

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

5 Members Present: Art Rugg; Mary Soares; Lynn Wiles; Laura El-Azem; Jim  
6 Butler, Ex-Officio; Rick Brideau, CNHA, Ex-Officio; John Laferriere, Ex-Officio; and  
7 Leitha Reilly, 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; and Jaye Trottier, Associate Planner  
12

13 A. Rugg called the meeting to order at 7:01 PM. He appointed L. Reilly to vote for  
14 Chris Davies.  
15

16 **Administrative Board Work**  
17

18 A. Plans to Sign – Peter J King Irrevocable Trust; Peter J. King, James M. Winston  
19 and Martin F. Loughlin, Trustees (Owner) and Prologis (Applicant), Map 14 Lot  
20 49 – Phase I site plan to allow clearing and grubbing for a Proposed  
21 Distribution Center at 4 Pettengill Road, Zoned GB [Approved July 2, 2014].  
22

23 J. R. Trottier stated that all precedent conditions for approval have been met  
24 and that Staff recommends signing the plans.  
25

26 **M. Soares made a motion to authorize the Chair and Secretary to sign**  
27 **the plans. L. Wiles seconded the motion.** No discussion. **Vote on the**  
28 **motion: 7-0-0.** The plans were signed at the conclusion of the meeting.  
29

30 B. Extension Request – Twin’s Smoke Shop Minor Site Plan, Map 15 Lot 55, 80  
31 Perkins Road, Zoned MUC [Conditionally Approved by the Administrative  
32 Review Committee March 20, 2014].  
33

34 C. May referred to a letter from Steven Keach of Keach-Nordstrom Associates,  
35 Inc., representative for the applicant, requesting a 60-day extension of the site  
36 plan that will expire on July 18, 2014 (see Attachment #1). Additional time is  
37 needed to complete the conditions of approval.  
38

39 **M. Soares made a motion to grant a 60-day extension to September 16,**  
40 **2014. L. Wiles seconded the motion.** No discussion. **Vote on the**  
41 **motion: 7-0-0.**  
42

43 C. Discussions with Town Staff  
44

- 45 • Litchfield Road improvements  
46

47 A. Rugg confirmed with J. R. Trottier that scheduled improvements to  
48 Litchfield Road have begun and are on schedule for completion.

- 1  
2 • Route 102 Corridor study update  
3

4 C. May explained that Staff has been asked by the Town Manager to  
5 commission a minor update to the Route 102 corridor study in the area  
6 from the Derry town line to the intersection with Mammoth Road. The  
7 goal is to compare the State's plans for Rte. 102 with approved  
8 development plans in the aforementioned area that will have an impact  
9 on the corridor, e.g. the Woodmont Commons traffic impact assessment,  
10 in order to identify areas where mitigation may be required. A  
11 comparison will also be made with the 2013 Master Plan. The Southern  
12 New Hampshire Planning Commission (SNHPC) will perform the update  
13 which will begin in the near future and last approximately two months.  
14 C. May noted that the scope of work for the project will be posted on the  
15 Town website. There were no objections from Board members to pursue  
16 the study with SNHPC.  
17

- 18 • MapGeo GIS website  
19

20 C. May announced on behalf of the Town's GIS Manager the launch of a  
21 new online GIS service available on the Town website called  
22 "Londonderry MapGeo". She described it as being more interactive and  
23 user-friendly, as well as providing more information than previous  
24 alternatives.  
25

- 26 • Regulations Audit  
27

28 L. Wiles asked Staff for a status report of the Town regulations audit  
29 being performed by the Planning and Economic Development  
30 Department. C. May stated that the audit itself is on hold because a  
31 system has become available for purchase that will automate the zoning  
32 ordinance (and the other regulations at a later date due to budget  
33 constraints). It will also create an archive of changes and will interface  
34 with the Town's GIS system. A contract should be signed this week and  
35 a 60 to 90 day turnaround is expected. Once in place, the audit will  
36 continue and at a more efficient pace. Workshops with members of the  
37 development community will take place in the near future to continue  
38 the effort of gaining input, this time from those outside of the Town  
39 Offices who make use of the regulations on a regular basis.  
40

41 **Public Hearings/Workshops/Conceptual Discussions**  
42

43 A. Rugg explained the purpose of a conceptual discussion as a non-binding  
44 exchange of ideas between the applicant and the Board.  
45

- 46 A. Ballinger Properties Five-N-Association General Partnership (Owner), Milton  
47 CAT (Applicant) Map 28 Lots 17-3, 17-4, and 20-5 – Follow-up conceptual  
48 discussion of a proposed warehouse with sales/rental and service of equipment  
49 at 30 Industrial Drive, Zoned GB.

1  
2 Brad Ferrin, Milton CAT Corporate Facilities Manager, and Gary Collette of  
3 Amec Engineering presented recent changes to the conceptual plan first  
4 brought before the Board on January 8, 2014.

5  
6 In addition to moving Milton CAT's Hopkinton, NH facility to this site, the  
7 project will now include the relocation of the Warner, NH facility. This will  
8 result in full buildout of the site in a single phase with a +/-81,000 square foot  
9 main building and a 16,000 sf utility building (see Attachment #2). A redesign  
10 of the building was an additional consequence, where the warehouse portion  
11 will now be on the northern side of the lot, switching places with the service  
12 bay that will now be on the southernmost portion of the building. What was  
13 once proposed as a Town road off of Industrial Drive will now be a private  
14 driveway, therefore what was originally a cul de sac south of the building has  
15 become an additional acre of developable land. This created not only more  
16 display area, but allowed a repositioning of the building towards the southeast,  
17 which provided more equipment storage area behind the building. Finally, lots  
18 20-5 and 17-3 have been added to the project, a portion of the former to be  
19 used for equipment storage and the latter to be used for an equipment display  
20 area along Industrial Drive.

21  
22 The applicant has been before the Conservation Commission, will be before the  
23 Heritage Commission on July 24, and has requested a variance from the  
24 Zoning Board since lot 20-5 has no frontage on a Class V road. Officials from  
25 the Fire Department will be touring the North Reading, MA facility with the  
26 applicant since the similarities will enable the Fire Department to more  
27 efficiently provide input. B. Ferrin said the design team is on schedule to  
28 submit for formal review on July 17 in order to have a public hearing before the  
29 Planning Board at their August 6 meeting.

30  
31 A. Rugg asked for comments from Staff.

32  
33 J. R. Trottier noted the advantage to the Town of no longer having to maintain  
34 a road off of Industrial Drive. C. May explained that in addition to waivers  
35 from the site plan regulations, the applicant will be seeking several Conditional  
36 Use Permits and waivers from the Zoning Ordinance since the Planning Board  
37 has the ability to grant flexibility within the performance items and dimensional  
38 requirements in the GB district. One potential issue, that of requesting  
39 overhead utilities, has been avoided because of an agreement reached  
40 between the applicant and Public Service of New Hampshire. Input was sought  
41 from the Board on another matter; that being whether the Board would be  
42 amenable to a waiver from the landscaping requirements along Industrial Drive  
43 since the applicant hopes to use the front of that lot specifically for equipment  
44 display. Gary Collette said the proposal is to use intermittent plantings instead  
45 of full visual screening from the road. C. May noted that the visual impacts are  
46 already mitigated along that stretch of Industrial Drive since the curve there  
47 tends to keep the driver's attention from focusing on the front of the property.  
48 B. Ferrin added that the abutter to the south, Kluber Lubrication, will be  
49 consulted to discuss potential impacts to their lot.

1  
2 A. Rugg asked for Board input.

3  
4 M. Soares inquired about the average number of pieces of equipment the  
5 applicant would expect to typically display. B. Ferrin said it would be difficult  
6 to give an average but that it would most likely not exceed a dozen pieces of  
7 equipment at a time. L. Wiles confirmed that a chain link fence will enclose the  
8 equipment. G. Collette noted that it will be black vinyl, six feet in height, and  
9 will be shielded in part by the modified landscape buffer. There were no  
10 objections from Board members to the idea of a partial waiver from the  
11 landscape requirement as described.

12  
13 A. Rugg entertained public input. There was none.

14  
15 A. Rugg asked the applicant if they had any questions of the Board. They had  
16 none and thanked the Board for their time and input.

17  
18 B. Team Business Development Corporation (Owner), and KDG (Applicant), Tax  
19 Map 7 Lots 132- 1, 2, 10, 11, and 12 – Conceptual discussion of a proposed  
20 Assisted Living Facility at 40 and 42 Meadow Road and 1, 3 and 5 Golen Drive,  
21 Zoned C-I Within the Route 102 Performance Overlay District.

22  
23 George Chadwick of Bedford Design Engineers and Surveyors was joined by  
24 applicant Glen Kaplan of KDG to present a 58 unit (112 bed), two story  
25 assisted living facility on five lots at the corner of Rte. 102 and Meadow Drive.  
26 G. Chadwick stated that all zoning and site plan regulations can be met with  
27 the exception of density since only 27 units would be permitted under this  
28 proposal (see Attachment #3). A variance from the Zoning Board will be  
29 required to permit the density sought. G. Kaplan described the units as being  
30 the equivalent of two bedroom apartments (with the exception of two of the  
31 units having only one bedroom), and described the facility as having the  
32 degree of amenities where residents would not have to leave the facility if they  
33 chose not to. An architectural rendering was offered (see Attachment #4), as  
34 well as a third illustration showing the pairing of this project with a proposed  
35 elderly housing project on abutting lots to the east (see Attachment #5). The  
36 elderly development, known as Calamar Senior Housing, is still in the  
37 conceptual stage, but intended to go before the Board for approval in the near  
38 future. G. Chadwick said that if the variance for density is granted to KDG, the  
39 applicant would then meet with the Conservation and Heritage Commissions  
40 while submitting for the design review process with the Planning Board.

41  
42 A. Rugg asked for comments from Staff.

43  
44 J. R. Trottier stated that a traffic scoping meeting would be required with the  
45 State Department of Transportation (DOT) because of the less than ideal  
46 intersection at Meadow Drive and state road Rte. 102. He verified with G.  
47 Chadwick that municipal sewer would be extended from the Calamar site once  
48 Calamar extends it from Woodland Village to the northeast. C. May stated that  
49 both facilities would provide a preferable transition between the commercial

1 uses along Rte. 102 and the residential uses to the east. Having those related  
2 uses together in such close proximity would be a benefit to the community as  
3 well. While the density of the KDG project would be higher than what is  
4 permitted under the ordinance, she noted this would be offset by a significantly  
5 lower traffic volume compared to commercial uses allowed there since most  
6 residents would not use personal vehicles. She added it would be preferable to  
7 other commercial projects proposed for this area over the years because of  
8 fewer negative aesthetic impacts. As with the Calamar project, having retail  
9 uses (Crossroads Mall, various pharmacies, etc.) and medical facilities (Elliot  
10 Medical Center) so close by would make this location well suited for an assisted  
11 living facility.

12  
13 A. Rugg asked for Board input.

14  
15 L. Reilly inquired about the number of work shifts and employees. G. Kaplan  
16 explained that three shifts would run the facility 24 hours a day and that at the  
17 most, 22 employees would be on site during any one of those shifts. L. El-  
18 Azem requested that additional vegetative screening be considered to shield  
19 the facility from Rte. 102 since the illustration submitted indicates more  
20 vegetation than what currently exists on those lots. Board members were in  
21 agreement that the transition was very appropriate and were in favor of the  
22 concept. The main concern was over the aforementioned intersection, because  
23 although this use would produce far less traffic than a typical commercial use,  
24 the intersection of Meadow Drive and Rte. 102 still poses the possibility of  
25 accidents due to its angle, slope and the lack of a turn lane. J. Laferriere  
26 pointed out the higher risks involved with elderly drivers and those visiting the  
27 site that may not be familiar with the area.

28  
29 A. Rugg entertained public input. There was none.

30  
31 A. Rugg asked the applicant if they had any questions of the Board. They had  
32 none and thanked the Board for their time and input.

33  
34 C. M + M A Smith Properties LP (Owner), and Town Fair Tire (Applicant), Tax Map  
35 7 Lot 73-2 – Conceptual discussion of a proposed Tire Sales and Service  
36 Facility at 31 Nashua Road, Zoned C-I.

37  
38 Attorney Morgan Hollis of Gottesman & Hollis was joined by John Wypychoski,  
39 Director of Store Development for Town Fair Tire, and engineer Mike Laham of  
40 Engineering Alliance to present this conceptual redevelopment of the  
41 gas/service station located between Hampton and Palmer Drives on Rte. 102.  
42 The gas station, repair shop, pumps and tanks would be replaced with a  
43 7,000+ sf Town Fair Tire facility that would feature a sales area at the front of  
44 the building, tire storage and employee space in the middle, and a 5-bay  
45 service area in the rear (see Attachment #6). The retail sales and installation  
46 use is permitted in the C-I zone and J. Wypychoski emphasized that servicing  
47 would be limited to tire installation, balancing and alignment. The two existing  
48 entrances, one onto Hampton Drive and the other onto Palmer, would be  
49 retained, however the curb cut widths will be reduced. Parking would be

1 available on all four sides of the building. Thirty one spaces would be required  
2 for this use and 35 are currently proposed to meet the applicant's needs.

3  
4 Being surrounded by three rights of way, the site is tightly constrained by 60-  
5 foot building setbacks on those three sides. The current development on the  
6 site is non-conforming due to pavement encroaching into the front green space  
7 and M. Hollis said the proposed plan would do the same, just not to the degree  
8 the current use does. For this reason and because of a proposed eight foot  
9 retaining wall which would be within the rear and side setbacks, the applicant  
10 will be seeking variances from the Zoning Board before continuing with the  
11 Planning Board. The retaining wall option was chosen after considering various  
12 ways to work with the topography of the site and the steep drop off at the  
13 back. M. Laham noted the two examples of retaining walls on the conceptual  
14 plan (Attachment #5) and asked for the Board's input on the use of an eight  
15 foot wall. He described the proposed drainage for the site, which he said could  
16 include a form of infiltration through the use of porous pavement, which would  
17 require a waiver from the site plan regulations.

18  
19 A. Rugg asked for comments from Staff.

20  
21 J. R. Trottier asked if the retaining wall was planned to be on the property line  
22 itself. M. Laham said it would be at least a couple feet off the lot line. J. R.  
23 Trottier explained the concern that if the wall failed, it could impact the Town  
24 right of way on Palmer Drive. He recommended that it be constructed with this  
25 in mind, so that if it does fail, it does not fall into the right of way or the road  
26 itself. J. R. Trottier said the applicant should determine 1) if a slope easement  
27 currently exists on the site and 2) exactly what has created the wetlands found  
28 on the east corner of the lot, i.e. whether they are natural or manmade via an  
29 existing drainage system off site. He recommended against the use of  
30 alternatives to the Town's drainage regulations, stating the tendency for  
31 maintenance to be overlooked if the system is not above ground and fully  
32 visible. C. May conveyed the applicant's efforts to design the site to their  
33 needs, given the significant area limitations on the site. She considered the  
34 proposed use to be the highest and best for that commercial property and  
35 noted not only an increase in green space, but an anticipated decrease in  
36 traffic volume when switching from a gas station to a retail tire store.

37  
38 A. Rugg asked for Board input.

39  
40 Most of the discussion focused on the retaining wall and drainage; concerns  
41 were expressed over a possible increase in the rate and volume of stormwater  
42 runoff from the site, something not permitted by the Town's regulations, and  
43 whether the use of infiltration could put pressure on the retaining wall and  
44 cause it to fail. This could not only impact Palmer Drive, but Applewood  
45 Learning Center to the immediate east of the site which is at a significantly  
46 lower topography. Board members agreed the concept would bring desirable  
47 improvements to the lot and many were open to the idea of alternatives to  
48 current drainage techniques. A. Rugg reminded the applicant they would need  
49 to present to the Heritage Commission, who will provide input on the

1 architectural, signage and landscape designs. He also recommended the  
2 proactive step of contacting abutters to obtain their input, particularly  
3 Applewood Learning Center, since they would be most impacted by the  
4 aesthetics of the retaining wall structure. Snow storage would be another  
5 issue to consider, he said, since the limited space, further constrained by  
6 wetlands, above ground drainage, parking, and landscaping would most likely  
7 make complete removal of snow a necessity.

8  
9 A. Rugg entertained public input. There was none.

10  
11 A. Rugg asked the applicant if they had any questions of the Board. They had  
12 none and thanked the Board for their time and input.

13  
14 **Other Business**

15  
16 There was no other business.

17  
18 **Adjournment:**

19  
20 **M. Soares made a motion to adjourn the meeting. L. El-Azem seconded**  
21 **the motion. Vote on the motion: 8-0-0.**

22  
23 The meeting adjourned at 8:26 PM.

24  
25 These minutes prepared by Associate Planner Jaye Trottier

26  
27 Respectfully Submitted,

28  
29  
30  
31  
32  
33 Lynn Wiles, Secretary



July 02, 2014

Ms. Jaye Trottier, Associate Planner  
Londonderry Planning Department  
268B Mammoth Road  
Londonderry, New Hampshire 03053

Subject: **KAK Real Estate Holdings – Non-Residential Site Plan Approval  
80 Perkins Road (Map 15 – Lot 55); Londonderry, New Hampshire  
KNA Project No. 13-1104-5**

Dear Jaye:

As you may recall, on March 20, 2014 the Londonderry Administrative Review Committee granted conditional final approval to a minor site plan application involving the subject premises. In accordance with the terms of that approval, all conditions of approval must be fulfilled within 120 days, which in this instance translates to July 18, 2014. Based upon input received from your office, we understand the only available public meeting at which the final project plans are eligible to be signed by the Planning Board is scheduled for July 9<sup>th</sup>.

Subsequent to the date of receipt of conditional approval, our client encountered a previously unforeseen impediment, unrelated to the terms and conditions of his March 20<sup>th</sup> approval, which caused a delay in their ability to successfully demonstrate fulfillment of applicable conditions of their approval. That impediment was recently resolved such that this office, on behalf of KAK Real Estate Holdings, is now able to advance a submittal to your Department for the purposes of demonstrating compliance with each applicable condition of approval. Correspondingly, we anticipate a submittal to your Department will be forthcoming during the week of July 7<sup>th</sup>. Obviously, with July 9<sup>th</sup> being the final date, prior to July 18<sup>th</sup>, at which final plans are eligible to be signed by the Planning Board, this convergence of dates effectively serves to truncate KAK's available time frame for perfecting their approval to less than the 120 days initially allocated under their approval. On that basis, we request the Planning Board, as part of its July 9<sup>th</sup> agenda, grant KAK Real Estate Holdings a time extension, not to exceed 60 days, to perfect their site plan approval granted on March 20<sup>th</sup>. While we do not anticipate needing the full 60 day window requested to bring this approval to fruition, we feel this is a reasonable request in that it serves to create a "safety net" for all parties concerned. As always, please contact me directly if you should have specific questions or concerns related to this request. Once again, I thank you for your timely and thoughtful assistance in regard to this matter.

Sincerely:

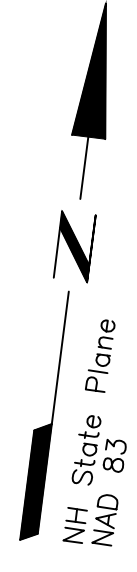
Steven B. Keach, P.E.; President  
Keach-Nordstrom Associates, Inc.

*Civil Engineering*

*Land Surveying*

*Landscape Architecture*





**LEGEND:**

	PAVEMENT - HEAVY DUTY
	PAVEMENT - STANDARD DUTY
	CONCRETE
	GRAVEL SURFACE
	DISPLAY AREA
	BUILDING

**BENCHMARK DATA:**

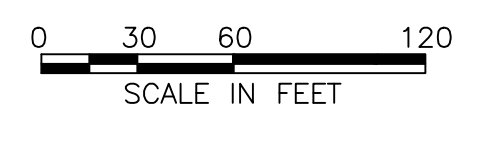
BENCH #	ELEV	DESC
BENCHMARK 1	446.56	NHDOT DISK 285-570
BENCHMARK 2	205.17	NHDOT DISK 269-490
TBM 1	237.83	STONE BOUND
TBM 2	233.36	STONE BOUND
TBM 3	217.21	IRON PIN WITH CAP

BENCH #	ELEV	DESC
TBM 4	175.54	STONE BOUND
TBM 5	179.87	IRON PIN WITH CAP
TBM 6	217.06	STONE BOUND WITH DISK
TBM 7	213.48	STONE BOUND
TBM 8	201.00	IRON PIN WITH CAP

REV	DATE	REVISION ISSUE DESCRIPTION
B	06-18-2014	NHDES/AOT REVIEW
A	06-11-2014	TOWN, DRC AND NHDES REVIEW

Approved by the Londonderry, NH Planning Board for Phase \_\_\_\_\_  
 on Date: \_\_\_\_\_  
 Certified by: \_\_\_\_\_  
 Chairman: \_\_\_\_\_  
 Secretary: \_\_\_\_\_

FOR BALLINGER PROPERTIES, LLC	DATE
FOR FIVE N ASSOCIATES	DATE
TITLE:	OVERALL SITE PLAN
PROJECT:	Milton CAT FACILITY INDUSTRIAL DRIVE, LONDONDERRY, NEW HAMPSHIRE TAX MAP 28, LOTS 17-3, 17-4 & 20-5
APPLICANT:	Milton CAT 100 QUARRY DRIVE, MILFORD, MASSACHUSETTS
OWNER:	Ballinger Properties, LLC & Five N Associates 20 TRAFALGAR SQ., SUITE 602, NASHUA, NH 03063 (LOT 17-3 & 17-4) Tana Properties Limited Partnership 40 TEMPLE STREET, NASHUA, NH 03063 (LOT 20-5)
DATE:	JUNE 18, 2014
PROJECT NUMBER:	3618148132
A/E OF RECORD:	AMEC
DRAWN BY:	NWJ
CHECK FILE:	SP-13_pres-grc
SCALE:	1" = 80'
DRAWING NO.:	C-103



511 Congress St., Suite 200, Portland, ME 04101  
 P: (207) 775-5401 F: (207) 772-4762 www.amec.com

PROJECT NUMBER:	3618148132
A/E OF RECORD:	AMEC
DRAWN BY:	NWJ
CHECK FILE:	SP-13_pres-grc
SCALE:	1" = 80'
DRAWING NO.:	C-103



**PARCEL AREAS**  
 INCLUDES 1/2 OF GOLEN DRIVE RIGHT-OF-WAY

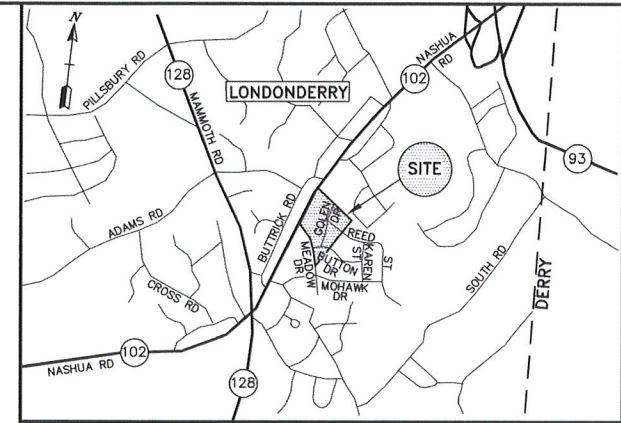
**KULCH LOTS:**

LOT 132-1 (44,204 ± S.F.) =	1.01 AC.
LOT 132-2 (43,623 ± S.F.) =	1.00 AC.
LOT 132-10 (43,908 ± S.F.) =	1.01 AC.
LOT 132-11 (47,353 ± S.F.) =	1.09 AC.
LOT 132-12 (52,992 ± S.F.) =	1.21 AC.
<b>TOTAL</b>	<b>5.32 AC.</b>

DISCONTINUED GOLEN DRIVE (580 ± FEET) (0.33 AC.)

**TOTAL KAPLAN PARCEL** (5.65 AC.)

\* AREAS BASED ON RECORDED PLAN OF RECORD



**LOCUS MAP**  
 1"=2500'

**NOTES:**

**DENSITY/OPEN SPACE CALCS**

TOTAL AREA OF PARCEL = 5.65 ACRES (246,786 S.F.)  
 AREA OF BUILDING = 0.64 ACRES  
 BUILDING COVERAGE = 11.3% (25% ALLOWED)  
 AREA OF PAVEMENT/WALKWAYS = 1.03 ACRES  
 IMPERVIOUS COVERAGE = 1.03 + 0.64 = 1.67 AC. = 29.6% (66% ALLOWED)  
 OPEN SPACE PROVIDED = 70.4% (33% REQUIRED)  
 AREA OF WETLANDS = 0.23 ACRES  
 PARKING PROVIDED = 65 SPACES

DENSITY: NET TRACT AREA = TOTAL TRACT - SLOPES GREATER THAN 25% - WETLANDS  
 = 246,786 - 0 - 10,192 = 236,594 S.F.  
 NUMBER OF UNITS = 0.8 x NET TRACT AREA / 7,000 = 27.0 UNITS ALLOWED (58 UNITS PROPOSED)

**PARKING REQUIREMENTS:**  
 0.5 SPACES PER (UNIT OR BED) + 1 SPACE PER EMPLOYEE

**C.O. ZONE:**

MIN. LOT SIZE = 1 ACRE  
 MIN. LOT FRONTAGE = 150'  
 BUILDING SETBACKS:  
 FRONT = 60'  
 SIDE/REAR = 30'  
 MAX. BUILDING HEIGHT = 50'  
 MAX. BUILDING COVERAGE = 25%  
 MINIMUM OPEN SPACE = 33%  
 PARKING SETBACKS:  
 R.O.W. = 30'  
 SIDE/REAR = 15'

**ROUTE 102 ZONE:**

MIN. LOT SIZE = 1 ACRE  
 MIN. LOT FRONTAGE = 100'  
 BUILDING SETBACKS:  
 FRONT = 4 x BUILDING HEIGHT = 4(31') = 124'  
 SIDE/REAR = 1 x BUILDING HEIGHT (20' MIN.) = 31'  
 MAX. BUILDING HEIGHT = 45' (31' PROP.)  
 MAX. IMPERVIOUS COVERAGE = 66%  
 LANDSCAPING:  
 FRONT = 15' STREET TREE + 20 L.S. BUFFER = 35'  
 SIDE & REAR = 1/2 BUILDING HEIGHT

**TAX MAP 7 LOTS 132-1 132-2, 132-10, 132-11, 132-12**

**CONCEPTUAL SITE PLAN**  
**ALL AMERICAN ASSISTED LIVING**  
**BUTTON DRIVE**  
**LONDONDERRY, NEW HAMPSHIRE**

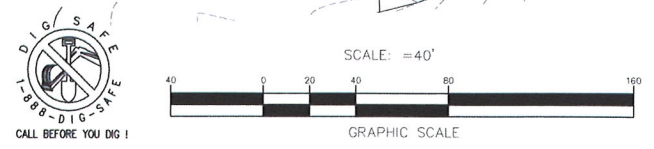
SCALE: 1" = 40'	JUNE 17, 2014	SHEET 1 OF 1
DESIGN: JST	DRAWN: JST	CHECKED: GAC
FB: ###	PG: ###	1103-04
<b>Bedford Design Consultants Inc.</b> ENGINEERS AND SURVEYORS 177 East Industrial Park Drive, Manchester, NH 03109 Telephone: (603) 622-5533 Fax: (603) 622-4740 www.bedforddesign.com		

Approved by the Londonderry, NH Planning Board for Phase \_\_\_\_\_ on Date: \_\_\_\_\_

Certified By: \_\_\_\_\_  
 Chairmen

Secretary: \_\_\_\_\_

DATE	DESCRIPTION	BY	REV.





## All American Assisted Living at Londonderry

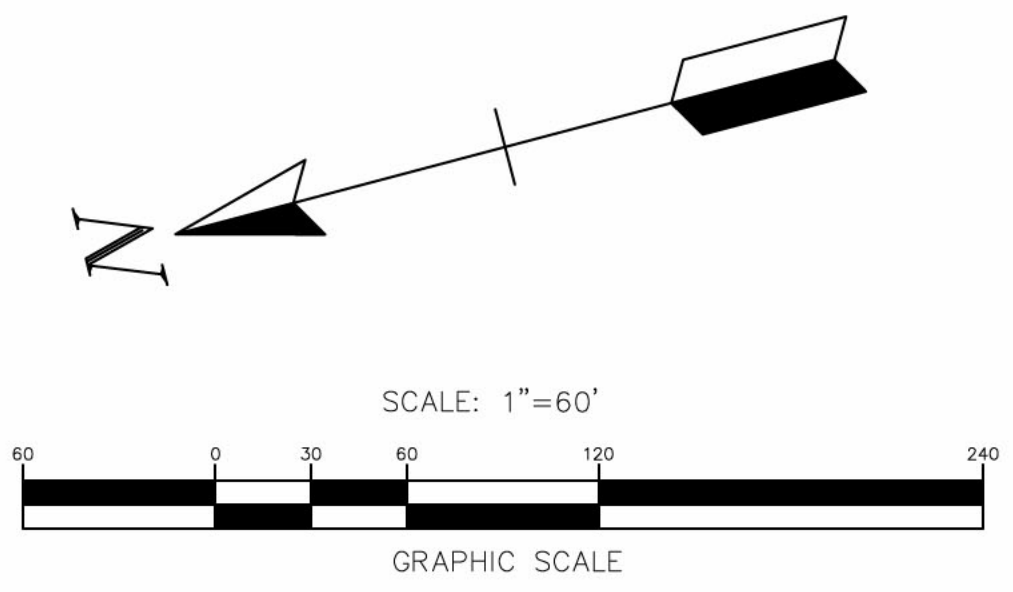
Front Entry Rendering

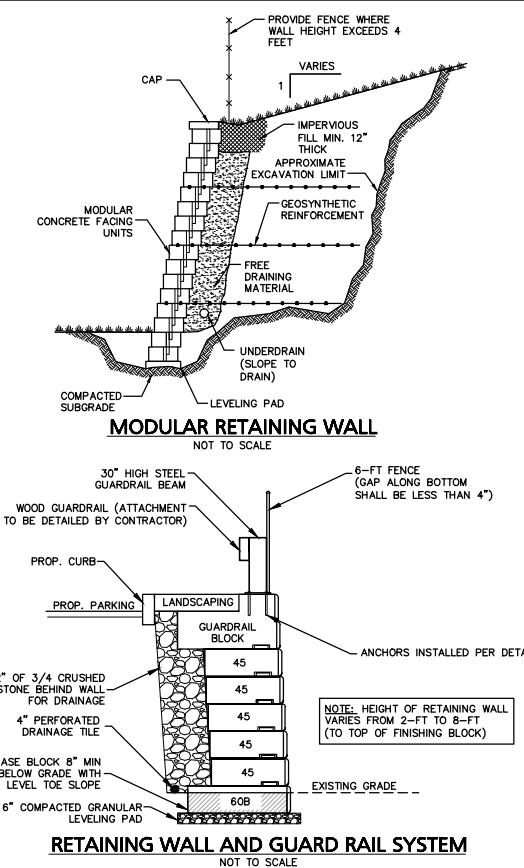
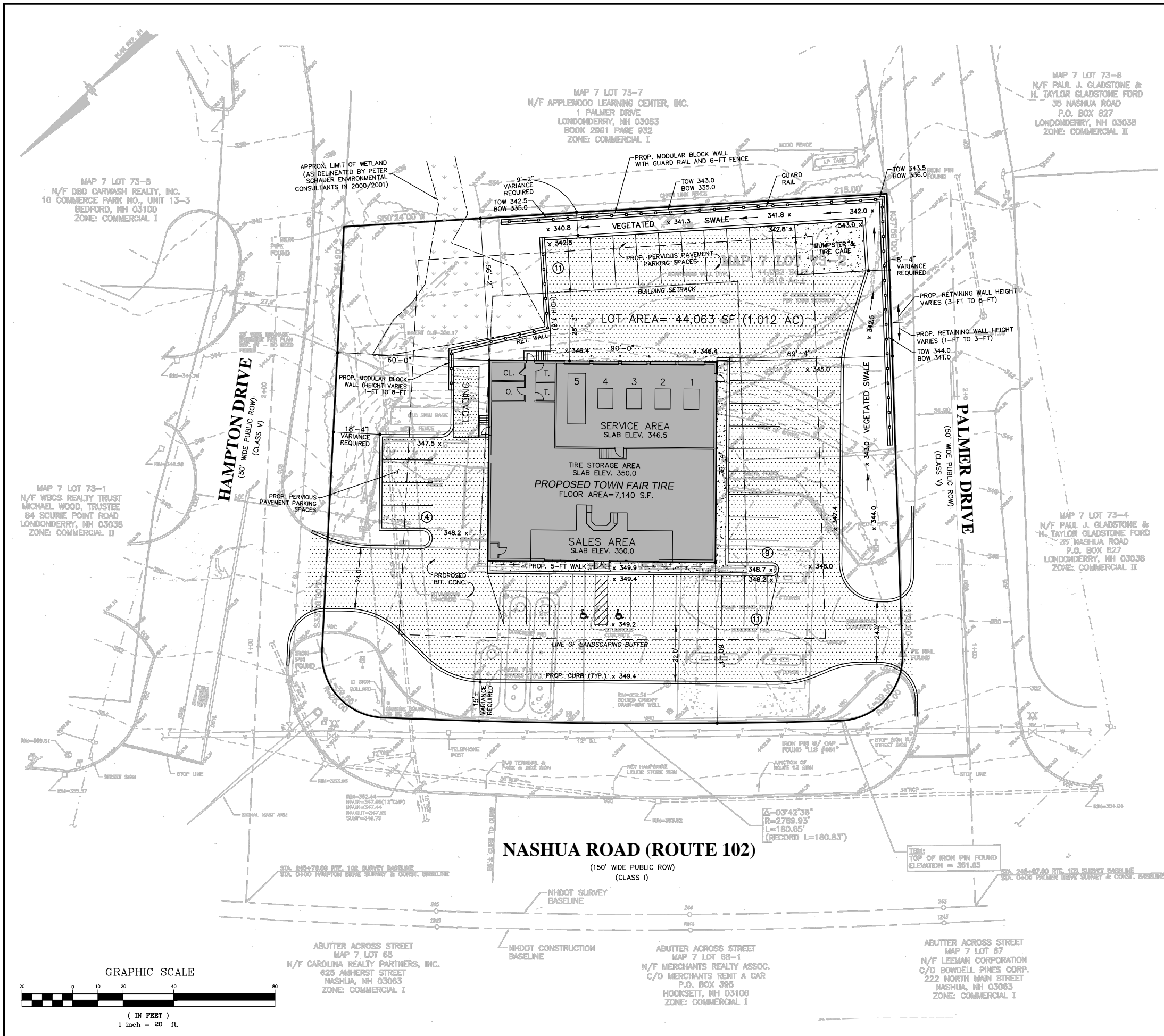


N.H. ROUTE 102

# Londonderry Senior Village

Tax Map 7 Lots 132-1, 2 & 8-20  
Londonderry, NH





**REQUESTED RELIEF:**

- PROPOSED ENCROACHMENT INTO PREVIOUSLY DEVELOPED LANDSCAPING SETBACK FOR 11 PROPOSED PARKING SPACES ALONG NASHUA ROAD (ROUTE 102)
- PROPOSED ENCROACHMENT INTO PREVIOUSLY DEVELOPED LANDSCAPING SETBACK FOR 4 PROPOSED PARKING SPACES ALONG HAMPTON DRIVE
- PROPOSED ENCROACHMENT INTO LANDSCAPING SETBACK FOR 11 PROPOSED PARKING SPACES ALONG THE REAR PROPERTY LINE
- PROPOSED ENCROACHMENT INTO LANDSCAPING SETBACK FOR AN ACCESS DRIVE ALONG PALMER DRIVE
- PROPOSED ENCROACHMENT INTO BUILDING SETBACK FOR A RETAINING WALL WITH HEIGHT IN EXCESS OF 3-FT.

**SURVEY NOTE:**

- 1) ALL EXISTING CONDITIONS INFORMATION SHOWN ON THIS PLAN WAS OBTAINED FROM A RECORD PLAN ENTITLED "EXISTING CONDITIONS PLAN", PREPARED BY MHF DESIGN CONSULTANTS AND DATED NOVEMBER 1, 2002
- 2) A NEW FIELD SURVEY SHALL BE PERFORMED PRIOR TO THE COMMENCEMENT OF DETAILED DESIGN WORK.

ZONE C-1  
FRONT YARD= 60'  
REAR YARD= 30'  
BUILDING COVERAGE = 16.2% < 25%  
LOT COVERAGE = 65.1% < 67% MAX.  
PARKING REQUIREMENTS:  
1/ BAY=5  
1/ EMPLOYEE=10  
1/ 300sf SERVICE AREA= 8  
1/ 200sf SALES AREA= 4  
1/ 1200sf STORAGE AREA= 4  
TOTAL= 31 SPACES REQUIRED  
35 PARKING SPACES SHOWN

PARKING SPACE = 9' X 20'

<p><b>Engineering Alliance, Inc.</b> Civil Engineering &amp; Land Planning Consultants 194 Central Street Saugus, MA 01906 Tel: (603) 231-1349 Fax: (603) 610-7101</p>	
<p>PREPARED BY:</p>	<p>DATE</p>
<p>PROJECT:</p> <p><b>PLAN OF LAND</b> 31 Nashua Road (Route 102) Tax Map 7 Lot 73-2 Londonderry, New Hampshire</p>	<p>DATE: June 16, 2014</p> <p>DWG FILE NAME: Site Plan.dwg</p>
<p>PROJECT #:</p> <p>SCALE: AS NOTED</p> <p>DESIGN BY: Michael C. Laham, P.E.</p>	<p>CHECKED BY: Richard A. Salvo, P.E.</p>
<p><b>DRAFT</b></p>	
<p>APPLICANT:</p> <p><b>TOWN FAIR TIRE</b> 460 Coe Avenue East Haven, CT 06512</p>	<p>DRAWING TITLE:</p> <p><b>Site Plan Concept</b></p>
<p>DWG. NO.</p> <p><b>101</b></p>	<p>DESCRIPTION OF REVISION</p>