance will be sought from the Zoning Board of Adjustment to allow the  
2 dumpster enclosure in the southeast corner to be within the 15 foot landscape  
3 buffer. A waiver will be sought from the Planning Board to allow for less than  
4 10% of the interior of the site to be landscaped. H. Sevincgil noted that no  
5 interior landscaping currently exists and while the proposed plan does not meet  
6 the 10% minimum, it will offer at least some internal landscaping. A second  
7 waiver would be requested to allow underground stormwater detention,  
8 something the Town does not permit.

9  
10 J. R. Trottier advised the applicant to review the amount of impervious surface  
11 currently on the site and compare it to what is proposed. If the amount does  
12 not increase, there will be no requirement for drainage improvements beyond  
13 what presently exists. He suggested that if this plan does increase the amount  
14 of impermeable surface, the aforementioned bypass lane could be reduced or  
15 removed since it is not required. Doing so, it was noted later on, could also  
16 potentially create an area on the pavement for the dumpster enclosure, making  
17 it unnecessary to go before the Zoning Board. If there is some increase, J. R.  
18 Trottier recommended the applicant could discuss with the property owner to  
19 the south an expansion of the detention basin there which supports this site.  
20 J. Vogl expressed the Planning and Economic Development Department's  
21 openness to the concept of underground detention and its innovative  
22 technology which is less land consumptive. It was also noted later on that  
23 most surrounding towns allow developers to employ underground drainage and  
24 that the NH Department of Environmental Services promotes the practice in its  
25 standards. A discussion on the subject of underground detention focused  
26 mainly on the maintenance needed to ensure efficacy of the system. J. R.  
27 Trottier conveyed the Department of Public Work's concern that when a system  
28 is "out of sight" it is also "out of mind" and will probably require some sort of  
29 enforcement on the Town's part. How the Town would be able to enforce that,  
30 even with an established operations manual and/or maintenance schedule is  
31 unclear, creating the likelihood that problems will only be discovered when the  
32 system is in failure.

33  
34 A. Rugg asked for Board input.

35  
36 Board members were enthusiastic about the redesign and upgrades to the site.  
37 Most agreed that some addition to the blank side of the store facing Route 102,  
38 e.g. a window, be considered for aesthetic purposes. M. Soares also requested  
39 a cupola for the roof peak. A majority were also in favor of removing the  
40 bypass lane and moving the proposed dumpster location out of the green area.  
41 A. Rugg also encouraged the applicant to unify the landscaping on the site,  
42 noting that the Heritage Commission will review the landscaping plan and will  
43 undoubtedly request the introduction of purple lilac trees. Snow storage was  
44 also reviewed briefly with H. Sevincgil explaining that the green areas are  
45 currently used for snow storage and most likely will be again. The owner also  
46 presently removes excess snow from the property when an overabundance  
47 interferes with the operations of the site and would continue to do so.

48  
49 A. Rugg entertained public input.  
50

1 Ann Chiampa, 28 Wedgewood Drive, inquired about anticipated vehicle  
2 circulation around the site and confirmed that there will be ample room  
3 between the fueling area and parking in front of the store to allow patrons to  
4 back out of those spaces without interfering with cars leaving the fuel pumps.  
5 She noted the current difficulty of exiting the site from the northern access  
6 point and then attempting to access the left turn lane on Hampton Drive at the  
7 traffic light with Route 102. She therefore asked that the situation be  
8 examined since increased traffic would logically exacerbate that problem.

9  
10 Attorney Bianco and H. Sevincgil thanked the Board for their input.

- 11  
12 B. Doxon Realty Trust (Owner) and SVP, Fundamental Administrative Services,  
13 LLC (Applicant), Map 15 Lot 215-1 - Conceptual discussion of a proposed  
14 Skilled Care Nursing Facility at 3 Grenier Field Road, Zoned C-I.

15  
16 Preston Hunter of Eckman Construction introduced engineer Steve Keach of  
17 Keach-Nordstrom Associates, Inc. and Bronz Peterson of Fundamental  
18 Administrative Services (FAS) and explained that the site in question was  
19 chosen after a thorough search of southern New Hampshire for a suitable  
20 property for this skilled care nursing facility. As part of the due diligence phase  
21 FAS is currently in, a Phase I environmental study has been initiated and the  
22 requisite Certificate of Need is expected to be approved by the State in the  
23 next 30 to 60 days. B. Peterson stated FAS' goal of constructing a nursing care  
24 facility focused on hospitality and removed from what has become the  
25 stereotypical concept of a 'nursing home.'

26  
27 S. Keach reviewed the conceptual site plan (see Attachment #4), explaining  
28 that the one story facility would span 483 feet in length from north to south in  
29 the center of the site and 186 feet in width and would provide 46 private rooms  
30 and 53 semi-private rooms. Two courtyards would allow patients limited  
31 outdoor access and the three points of public entry to the building would  
32 feature porte cocheres. Utilities are available to the site and B. Peterson noted  
33 that if a natural gas line is relatively nearby, FAS might consider extending it to  
34 the property. The main access to the facility would come from Mammoth  
35 Road, although the point presented on the conceptual plan is not yet definite.  
36 A secondary access is planned from Grenier Field Road and would be intended  
37 more for employees and deliveries. A fourth, uncovered entrance at the back  
38 of the building would be used by the same. B. Peterson estimated that roughly  
39 100 employees would work at the facility, although only roughly 40 at a time  
40 per shift. It was suggested that a second access from Grenier Field Road be  
41 considered in place of the Mammoth Road driveway to avoid impacts to the  
42 residences on Mammoth Road. It was also noted, however, that truck traffic is  
43 likely to increase on Grenier Field with the development of the airport area and  
44 that the applicant feels Mammoth Road provides the residential feel for what is  
45 effectively a residence for 109 people. A total of 102 parking spaces are  
46 currently envisioned, which S. Keach said exceeds what is required. The lot  
47 itself is zoned C-I, under which nursing facilities are a permitted use, and with  
48 the exception of one lot in the C-III zone, the rest of the 16+ acre parcel is  
49 surrounded by residential lots. This will require 50 foot setbacks to those lot  
50 lines directly abutting residences.

1  
2 Although the upland in the middle of the site is bordered by two wetlands  
3 flowing north to south, S. Keach said the plan will comply with all Town  
4 ordinances and regulations with the exception of two. A Conditional Use Permit  
5 (CUP) would need to be sought from the Board to allow for impacts to the 50  
6 foot Conservation Overlay District (COD) wetland buffer as a result of parking  
7 and grading. While he did not know the exact square footage of those impacts,  
8 S. Keach noted that none will go beyond the first 25 feet of the COD buffer. A  
9 wetland scientist will provide a functionality assessment to gauge the  
10 effectiveness of the wetlands in the areas of buffer impact. Mitigation will also  
11 be offered to offset those intrusions, including the replacement of disturbed  
12 wildlife habitat with appropriately vegetated areas of upland.  
13

14 A waiver would also be needed from the site plan regulations which do not  
15 allow the use of underground stormwater detention. S. Keach stated that the  
16 proposed use on this site, which was chosen primarily for its expanse of  
17 relatively flat land, requires innovative stormwater management techniques  
18 and the use of "low impact design" (LID) due to the amount of land covered by  
19 wetlands. Through the limited use of impervious pavement, the creation of  
20 highly permeable soil, and the capturing of roof runoff to avoid the  
21 concentrated discharge of stormwater, an underground detention system would  
22 forgo the need to use land for detention structures. He addressed the  
23 reluctance of some to use underground detention because of the concern that  
24 problems can develop unseen and if the system is not maintained regularly, it  
25 will ultimately fail and create potential flooding issues for abutters. Assurances  
26 of proper and regular maintenance through legal documentation is a key aspect  
27 of the proposal, he said, particularly since residents in the neighborhood  
28 directly to the south have a history of drainage issues and concerns because of  
29 the wetlands on this site. The failures of underground detention systems in the  
30 early years of the technology, he explained, have given rise to a secondary  
31 market of companies qualified to provide the necessary maintenance, much  
32 like septic service companies do for private septic systems. The lessons  
33 learned over the past 20 years have also led to improvements in underground  
34 detention design which should alleviate some of the reluctance of others.  
35

36 A. Rugg asked for Staff input.  
37

38 J. R. Trottier confirmed the DPW's reluctance to use underground detention  
39 because of the potential for maintenance to be overlooked and impending  
40 issues to go unnoticed until flooding issues have already developed. He was  
41 also dubious about the effectiveness of high permeable soil since it would  
42 eventually be compacted in preparation for construction. Regarding the  
43 functionality of those wetlands, he pointed out that the high water table there  
44 will make the use of underground detention difficult. He questioned the  
45 characterization of the design as "low impact" based on the anticipated COD  
46 buffer disturbances and suggested that if the buffer is going to be infringed  
47 upon, that it be investigated whether above ground detention can be placed  
48 there. J. Vogl said Planning staff believes the project is a good use of that  
49 property and a good fit for the surrounding residential neighborhoods. They  
50 are also supportive of the overall concept of underground detention and other

1 LID approaches, such as the permeable pavement which is recommended in  
2 the Town's 2013 Master Plan.

3  
4 [During the following discussion, L. El-Azem left at 7:55 PM and M. Soares left  
5 at 8:55 PM].

6  
7 A. Rugg asked for Board input.

8  
9 Board members were enthusiastic about the proposed use, both for this  
10 specific property and its surrounding area as well as for the fact that it would  
11 be the first of its kind in Londonderry. The applicant was advised to be  
12 cognizant of the abutters to the south, considering the drainage problems  
13 inherent to the area. There was also discussion about mitigating visual  
14 impacts to that neighborhood with vegetation. Some Board members stated an  
15 openness to underground detention, however in this instance, given the high  
16 water table, the direction given to the applicant was to investigate above  
17 ground detention and how much of an impact that would be to the COD buffer.  
18 S. Keach said the applicant would seek preliminary input from the Conservation  
19 Commission since they provide the Planning Board with recommendations for  
20 CUP permits related to the COD buffer. Even if above ground detention is  
21 used, he noted, pervious pavement could still be integrated to offset the size of  
22 those detention areas. It was also noted, however, that porous pavement  
23 would still need regular and proper maintenance to ensure its efficiency.

24  
25 The overall lighting scheme was discussed, with the applicant being asked to  
26 use downcast lighting and avoiding any light pollution impacting residential  
27 areas. B. Peterson stated that the applicant must meet a particular State code  
28 with regard to lighting, however downcast lighting would be used. S. Keach  
29 added that because of the nature of the facility, outside lighting can be dimmed  
30 automatically at a certain time of night. Access for emergency vehicles was  
31 also addressed, with S. Keach explaining that the Division Chief of Fire  
32 Prevention had given preliminary approval of the design. Because of the  
33 recent history in the area of extended power outages, the applicant was  
34 advised to prepare not only for power loss, but for a lack of access to food and  
35 supplies for several days. B. Peterson noted that FAS designs for the "worst  
36 case scenario." Aside from encouraging the applicant to confer with the  
37 Conservation Commission, they were also reminded to meet with the Heritage  
38 Commission regarding existing stone walls, landscaping and architectural  
39 design. Covered entrances for employees and delivery personnel were  
40 discussed as a possibility. It was also confirmed that the business is for-profit  
41 and would not seek tax exempt status. When asked how long it would take  
42 FAS to build the facility once approved, B. Peterson said it would take  
43 approximately 12 months.

44  
45 A. Rugg entertained public input.

46  
47 Ann Chiampa, 28 Wedgewood Drive, echoed some of the concerns of the Board  
48 regarding impacts to abutters and the need for sufficient visual screening and  
49 downcast lighting. She also suggested installing more handicap parking spaces  
50 because of the nature of the facility.

1  
2 B. Peterson inquired about the approval process for a CUP regarding the COD  
3 buffer. He was informed that while the Conservation Commission makes a  
4 recommendation to the Planning Board, it is the Board that makes the final  
5 decision on the matter.

6  
7 The Board was thanked for their time and input.

8  
9 **Other Business**

10  
11 There was no other business.

12  
13 **Adjournment:**

14  
15 A. Rugg appointed L. Reilly to vote for M. Soares and M. Newman to vote for L.  
16 El-Azem.

17  
18 **L. Reilly made a motion to adjourn the meeting. L. Wiles seconded the**  
19 **motion. Vote on the motion: 9-0-0.**

20  
21 The meeting adjourned at 9:34 PM.

22  
23 These minutes prepared by Associate Planner Jaye Trottier

24  
25 Respectfully Submitted,

26  
27  
28  
29  
30 Lynn Wiles, Secretary



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100 International Drive, Suite 360  
Portsmouth, New Hampshire 03801  
603-431-2520  
603-431-8067 fax  
www.hoyletanner.com

April 2, 2014

Planning Board  
Town of Londonderry  
268B Mammoth Road  
Londonderry, NH 03053

**Re: Time Extension Request - May 6, 2009 Notice of Decision  
Water Wonders Site Plan, Lots 17-5-3 and 17-5-4,**

Dear Mr. Chairman:

On behalf of the applicant, Water Wonders, LLC, we respectfully request a third, one year extension to the May 6, 2009 Notice of Decision. We have met all of the precedent conditions of approval of the Notice of Conditions with two exceptions: Precedent Condition #8 (requiring the lots to be merged prior to final approval) and Precedent Condition #13 (requiring posting of financial guaranty for the construction of the required off-site improvements).

Our client is continuing and currently marketing the site for a tenant and wishes to hold off on the final 2 conditions until a tenant has been secured. Please see the "Status of Conditionally Approved Site Plan – Map 17, Lots 5-3 & 5-4" letter from Timothy Thompson dated January 13, 2011.

We are requesting the Board look favorably on extending the approval to May 7, 2015.

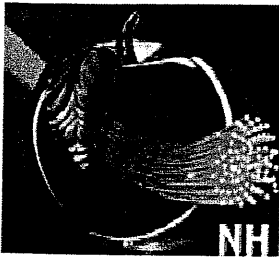
We appreciate your consideration on this matter.

Sincerely,  
**Hoyle, Tanner & Associates, Inc.**

A handwritten signature in cursive script, appearing to read 'William R. Davidson', is written over a vertical dotted line.

William R. Davidson, P.E.  
Project Manager





Londonderry  
Business is good. Life is better.

TOWN OF LONDONDERRY  
*Community Development*  
Planning & Economic Development Division

Timothy J. Thompson, AICP, Town Planner  
268B Mammoth Road  
Londonderry, New Hampshire 03053  
Phone: (603) 432-1100, x103 Fax: (603) 432-1128  
e-mail: tthompson@londonderrynh.org

January 13, 2011

Cy Gregg  
Water Wonders, LLC  
226 Wilton Rd  
Peterborough, NH 03458

PB  
READ  
FILE  
COPY

**RE: Status of Conditionally Approved Site Plan - Map 17, Lots 5-3 & 5-4**

Dear Cy:

As requested, please find this letter explaining the status of your conditionally approved site plan, and the process for obtaining final approval.

The site plan was conditionally approved on May 6, 2009, and has received extensions of the conditional approval, which extends the validity of the conditional approval until May 6, 2011 (we understand that if necessary, further extension of the conditional approval beyond May 6, 2011 may be sought).

Since the plan was conditionally approved by the Planning Board, your consultant engineers, HTA, and Town Staff have worked to make revisions to the plans to ensure compliance with the conditions of approval stipulated by the Planning Board (see attached Notice of Decision).

As of today's date, all precedent conditions of approval have been satisfied with 2 exceptions: Precedent Condition #8 (requiring the lots to be merged prior to final approval) and Precedent Condition #13 (requiring posting of financial guaranty for the construction of the required off-site improvements).

As we understand it, you wish to hold off on the final 2 remaining conditions of approval until such time that you have secured a tenant for your facility indicated on the plans, and receive confirmation from the Town that the plans can be readily signed when the final 2 conditions are completed.

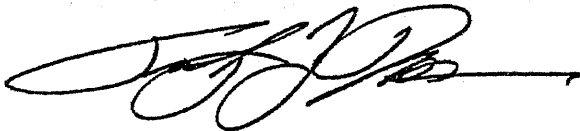
***Please find that this letter confirms that the Planning Board will be able to sign the plans and issue a final approval upon receipt of the funds for the financial guaranty for the off-site improvements and the signature of the Planning Board chair for the Voluntary Merger form that has already been submitted to the Town. No further revisions are necessary to the submitted plans or supporting documents.***

Please also note that final approval itself does not authorize construction to

commence immediately. As stipulated in the General and Subsequent Conditions of the Notice of Decision (and the site plan regulations), prior to construction commencing, the applicant must schedule a pre-construction meeting with the Department of Public Works & Engineering. The pre-construction meeting, posting of a restoration surety, and posting of an inspection escrow are all required before construction can commence on the site. Please coordinate with John Trottier in Public Works for the amount of money necessary for the restoration surety and the inspection escrow, as well as to set up the pre-construction meeting when appropriate.

Please feel free to contact me at 432-1100, extension 103 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'TJ Thompson', with a long horizontal flourish extending to the right.

Timothy J. Thompson, AICP  
Town Planner

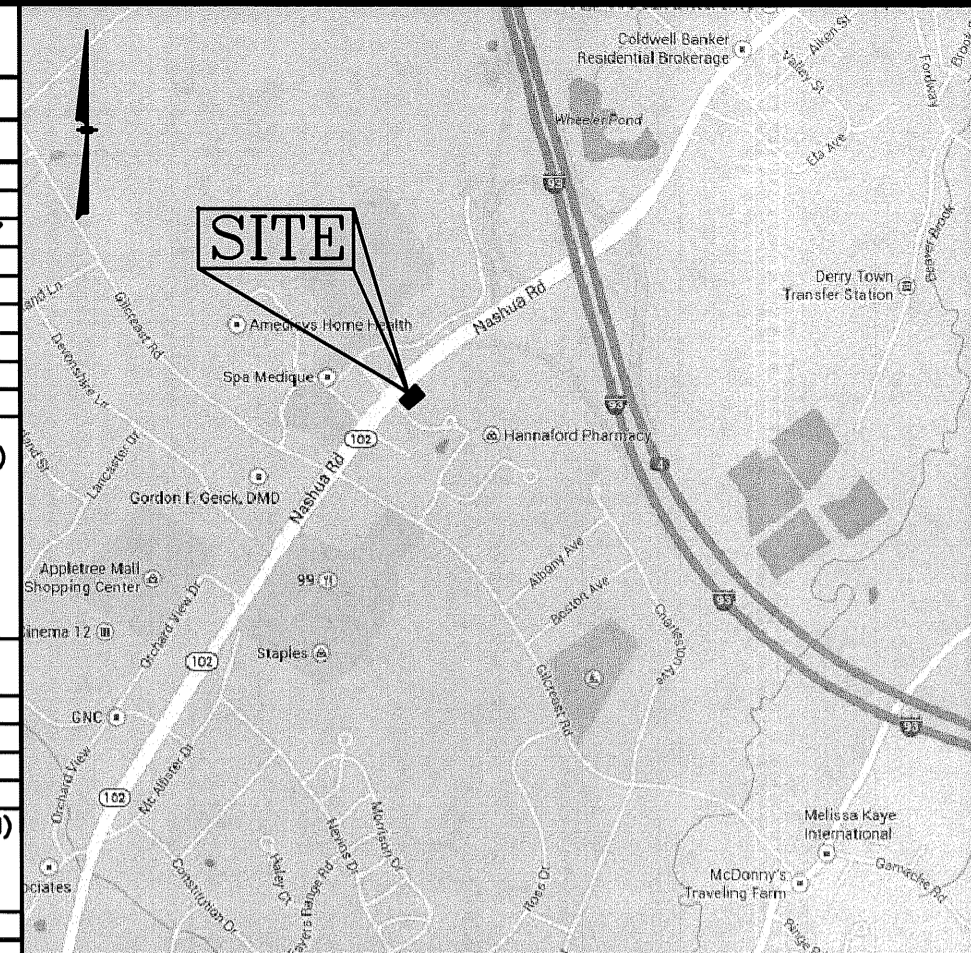
cc: Planning Board  
John Trottier, PE, Assistant Director of Public Works & Engineering  
William Davidson, Hoyle, Tanner, & Associates

**LEGEND**

	SLOPED GRANITE CURB
	VERTICAL CONCRETE CURB
	OVERHEAD SERVICE WIRES
	DOUBLE SOLID YELLOW LINE
	SINGLE SOLID WHITE LINE
	SIGN
	UTILITY POLE
	DRAIN MANHOLE
	SEWER MANHOLE
	CATCH BASIN
	WATER VALVE
	FIRE HYDRANT
	GAS VALVE
	NUMBER OF PARKING SPACES
	PROPOSED SITE LIGHT

**TABLE OF ZONING REGULATIONS - LONDONDERRY, NH**  
ZONE: COMMERCIAL II (C-II)

DESCRIPTION	REQUIRED	PROVIDED
MINIMUM LOT AREA Sq. Ft.	1 ACRE	40,604 Sq.Ft. (0.932 Ac.±)
MINIMUM LOT FRONTAGE	150'	402.05'
MINIMUM FRONT YARD BUILDING SETBACK	60'	CANOPY = 61.7' C-STORE = 64.1'
MINIMUM REAR YARD BUILDING SETBACK	30'	38.9'
MINIMUM SIDE YARD BUILDING SETBACK	30'	N/A
MINIMUM FRONT LANDSCAPE STRIP	30'	30'
MINIMUM REAR LANDSCAPE STRIP	15'	3' (VARIANCE REQUIRED)
MINIMUM SIDE LANDSCAPE STRIP	N/A	N/A
PARKING SPACE DIMENSIONS	9' x 20'	9' x 20'
MINIMUM NUMBER AUTO PARKING SPACES	RETAIL STORE: 1 SP/200 S.F. OF G.F.A. = 11 SPACES GASOLINE STATION: 1 SP/PUMP FUELING LOCATION 10 FUELING LOCATIONS = 8 SPACES DONUT SHOP: 1 PER 4 SEATS x 0 SEATS = 0 SPACES 1 PER EMPLOYEE x 3 EMP. = 3 SPACES TOTAL = 22 SPACES	22 (INCLUDES SPACES AT DISPENSERS)
MIN. INTERIOR PARKING LOT LANDSCAPING	10% OF PARKING LOT 11,880 SF x 10% = 1,188 SF (WAVAR REQUIRED)	454 SF / 11,880 = 3.8%
MINIMUM OPEN SPACE	33% x 40,604 SF = 13,535 SF	14,800 SF / 40,604 = 36.4%
MAXIMUM BUILDING HEIGHT	50' MAX HEIGHT	1 STORY
MAXIMUM BUILDING COVERAGE	25%	2,464 + 2,100/40,604 = 11.2%
FREESTANDING SIGN AREA, HEIGHT+SETBACK	65 SF, 10' MAX HT., 15' SETBACK	EXISTING TO REMAIN
WALL SIGN AREA	40 SF PER TENANT (40 SF FOR DONUT SHOP & 40 SF FOR C-STORE), WALL SIGN MAY BE DIVIDED BETWEEN TWO BUILDING FACES FOR C-STORE SINCE BUILDING FACES TWO RIGHTS-OF-WAY.	≤ 40 SF FOR DONUT SHOP (1 SIGN) ≤ 40 SF FOR C-STORE (2 SIGNS)
RESTAURANT DRIVE-THRU WINDOW STACKING	10 STACKING SPACES (9'x18')	10



**LOCATION MAP**  
(NOT TO SCALE)

**SIGN KEY**

SIGN I.D. NUMBER	TEXT/COLOR	SIZE/REMARKS	NUMBER OF SIGNS
R1-1	R/W	30" x 30" NEW SIGN WITH POST	4
R5-1	R/W	30" x 30" NEW SIGN WITH POST	1

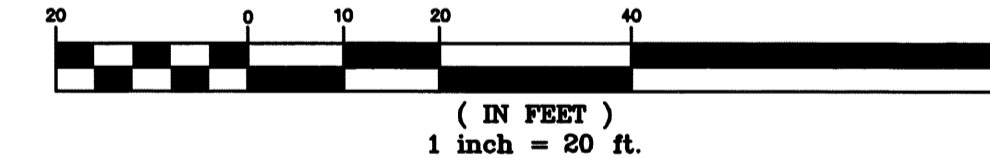
**NOTES:**

- EXISTING BOUNDARY AND PLANIMETRIC INFORMATION AS SHOWN WAS TAKEN FROM PLAN REFERENCE #7 AND IS NOT THE RESULT OF AN ACTUAL FIELD SURVEY BY THIS OFFICE.
- TAX MAP 7 LOT 73-1
- ZONING DISTRICT: COMMERCIAL II (C-II)
- LOT AREA = 40,604 Sq.Ft. (0.932 Ac.±)
- THE PURPOSE OF THIS PLAN IS TO DEMOLISH AND RECONSTRUCT THE EXISTING FUEL FACILITY TO INCLUDE A 2,100 SF CONVENIENCE STORE WITH DRIVE-THRU DONUT SHOP, A FUEL DISPENSING AREA WITH 8 FUELING LOCATIONS, A NEW OVERHEAD CANOPY, AND A NEW UNDERGROUND FUEL STORAGE SYSTEM.
- THE FOLLOWING VARIANCE IS REQUIRED FROM THE ZONING BOARD:
  - 15' GREEN BUFFER ALONG REAR PROPERTY LINE (SECTION 2.4.3.2.1)
- THE FOLLOWING WAIVERS ARE REQUIRED FROM THE PLANNING BOARD:
  - 10% INTERIOR PARKING LOT LANDSCAPING (SECTION 3.11.g.1.i)
  - UNDERGROUND STORMWATER DETENTION SYSTEM (SECTION 3.07.a.1)

**PLAN REFERENCES:**

- LOT CONSOLIDATION/ROW/LOT LINE RELOCATION/EASEMENT PLAN, HAMPTON DRIVE, LONDONDERRY, NEW HAMPSHIRE, PREPARED FOR HANNAFORD BROS. CO., DATE JULY 28, 2000. LAST REV. MARCH 8, 2002. SCALE: 1"=100', PREPARED BY CUOCO AND CORMIER ENGINEERING ASSOC. INC. AND RECORDED R.C.R.D. PLAN #D-29955.
- EASEMENT PLAN MAP 7 LOT 73-1 HAMPTON DRIVE AND ROUTE 102 LONDONDERRY, NEW HAMPSHIRE PREPARED FOR HANNAFORD BROS. CO. DATED AUGUST 5, 2002, LAST REV. DECEMBER 23, 2003. PREPARED BY CUOCO AND CORMIER ENGINEERING ASSOC. INC. AND RECORDED R.C.R.D. PLAN #B30413.
- EASEMENT PLAN MAP 7 LOT 73-1 HAMPTON DRIVE AND ROUTE 102 LONDONDERRY, NEW HAMPSHIRE PREPARED FOR HANNAFORD BROS. CO. DATED AUGUST 5, 2002, LAST REV. DECEMBER 23, 2003. PREPARED BY CUOCO AND CORMIER ENGINEERING ASSOC. INC. AND RECORDED R.C.R.D. PLAN #B30412.
- EASEMENT PLAN MAP 7 LOT 73-1 AND 73-8 HAMPTON DRIVE AND ROUTE 102 LONDONDERRY, NEW HAMPSHIRE PREPARED FOR HANNAFORD BROS. CO. DATED AUGUST 5, 2002, LAST REV. DECEMBER 15, 2003. PREPARED BY CUOCO AND CORMIER ENGINEERING ASSOC. INC. AND RECORDED R.C.R.D. PLAN #C12175.
- "PLANS OF PROPOSED FEDERAL AND INTERSTATE 4R PROJECT FI-IR-93-1(158)11" DATED SEPTEMBER 1989. SCALE: 1"=50'. PREPARED BY THE HOYLE, TANNER & ASSOCIATES FOR THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION. SHEETS 24, 25, 26, 45, & 45B OF 298. NH PROJECT NO P-4301 (NH STATE ROUTE 102).
- "SITE PLAN, TAX MAP 7 LOT 73-1, LONDONDERRY, NEW HAMPSHIRE, PREPARED FOR WGBS REALTY TRUST, C/O MICHAEL WOO, TRUSTEE, 84 SCOBIE POND ROAD, DERRY NH, SCALE: 1"=20', SHEET 1 OF 1, DATED: NOVEMBER 10, 1995 PREPARED BY BENCHMARK ENGINEERING, INC. AND ARE ON FILE AT THE LONDONDERRY PLANNING DEPT.
- MAP 7/LOT 73-1, AMENDED SITE PLAN, SHEET C-2, DATED AUGUST 25, 2005; PREPARED BY CUOCO & CORMIER ENGINEERING ASSOCIATES, INC.

**GRAPHIC SCALE**



NO.	DESCRIPTION	BY	DATE
REVISIONS			

**PRELIMINARY SITE PLAN**

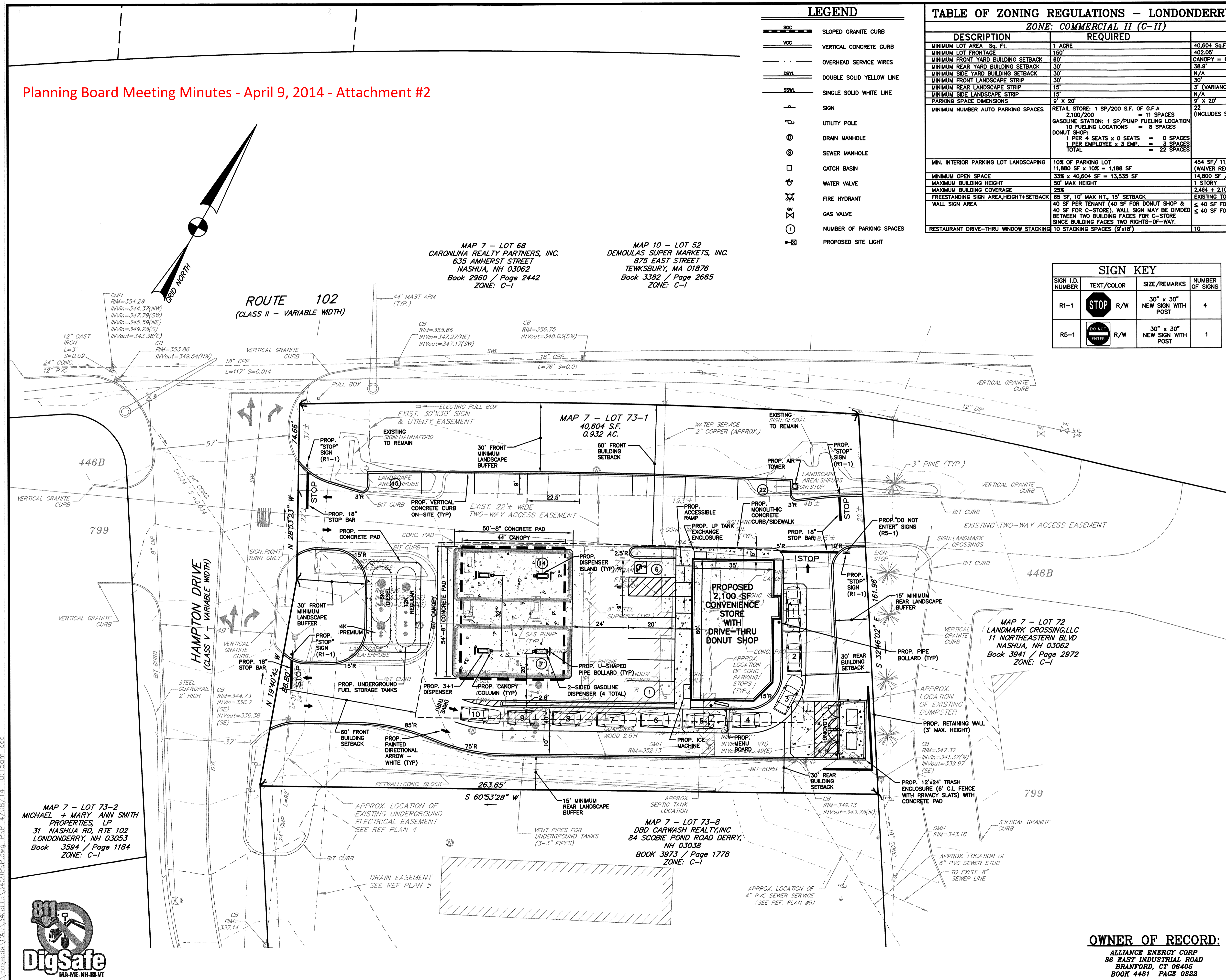
ASSESSOR'S MAP 7 LOT 73-1  
1 HAMPTON DRIVE  
LONDONDERRY, NH  
PREPARED FOR:  
**GLOBAL MONTELEO GROUP CORP.**  
404 WYMAN STREET, SUITE 425  
WALTHAM, MA 02451

**MHF Design Consultants, Inc.**  
44 Stiles Road, Suite One  
Salem, New Hampshire 03079  
(603) 893-0720  
ENGINEERS • PLANNERS • SURVEYORS  
www.mhfdesign.com

SCALE: 1" = 20'	DATE: APRIL 8, 2014	DRAWING NO. 3459PSP.DWG
DRAWN BY: PWM	CHECKED BY: FCM	PROJECT NO. 345913
		SHEET NO. 1 OF 1

**OWNER OF RECORD:**

**ALLIANCE ENERGY CORP**  
36 EAST INDUSTRIAL ROAD  
BRANFORD, CT 06405  
BOOK 4481 PAGE 0322



MAP 7 - LOT 73-2  
MICHAEL + MARY ANN SMITH  
PROPERTIES LP  
31 NASHUA RD, RTE 102  
LONDONDERRY, NH 03053  
Book 3594 / Page 1184  
ZONE: C-1

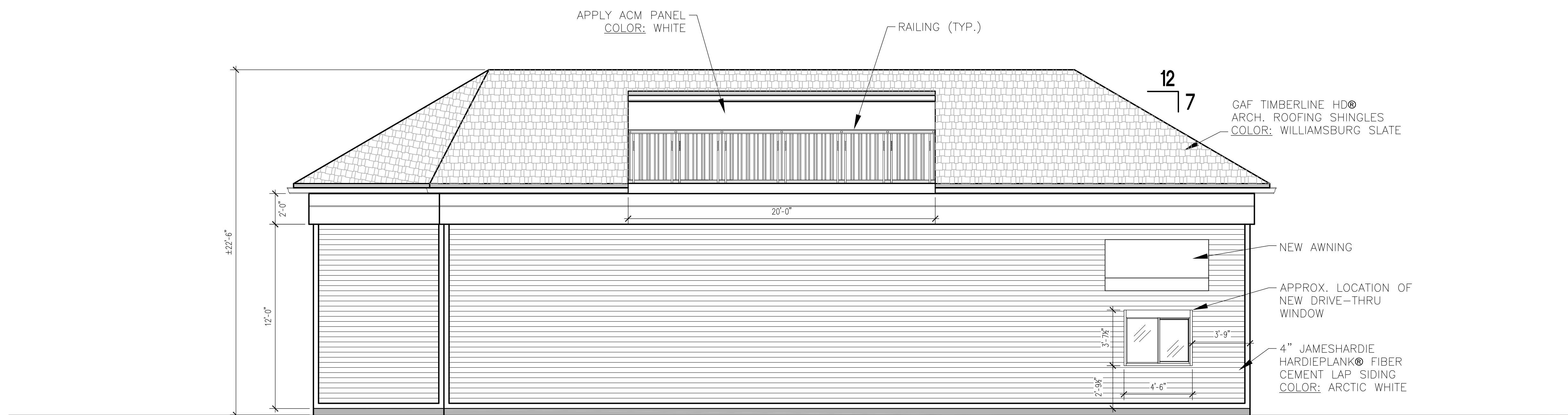
MAP 7 - LOT 73-8  
DBD CARWASH REALTY, INC  
84 SCOBIE POND ROAD DERRY,  
NH 03038  
BOOK 3973 / Page 1778  
ZONE: C-1

MAP 7 - LOT 72  
LANDMARK CROSSING, LLC  
11 NORTHEASTERN BLVD  
NASHUA, NH 03062  
Book 3941 / Page 2972  
ZONE: C-1





PROPOSED EAST ELEVATION (FRONT)



PROPOSED WEST ELEVATION (REAR)



REVISIONS:		
NO.	DATE	DESCRIPTION:
1	4/8/2014	D.B. REV #1 - SIGNAGE

NOTE: This conceptual plan is prepared for conceptual presentation purposes only and is not intended for utilization as a zoning and/or construction document. The existing conditions shown hereon are based upon information that was supplied at the time of plan preparation and may be subject to change upon performance of additional due diligence.

**NEW GAS STATION AND CONVENIENCE STORE**

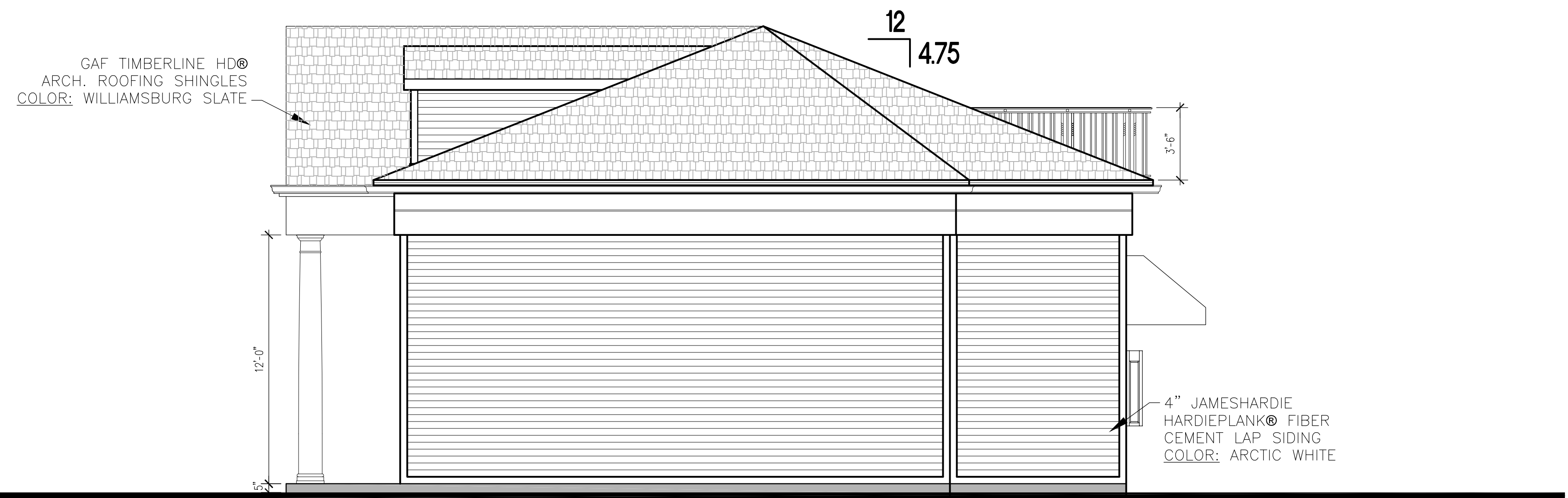
1 Hampton Drive  
Londonderry, NH 03053

**CONCEPTUAL BUILDING ELEVATIONS**

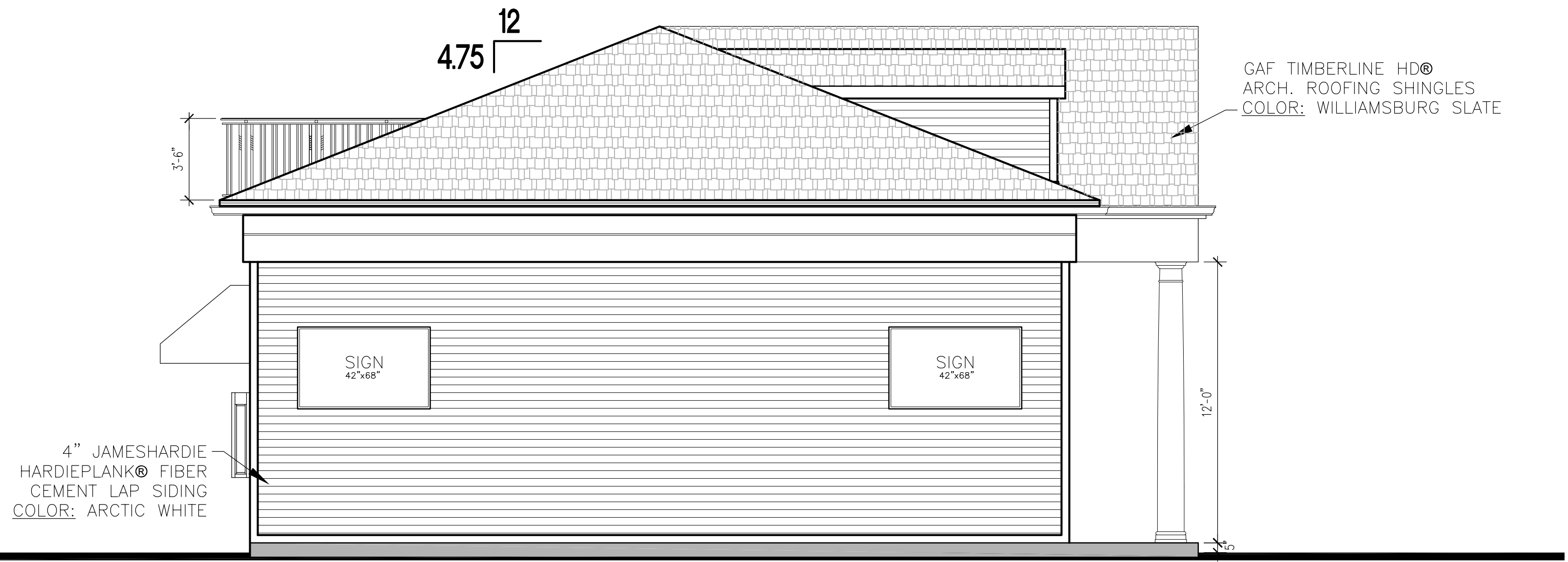
Date  
4/7/2014  
Scale  
1/4" = 1'-0"

Drawing Number

**A2**



PROPOSED NORTH ELEVATION (RIGHT)



PROPOSED SOUTH ELEVATION (LEFT)



REVISIONS:

NO.	DATE	DESCRIPTION:
1	4/8/2014	D.B. REV #1 - SIGNAGE

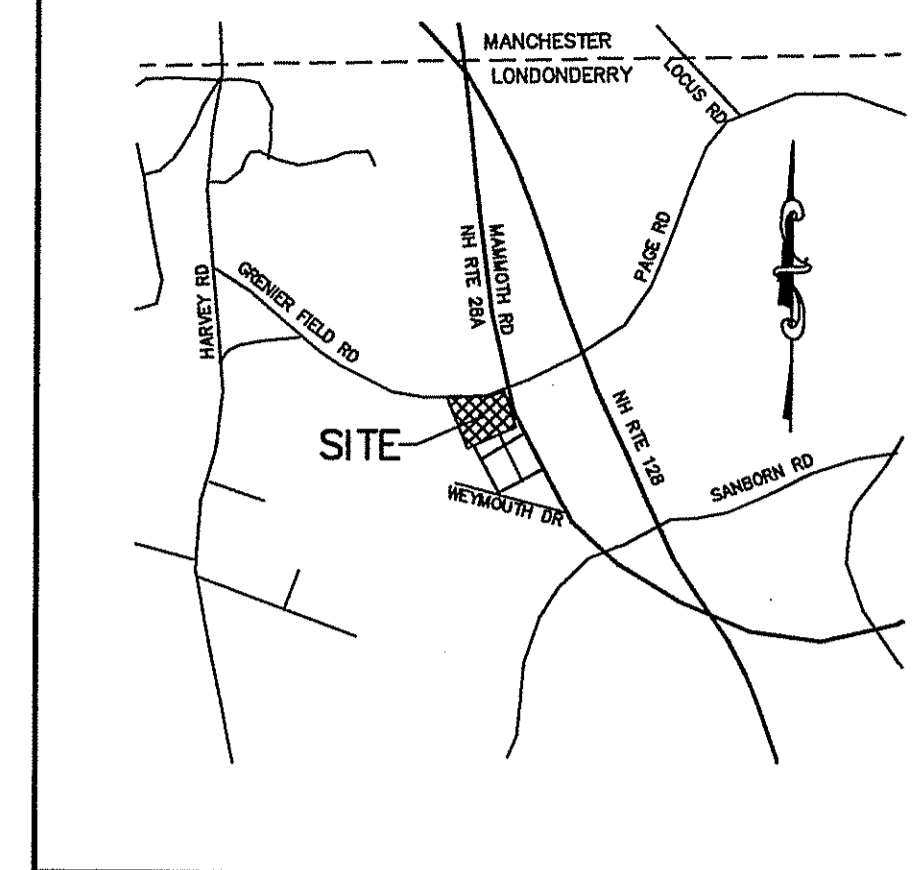
NOTE: This conceptual plan is prepared for conceptual presentation purposes only and is not intended for utilization as a zoning and/or construction document. The existing conditions shown hereon are based upon information that was supplied at the time of plan preparation and may be subject to change upon performance of additional due diligence.

**NEW GAS STATION AND CONVENIENCE STORE**

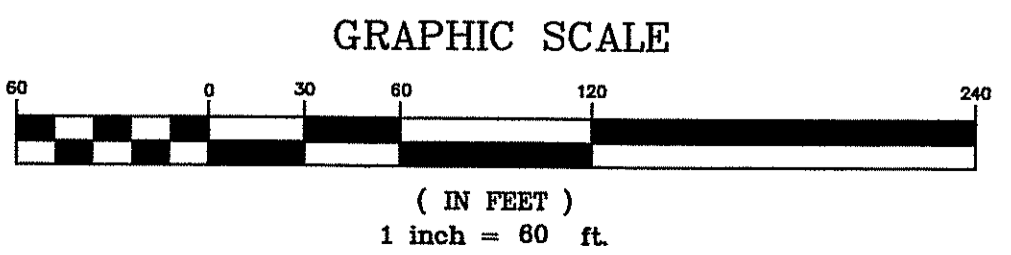
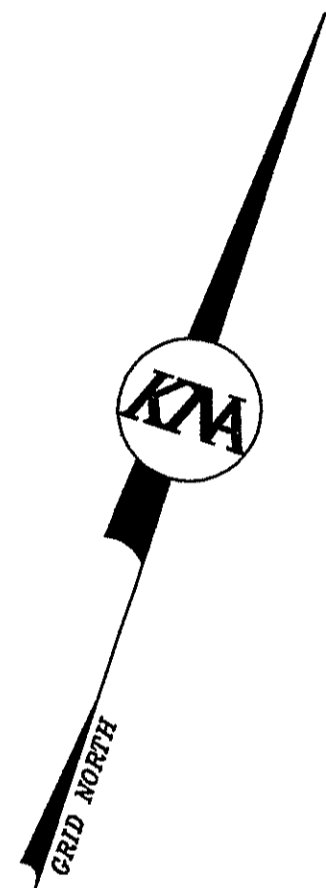
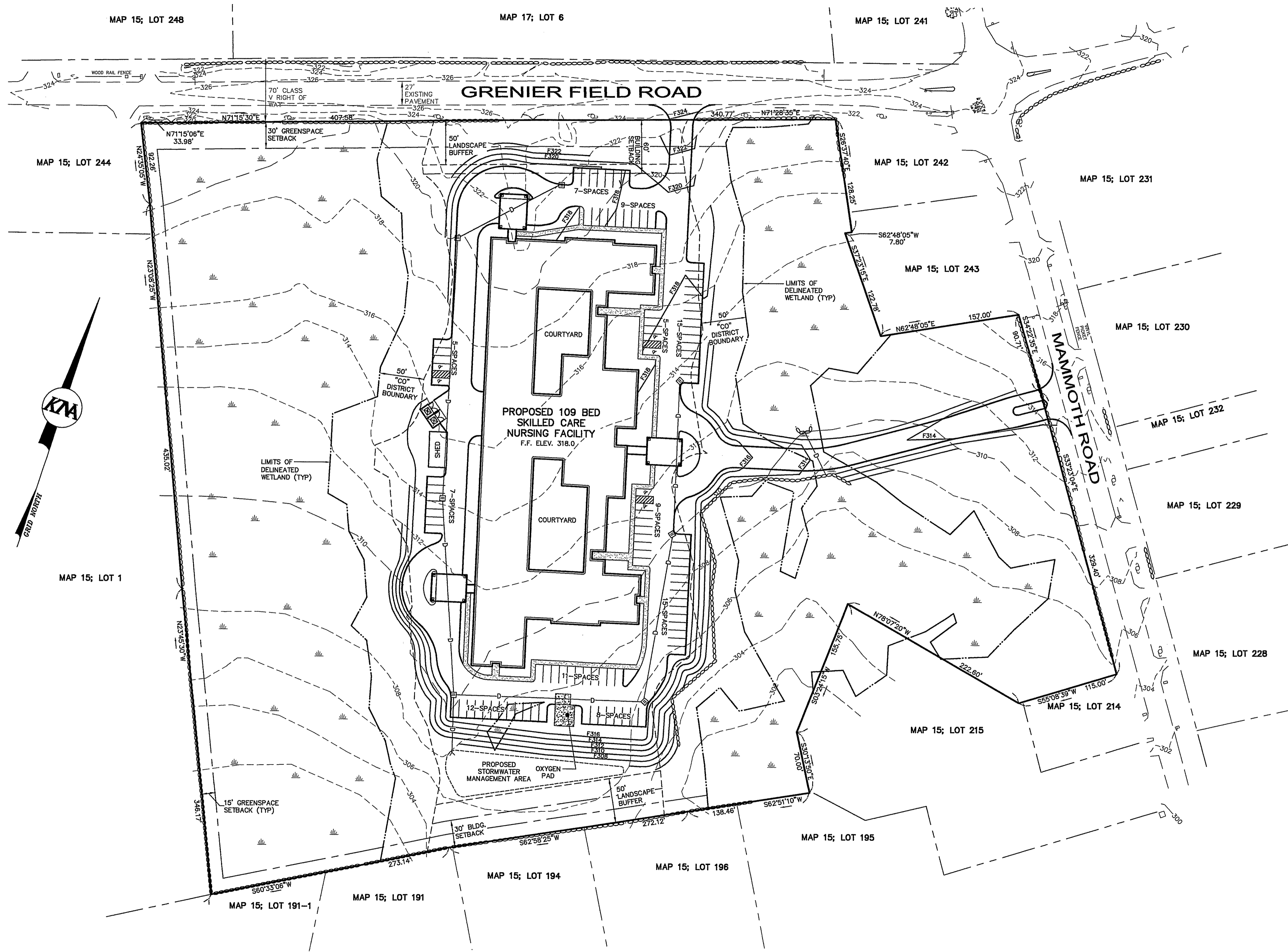
1 Hampton Drive  
Londonderry, NH 03053

**CONCEPTUAL BUILDING ELEVATIONS**

Date 4/7/2014	Drawing Number
Scale 1/4" = 1'-0"	<b>A3</b>



LOCATION PLAN  
SCALE: 1" = 2,500±



**CONCEPTUAL SITE PLAN**  
**NURSING HOME FACILITY**  
 MAP 15; LOT 215-1  
 GRENIER FIELD & MAMMOTH ROAD  
 LONDONDERRY, NEW HAMPSHIRE

**KMA** KEACH-NORDSTROM ASSOCIATES, INC.  
 Civil Engineering Land Surveying Landscape Architecture  
 10 Commerce Park North, Suite 3B, Bedford, NH 03110 Phone (603) 627-2881

REVISIONS			
No.	DATE	DESCRIPTION	BY
1	3-26-2014	REVISE OXYGEN PAD, PARKING & GRADING	SBK

DATE: 03-06-2014      SCALE: 1" = 60'  
 PROJECT NO: 13-0422-1      SHEET 1 OF 1

P:\project\1304221\1304221-CONCEPT-3-5-2014.dwg, 4/1/2014 2:55:38 PM, jbn