

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF March 9, 2011 AT THE MOOSE HILL**
3 **COUNCIL CHAMBERS**
4

5 Members Present: Art Rugg; Mary Soares; Charles Tilgner, P.E.; Lynn Wiles;
6 Laura El-Azem; Chris Davies; John Farrell, Ex-Officio; Rick Brideau, CNHA, Ex-
7 Officio; John Laferriere, Ex-Officio; Dana Coons, alternate member; Leitha Reilly,
8 alternate member
9

10 Also Present: André Garron, AICP; Tim Thompson, AICP; John Trottier, P.E.;
11 Janusz Czyzowski, P.E.; Libby Canuel, Community Development Secretary
12

13 A. Rugg called the meeting to order at 7 PM.
14

15 A. Beal Revocable Trust/Omnipoint Communications, Map 12, Lot 34 –
16 Continued Application Acceptance and Public Hearing for a site plan and
17 conditional use permit to construct a 146' wireless communication
18 facility and associated accessory equipment and structures.
19

20 T. Thompson referenced the letter from Steven Grill, Attorney from Divine
21 Millimet, requesting a continuance to April 13, 2011 while the applicant
22 continues to resolve outstanding engineering comments.
23

24 **J. Farrell made a motion to continue the public hearing to April 13,**
25 **2011 at 7 PM. R. Brideau seconded the motion.** No discussion. **Vote**
26 **on the motion: 9-0-0.** Hearing is continued to April 13, 2011 at 7PM. A.
27 Rugg said this will be the only public notice. T. Thompson added that the
28 applicant has been asked to include re-notification to abutters if any further
29 continuances beyond April 13 are requested.
30

31 B. Conceptual Discussion – Map 2, Lot 27 – 3 lot subdivision, 94 unit elderly
32 housing development –
33

34 A. Rugg stated this discussion has been postponed to the April 13, 2011
35 meeting.
36

37 **Administrative Board Work**
38

39 A. Clarification of Invalid Lot Merger – Map 15, Lots 61-2 And 62
40

41 T. Thompson explained that when the owners of Map 15, Lot 61-2 were
42 attempting to expand the Tower Hill offices onto their adjacent lot, Map 15,
43 Lot 62, part of the site plan approval was a voluntary merger of the two lots.
44 Construction never took place and the site plan approval has since expired.
45 The owners are now attempting to sell Lot 62; however, a typographical error
46 occurred when the voluntary merger was recorded at the Registry of Deeds,
47 resulting in Map 15, Lot 62-2 being combined with Map 15, Lot 62. Under
48 RSA 674:39-a, this is an invalid merger since the lots are neither contiguous
49 nor of common ownership. The Planning Board can clarify the records at the

1 Registry of Deeds by authorizing the Chair to sign an agreement which
2 clarifies that the originally intended merger did not take place and that the
3 three lots are still taxed separately according to Town assessing records.
4 Once the agreement is signed by all involved parties and recorded at the
5 Registry, the owner will be able to proceed with the sale of Lot 62.

6
7 **C. Tilgner made a motion to authorize the Chair to sign the**
8 **agreement in reference to the Notice of Merger of Parcels by**
9 **Sovereign Realty Development dated June 11, 2008. M. Soares**
10 **seconded the motion. No discussion. Vote on the motion: 9-0-0.**

11
12 B. Hologic (Map 28, Lot 22-1) – Proposed Storage Tanks

13
14 T. Thompson stated that Hologic is proposing the installation of three outdoor
15 above ground storage tanks on Map 28, Lot 22-1. The tanks will contain
16 materials currently stored inside the building, which has raised concerns on
17 the part of Hologic's insurance carrier. T. Thompson said the proposed
18 changes will have no effect on impervious surfaces, green space, parking
19 spaces, or even access despite the proposed elimination of a connection
20 between an upper and lower parking lot. The tanks will be screened,
21 including the use of fencing. He asked if the Board would prefer staff handle
22 the issue administratively in lieu of a site plan review.

23
24 The consensus of the Board was to allow staff to handle the proposal
25 administratively.

26
27 C. Regional Impact Determinations

28
29 T. Thompson stated that Chinburg Builders, Inc. and Waste Management of
30 NH, Inc. are proposing a lot line adjustment between their properties on Map
31 16, Lots 38 and Map 16, Lot 60-3 respectively. Staff recommends this
32 project is not a development of regional impact, as it does not meet any of
33 the regional impact guidelines suggested by Southern NH Planning
34 Commission (SNHPC).

35
36 T. Thompson also stated that Brook Hollow Corporation has submitted an
37 application for Design Review proposing a 16-lot Conservation Subdivision on
38 Map 18, Lots 13-97 and 13-99. Staff recommends this project is not a
39 development of regional impact, as it does not meet any of the regional
40 impact guidelines suggested by Southern NH Planning Commission (SNHPC).

41
42 **J. Farrell made a motion to accept staff recommendations that these**
43 **projects are determined not to be of regional impact under RSA**
44 **36:56. R. Brideau seconded the motion. No discussion. Vote on the**
45 **motion: 9-0-0.**

46
47 D. Discussions with Town Staff

48
49 A. Garron referenced a letter dated March 9, 2011 which he composed to the
50 Executive Director of the Southern New Hampshire Planning Commission

1 (SNHPC), regarding their request for projects in Londonderry to be included
2 in NHDOT's 10-year Transportation Improvement Plan (TIP). He provided an
3 overview of the letter, and the Staff's suggested prioritization, with Pettengill
4 Road as the Town's top priority. A. Garron is hopeful that because of
5 impending development and increased traffic to the five areas on the list,
6 they will all receive a ranking sufficient for consideration.

7
8 A. Garron asked for input from the Board. M. Soares asked how much wider
9 Rt. 102 is expected to be. He replied that most of that widening will take
10 place between the Post Office and Rt. 128, along with possible modifications
11 from Buttrick Rd west to I-93. J. Laferriere asked how items such as the Rt.
12 102 Central Corridor Widening and the Rt. 102/128 Intersection
13 Improvements can hope to be adopted into the TIP with the cost listed as
14 "unknown." A. Garron replied that because they are State roads, DOT will
15 determine those costs. The goal here is simply to make the State aware of
16 the need for improvements based on traffic studies. Since the Rt. 28/128
17 Intersection Improvement was listed on a prior TIP, that cost is known at this
18 time, unlike the others.

19
20 C. Davies inquired as to how projects are prioritized. A. Garron summarized
21 the process used by SNHPC in scoring the projects, and how he felt the local
22 projects would be evaluated.

23
24 The Board expressed satisfaction with A. Garron's letter.

25
26 T. Thompson next reported that the Town Council approved the conditional
27 rezoning for the Londonderry Freezer Warehouse expansion project on March
28 7. The project has already been through the first round of Design Review
29 and he expects a Formal Application may be forthcoming in time for the April
30 6 agenda. A. Rugg added that the applicant has met with the Heritage
31 Commission and intends to incorporate a parapet-style roof.

32
33 J. Farrell stated that there will most likely be a new Town Council Liaison to
34 the Board later this month when those positions are assigned following Town
35 Meeting. He thanked the Board for their efforts and A. Rugg reciprocated.

36
37 M. Soars and A. Rugg welcomed new Town Manager Designee J. Laferriere to
38 the Board. A. Rugg explained that the position is designated to a School
39 Board member because of the impact the school system has on Town
40 planning issues.

41
42 A. Rugg and T. Thompson mentioned that the latest chapter of the SNHPC
43 Regional Plan, Economic Development, is available on their website for review
44 (www.snhpc.org).

45 46 47 **Conceptual Discussion**

48
49 A. Workshop – Woodmont Commons PUD Master Plan Discussion
50

1 A. Rugg stated this is the fourth round of discussion on this topic in addition
2 to the 5-day design charette with Town staff, the 7-day charette with the
3 public, and several open houses held at the orchard on Pillsbury Road. John
4 Michels, Esq. of Michels & Michels, began by saying the applicant has already
5 submitted a large number of the associated requirements to staff which is
6 being reviewed. He added that he has had preliminary discussions with DPW
7 Director Janusz Czyzowski about traffic issues, but that will be brought before
8 the Board at a later date when those discussions have resulted in some
9 consensus.

10
11 What they are seeking from the Board and the public is feedback about the
12 direction indicated thus far, with particular regard to permitted uses. A
13 general list has been assembled from the Table of Permitted Uses in the Town
14 zoning ordinance, which the applicant hopes to have narrowed down during
15 this workshop. J. Farrell asked what a hospital would be classified as. T.
16 Thompson replied that the Senior Building Inspector/Zoning Officer has
17 determined it would be included in the category of "Professional Offices". A
18 brief discussion ensued about the "Trucking Terminal" category because
19 although it was not meant to be included on the list presented, it was asked
20 whether a bus terminal might be allowed without its inclusion. J. Michels
21 pointed out that it could be considered a "Public Facility," something T.
22 Thompson said would be a determination made by the Zoning Officer. D.
23 Coons asked what would be included under "Repair Services," considering
24 "Motor Vehicle Station, Limited Service" is already on the list. J. Michels
25 explained it would refer to things other than automobiles such as computers
26 and appliances. T. Thompson verified that the definition under the zoning
27 ordinance specifies businesses that repair of items commonly found in
28 households as opposed to businesses, and excluding automotive repair. He
29 also read the definition of the limited service for motor vehicles as the sale of
30 gas, motor oil, lubricants, minor accessories, and minor repairs and
31 maintenance, i.e. not reconditioning of vehicles, autobody, painting, etc. L.
32 El-Azem asked about "Adult Establishments," something which T. Thompson
33 said are in their own category and not allowed under the zoning of this
34 development. Back Lot Development was also brought up, with T. Thomson
35 saying he did not envision it would be applicable under the design scenario
36 presented so far. He added that it would also require a Conditional Use
37 Permit associated with the preservation of agricultural uses, rural and scenic
38 views, etc.

39
40 J. Farrell initiated a discussion about density issues. J. Michels stated that
41 the current expectation for density is 1,300 units, or 2 units per acre, which
42 is well below the 6-unit per acre limit in the ordinance, and could end up
43 being less. J. Farrell calculated that over the next 20-30 years, the proposed
44 development would increase the number of housing units (currently around
45 8,000) by 15% and add roughly 3,000 more residents. In preparing the PUD
46 Master Plan, he advised, the developer should pay particular attention to
47 density with regard to the needs and desires of the community in general. A.
48 Rugg noted that those figures are far lower than the kind of development that
49 took place 30 ago when as many as 400 units were built in a given year.
50 Developer Michael Kettenbach stated one misconception surrounding this

1 project is that it will be made up entirely of a mixed use, although this is only
2 true of the interior. Density will also decrease moving out toward the edges
3 where only single family homes will exist. D. Coons asked for clarification on
4 the detail noted in the applicant's plan titled "TND 1" that specifies "1,300
5 mix of types, plus senior and affordable." M. Kettenbach said that was in
6 anticipation if the community asks for a higher density, adding that senior
7 housing would have less of an impact because it would not include school-
8 aged children. J. Farrell noted that senior housing does not include "55 and
9 over" communities. C. Davies asked that there be finer detail on the type of
10 uses in future presentations. A. Garron relayed the aspirations reflected in
11 the design charette and elsewhere that a buffer of the existing orchard be
12 preserved and that any density planned there be shifted towards the interior
13 of the lots. M. Kettenbach added that maintenance of any conserved apple
14 trees would need to be made a requirement of ownership to ensure the
15 intention of the scenic view is met. D. Coons asked if the six curb cuts along
16 Gilcreast Rd could be reduced and M. Kettenbach replied that would be the
17 decision of the Planning Board once the design reaches the formal application
18 stage.

19
20 M. Kettenbach asked to return to a broad scale discussion of permitted uses
21 so that they can be narrowed down, allowing the applicant to keep refining
22 the ideas to the point when the kind of details being discussed would be more
23 appropriate. Numerous questions pertaining to a wide variety of uses were
24 discussed. They were as follows:

25
26 1. Would the proposed hospital (assuming it is considered a professional
27 office) be able to function with the 50' height limitation? (A. Garron).
28 M. Kettenbach did not know but said the Fire Department has a 100'
29 ladder that can be used up to eight stories without any issues. The
30 height will be determined by the Building and Fire Codes at a later point
31 in the process. A. Garron clarified that the height issue is still
32 appropriate in relation to allowable uses because of what size and scale
33 of buildings is viewed as desirable for Londonderry.

34
35 2. Is "Assembly, testing, repair and packing operations" synonymous
36 with "Light manufacturing"? (D. Coons). T. Thompson replied that they
37 could essentially be considered the same thing; the main difference
38 being that "light manufacturing" is simply a broader category. (See #3)

39
40 3. What would the scale be of the operations noted in question #2? (A.
41 Garron). J. Michels said they would be smaller scale (i.e. around 1,000
42 sq. ft.). (See #4)

43
44 4. If smaller scale operations are allowed, won't that just lead to larger
45 facilities? (J. Laferriere). M. Kettenbach said it could but that the
46 process of refining the uses will limit exactly where that kind of use
47 could be.

48
49 5. Can there be restrictions attached to such things as hotels since they
50 may include shops and other businesses? (D. Coons). Can specific

1 limitations be applied at a later point in the allowed use refinement
2 phase? (C. Davies). A. Rugg verified it would be up to the Board to
3 make those restrictions and added that what is allowed currently will
4 inevitably change over the 20-30 year development of this plan. T.
5 Thompson stated that as part of the PUD process, a set of regulations
6 governing uses, setbacks, and other development standards will have to
7 be developed and approved by the Board.
8

9 6. Can the kind of upscale doggie daycare proposed to the Board
10 several years ago fit into the proposed uses since it would involve
11 animals? (L. El-Azem). T. Thompson said it would be categorized as a
12 "service establishment."
13

14 7. What would a dog park fall under? (D. Coons). The consensus was it
15 would be a recreational use.
16

17 8. How much of Woodmont's workforce is going to include local trades?
18 (emailed during the discussion to J. Farrell). M. Kettenbach said that is
19 the goal is to use local as well as NH trades.
20

21 9. How would cemeteries fit in? (Ann Chiampa, 28 Wedgewood Dr). T.
22 Thompson said the ordinance would have to change to allow that. In the
23 event the Pillsbury Cemetery on Hovey Rd is expanded, the applicant is
24 prepared to perform a lot line adjustment to remove that part out of the
25 PUD.
26

27 10. Will agricultural uses be included in the underlying AR-I zone since
28 it is not specifically listed? (Mike Speltz, 18 Sugarplum Ln.) A. Rugg
29 and T. Thompson verified it would be.
30

31 11. If a research laboratory is included, would the Town have some
32 control over the radiation materials used? (C. Tilgner). A. Rugg replied
33 that there are state and federal standards for these types of materials
34 that would govern their use, but that the Board has the ability to
35 regulate as part of the regulations that have to be developed as part of
36 the PUD.
37

38 12. Would larger box stores (e.g. Costco, BJ's), fall under the category
39 of "Warehouse and Storage" since they are similar to "Trucking
40 Terminal/Warehouse/Storage"? (J. Laferriere). T. Thompson said it
41 would be considered retail. J. Farrell reiterated that the Board can
42 combine and/or limit things as part of development of the Master Plan
43 based on what the community is looking for.
44

45 13. Can we limit the number of drive thru establishments? (L. Reilly).
46 T. Thompson said the Board could, and could restrict that all fast food
47 not include a drive thru.
48

49 14. Do you envision including membership clubs/social clubs as opposed
50 to just recreation facilities (e.g. health clubs)? (A. Garron). M.

1 Kettenbach said they could be placed in specific areas.
2

3 15. Will (A) houses of worship and (B) non-profit organizations that
4 might be recreational be included? (Laura Arronson, 38 Boyd Road). T.
5 Thompson said they were included on the list and that the non-profit
6 recreational use would fall under the membership clubs mentioned in
7 question 14.
8

9 J. Michels next reviewed the handout of maps numbered "TND 1" through
10 "TND 9" (See attachment #1). TND 1 shows the overall maximum number of
11 both dwellings and square footage for office buildings, medical buildings,
12 hotels, retail shops, etc., intended for the entire project, including both
13 portions east and west of I-93. Those numbers do not reflect what is
14 specifically planned for the project, but rather what numbers will not be
15 exceeded. TND 2 breaks down that information into more detail about the
16 maximum numbers for each side individually. J. Michels added there is some
17 flexibility to move some buildings from one side to the other but that the
18 overall numbers would not change. The next level shown on TND 3 refines
19 the numbers even further, showing the breakdown within more specific uses.
20 The requisite maps of topography and wetlands/streams comprise TND 4 and
21 5 respectively. The phasing concept is shown on TND 9, which identifies the
22 first phase specifically, but gives only approximations for the others phases
23 since they will be determined by future economies. M. Kettenbach reiterated
24 that these discussions are preliminary and are intended to provide guidance
25 to the applicant so that the next iteration will reflect those initial visions of
26 the Board and the public and will lead to subsequent versions that will
27 gradually bring the proposal to the level of specific Town ordinances and
28 regulations. A. Rugg suggested utilizing the Town GIS Manager's mapping
29 software as things progress to visualize various design possibilities. J.
30 Michels added that the GIS Manager can also calculate an estimate of
31 whether the number of units and square footage proposed will be tax positive
32 or negative, based on the current tax rate. He reminded the Board and
33 residents that weekly meetings have been and will continue to be held at the
34 orchard offices Thursday evening, 7PM-9PM, and Saturday 9AM-11AM to
35 entertain public input (the exception being Saturday, March 12 which is Town
36 Meeting). Kettenbach asked for comments and questions on those
37 approaches. They were as follows:
38

39 1. a). Before a hospital can be constructed, they are required to apply
40 for a Certificate of Need. With Elliot and Parkland Hospitals close by and
41 the Department of Health and Human Services recently announcing a
42 reduction in funding to hospitals, it may be difficult for a hospital to be
43 included in the plan (Martin Srugis, 17 Wimbledon Drive).
44

45 b). According to the GIS Manager, there roughly 2,000 acres of
46 buildable land left in Londonderry which translates to approximately
47 6,000 more residents beyond what is proposed with this development.
48 The use and possible failure of Rt. 102 as the central corridor in town
49 and the creation of Exit 4A should therefore be carefully planned. The
50 jog added to the western portion of Pillsbury Road will be of some help

1 to mitigate speed issues with increased traffic.

2
3 2. Which will be built first; the commercial or residential phase? (Tom
4 Freda, 30 Buckingham Drive). M. Kettenbach said the first phase would
5 include both residential and retail, as well as possible municipal uses.

6
7 3. What will be the nature of the residential and commercial areas? Will
8 the applicant maintain ownership, will there be rentals, etc.? (T. Freda).
9 M. Kettenbach replied there will be some condominiums, single family
10 homes, town homes and lofts, some rented, but upwards of 80% will be
11 individually owned.

12
13 4. a). Are there any updates from the State regarding the proposed
14 lake and existing wetlands? Will the lake be usable? (Bill Carlisle, 7
15 Sugarplum Ln, a direct abutter who also spoke in favor of the project).
16 M. Kettenbach said after the last meeting with the State, they expressed
17 interest in meeting with the Army Corps of Engineers, but are waiting to
18 see what the needs and wants of the community are. Overall, both have
19 given the applicant positive feedback to use the lake in a recreational
20 capacity. It will be of use as well with regard to drainage for the overall
21 site in order to avoid impacting areas downstream.

22 b) Do you see that portion occurring in one of the early phases? If
23 not, at what point? M. Kettenbach replied he will not be sure until after
24 meeting with the Army Corps of Engineers.

25
26 5. How will the Board approve the first phase, knowing that they will
27 not know the outcome of Exit 4A? Will the Board assume that the traffic
28 study has to be based on whatever arrangements can be made on
29 Gilcreast, Pillsbury, and any new roads, without the benefit of Exit 4A or
30 will the Board take some other approach? (Mike Speltz, 18 Sugarplum
31 Ln). M. Kettenbach said that is precisely the issue at hand; the
32 applicant is very limited at this time without knowing that outcome.
33 Indeed, the northerly and easterly developments are predicated on Exit
34 4A because without it, the existing failing road network cannot support
35 them. At least seven other road areas have been noted as needing
36 improvements but T. Thompson said that until there is general
37 consensus on the land use, traffic impacts are a premature discussion.

38
39 6. The Planned Use Development ordinance states that if a use is not in
40 the PUD Master Plan, you rely on the underlying zoning ordinance. A lot
41 of detail will go into the Master Plan to exclude or limit various uses, but
42 has the Board reached any consensus on where to fall in that continuum,
43 i.e. where to rely on the Master Plan and where to rely on the underlying
44 zoning? (M. Speltz). T. Thompson answered it is too early to discuss
45 regulations associated with the Master Plan. He explained that the
46 purpose of the Master Plan is to address the land uses, general
47 transportation infrastructure, the traffic, etc. The regulatory framework
48 that has to be developed to govern zoning and uses is technically not
49 part of the Master Plan at this point. That will take place once the
50 concepts of uses and transportations (i.e. in the written portion of the

1 Master Plan). A. Garron and T. Thompson added that as the Master Plan
2 is developed, portions of the development such as single family homes
3 may entail use of the underlying zoning and its current requirements. L.
4 Reilly asked if some sort of community gardening were proposed, where
5 it would fall into the allowed uses. T. Thompson said it would not be
6 included in the list but instead falls under the underlying AR-I zone and
7 would therefore be permitted like all agricultural uses, regardless of the
8 PUD.

9
10 7. A good portion of Londonderry's Prime agricultural soils are found on
11 this site (see Open Space Task Force on the Town website, Meeting
12 three, Resource Map 7 of 8 entitled "Food and Forest"). It is very
13 important to work with the developer to maximize the amount of
14 agricultural soils that can be preserved since they are an important
15 natural asset. (M. Speltz).

16
17 8. a). When do you anticipate the development of Exit 4A, assuming all
18 approvals go as planned? (T. Freda). M. Kettenbach said that assuming
19 those approvals, it could take place within the next six years.

20 b). If Exit 4A does not go through, what portion of TND9 would not
21 be built? M. Kettenbach said it is not possible to be specific but that any
22 development north and east of Pillsbury Road would most likely be
23 abandoned.

24 c). If Exit 4A were approved, how long would it take to complete? M.
25 Kettenbach said approximately two years.

26
27 9. a). What would happen if the storm water drainage system does not
28 work as expected with regard to the wells on Hovey Rd and Trolley Car
29 Lane? (Miles McDonough, Bedford MA, representing resident of Hovey
30 Rd). J. Farrell rephrased the question: Since the development will bring
31 public water and sewer to the area, will it be made available to other
32 homes in that area? M. Kettenbach replied it would be made available.

33 b). Why is the hospital planned for the west side instead of the east?
34 M. Kettenbach said it could go on either side and T. Thompson pointed
35 out that both sides specify an area for medical use.

36
37 10. Will the next level of detail include a discussion on refinement of the
38 layout of the roadway network where staff and the Board can determine
39 what will work and what will not? (Janusz Czyzowski, Director of Public
40 Works and Engineering). M. Kettenbach and J. Michels said that is their
41 understanding.

42
43 11. What is the impression of the Planning Board at this point? After
44 speaking with 25-30 neighbors and others over the past few months,
45 none have been in favor of the development. Density issues are of
46 particular concern in those discussions (Ray Adams, 22 Devonshire Ln).
47 A. Rugg said that density has been the Board's biggest concern but that
48 more details will bring more opinions. He and J. Farrell explained further
49 that individual Board members will always have their own opinions,
50 however they must follow the rules and regulations of the Town and

1 remain impartial, balancing the needs and wants of the public with the
2 rights of the property owner. Gathering input from public hearing such
3 as this is therefore an important part of the process and assists the
4 Board in negotiating with the builder to meet the needs of both parties.
5 M. Speltz suggested later on, however, that this PUD is a "game
6 changer," to quote a Town Councilor's recent comment. The Board has
7 more power and fewer constraints with this particular development
8 under the rules of the Master Plan. If the public understood the
9 influence the Board has at this stage, he added, they might turn out in
10 greater numbers to share their views with the Board.
11

12 12. One-acre zoning has always been the standard in Londonderry and
13 is proposed for the periphery of the development. Instead of a scenario
14 like that of W-2-2 on TND3 where 55 units can be built on 19 acres, can
15 one-acre zoning border one-acre zoning, if only along that periphery?
16 The decrease in density would be a lot more palatable for those
17 residents concerned with density. (Roy Bouchard, 19 Buttrick Rd).
18

19 13. a). Will there be only one or perhaps no curb cuts off of Gilcreast
20 Rd? It looks like right now that the area is comprised of houses only and
21 is separate from the rest of the development where the higher
22 concentration/commercial uses are located. Would those homes have
23 access to the development to the east of the pond? (Ann Chiampa, 28
24 Wedgewood Dr). J. Michels answered that whether the pond is
25 increased in size to the proposal on TND1 or not, the south side of that
26 area is wet, so a road there is not possible.

27 b). Will there be any walkways to allow the Gilcreast Rd residents to
28 make use of the pond and the commercial uses to their east? J. Michels
29 said that will depend on the input from the Army Corps of Engineers
30 because of the wetlands involved as well as on whether the association
31 of the abutting commercial condominiums at Londonderry Commons will
32 allow any trails.

33 c). Pillsbury Rd is currently used as a means of quick access to
34 Derry. Won't the traffic associated with this development impede
35 residents traveling to and from Derry? J. Michels replied that a radar
36 test done of travelers on that section of Pillsbury Rd where a maximum
37 35 MPH is allowed showed that most vehicles were traveling at close to
38 50 mph. Part of the design for future traffic is to avoid interference with
39 the existing connection to Derry. J. Farrell added that when considering
40 traffic, the Town does not view it with regard to the impact on retail
41 businesses. He said DPW is only concerned with constructing roads
42 correctly and to an extent that will be able to handle the predicted
43 volume. J. Czyzowski added that while roundabouts and other methods
44 of slowing traffic may be used in the interior of the development itself,
45 the use of roads such as Pillsbury as arterial roads should be maintained
46 so as to avoid further impact to Rt. 102. M. Kettenbach said traffic
47 engineers will be attending the next meeting and that these comments
48 will not only be used to shape the next version of the plan but can be
49 readdressed with those engineers present.
50

1 T. Thompson summarized that the periphery of those areas shown on TND3
2 as W-2-2 and W-2-3 need to be reviewed in terms of matching the proposed
3 density to that of the existing adjacent neighborhoods. C. Davies asked that
4 the same be done wherever the development abuts existing residential areas.
5 Dave Mauceri, 1 Dragonfly Way, noted the high density of W-2-6 on TND 3,
6 in addition to the density of W-2-2 and W-2-3.

7
8 Joe Newman, 26 Otterson Rd, expressed his support of the project, saying it
9 will be positive for the town and that the mixed use will generate income, add
10 to the tax base and thereby lower property taxes. He stated his approval of
11 the fact that it is neither entirely retail nor residential and said he would favor
12 the commercial aspect be developed first to bring relief to the taxpayers.

13
14 A. Garron noted that he had followed up with Tom Fudula, Town Planner in
15 Mashpee, MA about Mashpee Commons since it was brought up at the last
16 hearing. That project, which began in the late 1980's, involved converting an
17 existing shopping center to a mixed use development. The current overall
18 opinion of residents regarding the development, according to a community
19 development survey done in conjunction with the Town's Master Plan, is very
20 positive. In fact, two additional sections that would expand Mashpee
21 Commons will be presented to their Planning Board in the future. T. Fudula
22 noted to A. Garron that the only thing he would do differently would be to
23 establish a better regulatory framework. A. Garron will be visiting the site
24 next month and will look into those regulatory components for more detail
25 and how it may reflect on the Woodmont Project.

26
27 The next discussion for the Woodmont PUD Master Plan was tentatively set
28 for April 13, 2011 at 7PM. A. Rugg encouraged residents to attend the
29 aforementioned bi-weekly meetings held at Woodmont.

30
31 B. Zoning Ordinance Amendments/Impact Fee Methodology – Rt. 28 Western
32 Segment

33
34 T. Thompson stated there are two components to this public hearing. The
35 first is a text amendment to the zoning ordinance section that references the
36 Impact Methodology (1.2.6.1). The words "the Community Development
37 Department, Stantec Consulting Services, and" would be added to the
38 existing reference to the Rt. 28 Western Corridor study.

39
40 T. Thompson then gave a presentation on the zoning amendment and
41 methodology (see Attachment #2)

42
43 C. Davies asked if the impact fees were designed to cover the full cost of the
44 improvements. T. Thompson replied that they would only cover the 39%
45 attributed to development, meaning that in Option 1, the per PM peak hour
46 trip would be \$1,198. A. Garron clarified that the public portion of the cost
47 will still need to be funded because of the existing and background growth.
48 C. Davies then asked what the tax impact would be and T. Thompson said
49 these are one-time fees paid by developers when obtaining a Certificate of
50 Occupancy for a project. C. Davies expressed his preference for Option 2

1 since it would avoid the total increase in one year but would provide
2 businesses with a better sense of what to expect in coming years. T.
3 Thompson added that the proposed simplification to a single per PM peak
4 hour trip fee will also aid businesses in the first design review stages of a
5 project compared to the time currently needed to calculate the fee based on
6 the existing complex matrix. R. Brideau, J. Farrell, L. Wiles, and L. El-Azem
7 agreed Option 2 was the better choice. D. Coons chose Option 3 and M.
8 Soares and L. Reilly chose Option 1. J. Laferriere asked for a clarification of
9 "per PM peak hour trips". T. Thomson defined it as the number of new
10 vehicle trips that would impact the section of the corridor in question between
11 the hours of 4 PM and 6 PM. That two hour span is chosen because it is the
12 worst case traffic scenario for the community. J. Laferriere then chose Option
13 2.
14

15 A. Rugg asked for public input. Mike Speltz, 18 Sugarplum Lane, spoke in
16 favor of Option 1. He stated that while a developer may not be pleased with
17 the increase, it will not be his main financial consideration and is therefore
18 not likely to deter him. He suggested computing the 119% increase as a
19 percent increase in the cost of the development to make it more acceptable.
20 Fully funded the impacts upfront should be the main objective at this point
21 because of the potential tax impact and resulting relief it will bring to
22 homeowners.
23

24 J. Czyzowski stated that this increase in impact fees is long overdue and
25 reminded the Board that developers are credited for any off-site
26 improvements performed. For instance, if a developer makes \$200,000 in
27 off-site improvements and the impact fee is calculated at \$200,000, he does
28 not end up owing the impact fee to the Town. A. Garron added that the
29 update took advantage of the more recent traffic studies that were done for
30 the area (one for the Jack's Bridge Rd area, the other for the Pettengill Rd
31 area), without which the update would have been much more costly.
32

33 **J. Farrell made a motion to recommend the Town Council adopt the**
34 **Rt. 28-Western Segment Traffic Impact Fee Methodology as well as**
35 **the textual amendment to Section 1.2.61 of the Zoning Ordinance. R.**
36 **Brideau seconded. No discussion. Vote on the motion: 9-0-0. This**
37 **recommendation will be sent to the Town Council.**
38

39 **M. Soares made a motion to recommend to the Town Council**
40 **adopting Option 2 for the implementation of the Rt. 28-Western**
41 **Segment Traffic Impact Fee. C. Davies seconded the motion. No**
42 **discussion. Vote on the motion: 8-1-0 with M. Soares in opposition.**
43 **This recommendation will be sent to the Town Council.**
44

45 **Other Business**

46 There was no other business.
47
48

49 **Adjournment:**

50

1 **J. Farrell made a motion to adjourn the meeting. R. Brideau**
2 **seconded the motion. No discussion. Vote on the motion: 9-0-0.**
3 Meeting adjourned at 10:00 PM.

4
5
6 These minutes prepared by Libby Canuel and Jaye Trottier, Community
7 Development Secretaries.

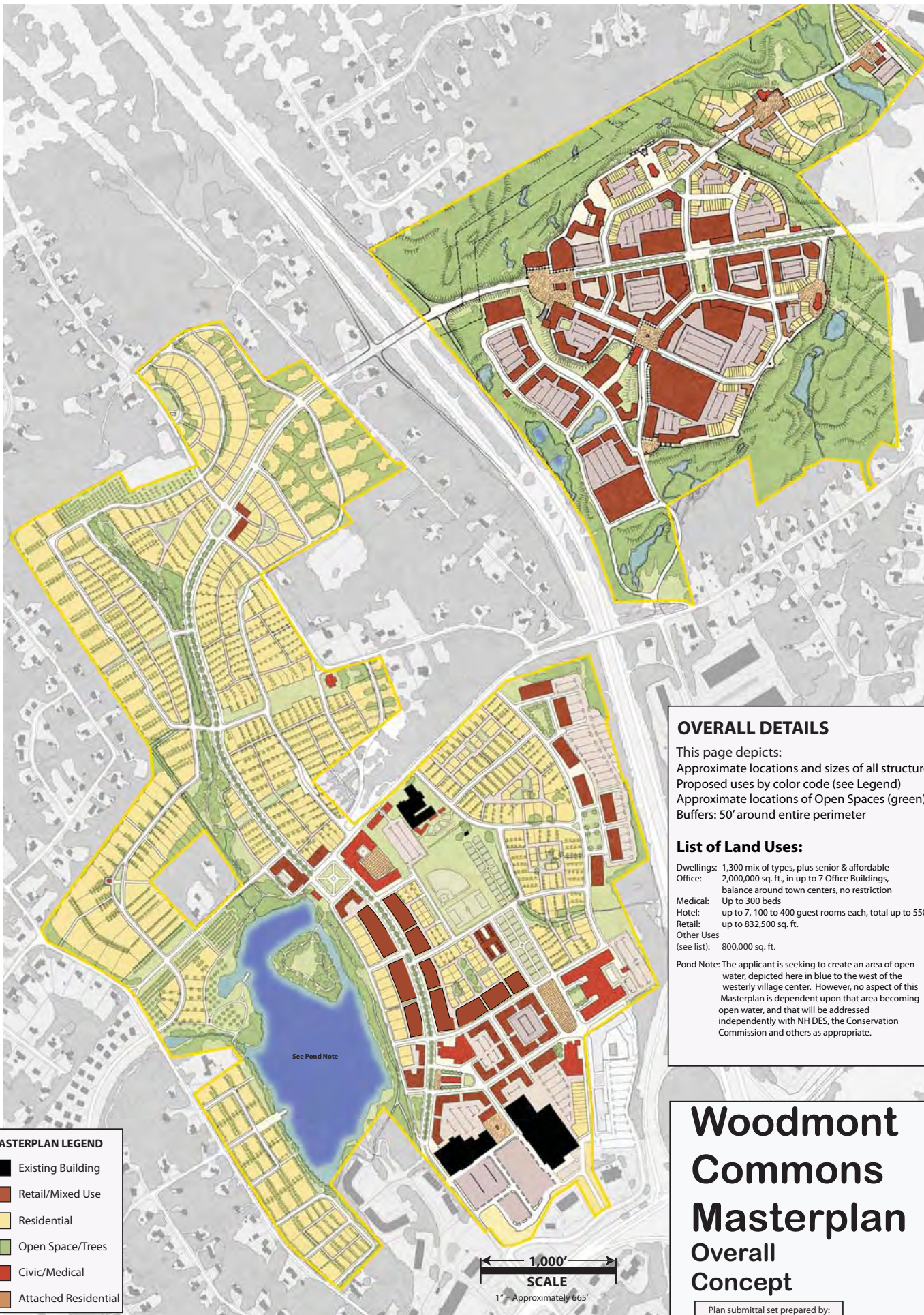
8
9
10
11 Respectfully Submitted,
12
13
14
15 Charles Tilgner, Secretary

Woodmont Commons PUD Submission Key

As of Feb. 24, 2011

Materials	Brief Description	Location(s) in submission
2.8.9.1.1	PUD Application	Set of plans (TND sheets 1 through 9 to date), and "Written Portion of Master Plan" (hereafter WPMP)
2.8.9.1.2	Narrative	WPMP, first pages
2.8.9.1.3	Proposed Plan	TND sheet 1
2.8.9.1.4	Land Use List	WPMP, pages 6 & 7
2.8.9.1.5	Abutters	Separate list from Michels & Michels
2.8.9.1.6	Fee	Separate from Pillsbury Realty

Information	Brief Description	Location(s) in submission
2.8.9.2.1	Present zoning	TND sheet 2
2.8.9.2.2	Topo, wetlands, etc	TND sheets 4 & 5
2.8.9.2.3	Total area	TND Sheet 2
2.8.9.2.4	Proposed Uses	WPMP, pages 6 & 7 and TND Sheets 1, 2 & 3
2.8.9.2.5	Dwelling count & density	TND Sheets 1 & 2
2.8.9.2.6	Structures	TND Sheets 1, 2 & 3
2.8.9.2.7	Streets etc	TND Sheets 10 & 11
2.8.9.2.8	Proposed parking	TND Sheet 3- note at bottom center
2.8.9.2.9	Traffic data	TND sheets 6, 7 & 8
2.8.9.2.10	Open Spaces	TND Sheet 1
2.8.9.2.11	Preserved Resources	None Known to be Preserved
2.8.9.2.12	Buffers	TND Sheet 1, 50 Feet Around Perimeter
2.8.9.2.13	Landscaping	TND Sheet 1
2.8.9.2.14	Water & Sewer	TND Sheet 2, Public Sewer & Water
2.8.9.2.15	Storm Water	WPMP- description
2.8.9.2.16	Other Utilities	TND sheet 2
2.8.9.2.17	Firefighting	WPMP, page 14
2.8.9.2.18	Architectural	WPMP, Text and Illustrations
2.8.9.2.19	Signage	WPMP, In Progress
2.8.9.2.20	Phasing	TND Sheet 9
2.8.9.2.21	Covenants	WPMP, In Progress
2.8.9.2.22	Ownership	Will vary throughout the project, WPMP
2.8.9.2.23	Bylaws	WPMP, In Progress
2.8.9.2.24	Studies	To Be Determined
2.8.9.2.25	Other	To Be Determined



MASTERPLAN LEGEND

	Existing Building
	Retail/Mixed Use
	Residential
	Open Space/Trees
	Civic/Medical
	Attached Residential

OVERALL DETAILS

This page depicts:
 Approximate locations and sizes of all structures
 Proposed uses by color code (see Legend)
 Approximate locations of Open Spaces (green)
 Buffers: 50' around entire perimeter

List of Land Uses:

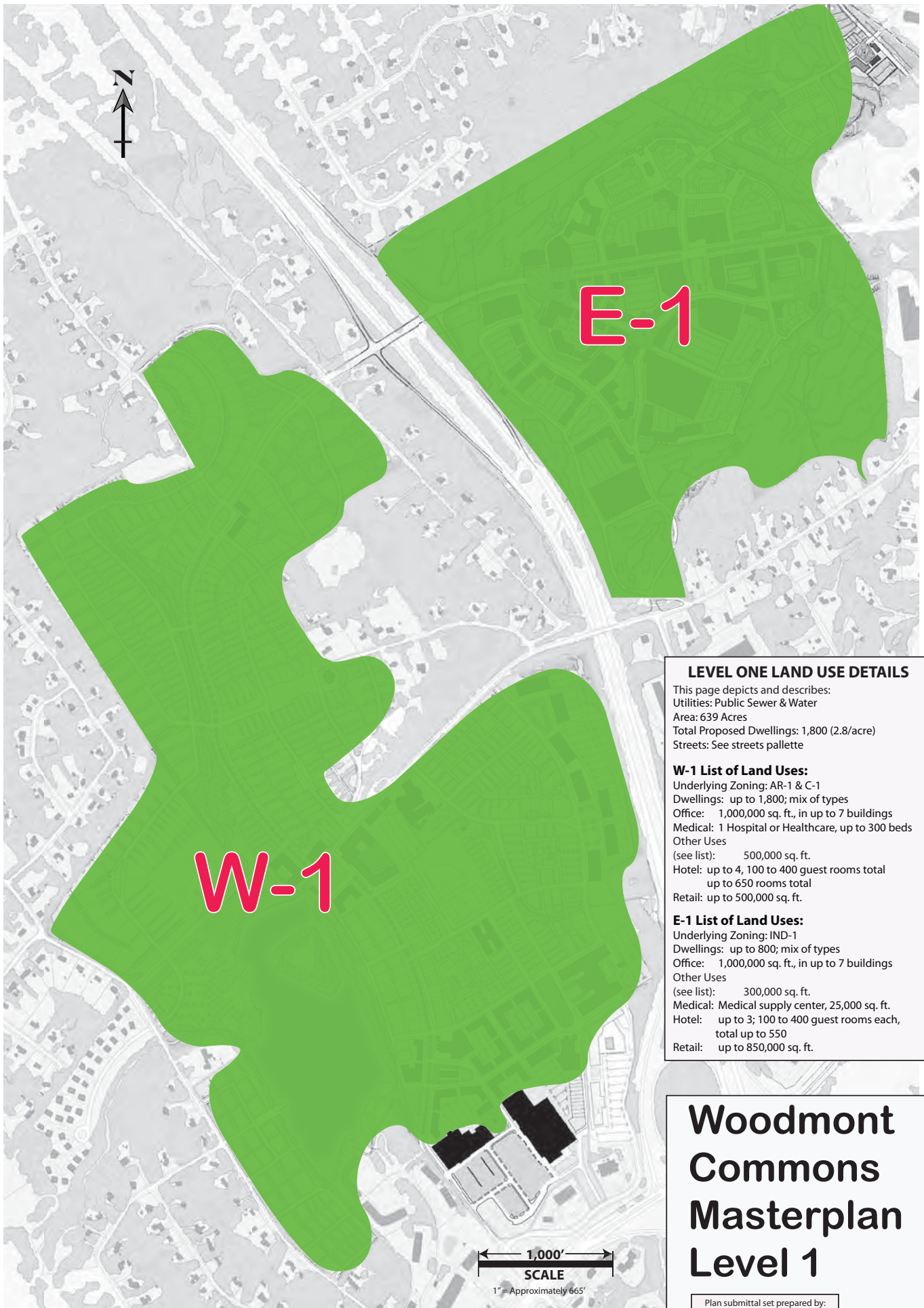
Dwellings: 1,300 mix of types, plus senior & affordable
 Office: 2,000,000 sq. ft., in up to 7 Office Buildings, balance around town centers, no restriction
 Medical: Up to 300 beds
 Hotel: up to 7, 100 to 400 guest rooms each, total up to 550
 Retail: up to 832,500 sq. ft.
 Other Uses (see list): 800,000 sq. ft.

Pond Note: The applicant is seeking to create an area of open water, depicted here in blue to the west of the westerly village center. However, no aspect of this Masterplan is dependent upon that area becoming open water, and that will be addressed independently with NH DES, the Conservation Commission and others as appropriate.

Woodmont Commons Masterplan Overall Concept

Plan submittal set prepared by:
 Chester "Rick" Chellman, P.E., L.L.S.
 TND Engineering
 430 Richards Avenue, Portsmouth, NH
 03801 t. 603.373.8651
 www.TNDEngineering.com

Feb. 22, 2011



LEVEL ONE LAND USE DETAILS

This page depicts and describes:
Utilities: Public Sewer & Water
Area: 639 Acres
Total Proposed Dwellings: 1,800 (2.8/acre)
Streets: See streets palette

W-1 List of Land Uses:

Underlying Zoning: AR-1 & C-1
Dwellings: up to 1,800; mix of types
Office: 1,000,000 sq. ft., in up to 7 buildings
Medical: 1 Hospital or Healthcare, up to 300 beds
Other Uses
(see list): 500,000 sq. ft.
Hotel: up to 4, 100 to 400 guest rooms total
up to 650 rooms total
Retail: up to 500,000 sq. ft.

E-1 List of Land Uses:

Underlying Zoning: IND-1
Dwellings: up to 800; mix of types
Office: 1,000,000 sq. ft., in up to 7 buildings
Other Uses
(see list): 300,000 sq. ft.
Medical: Medical supply center, 25,000 sq. ft.
Hotel: up to 3; 100 to 400 guest rooms each,
total up to 550
Retail: up to 850,000 sq. ft.

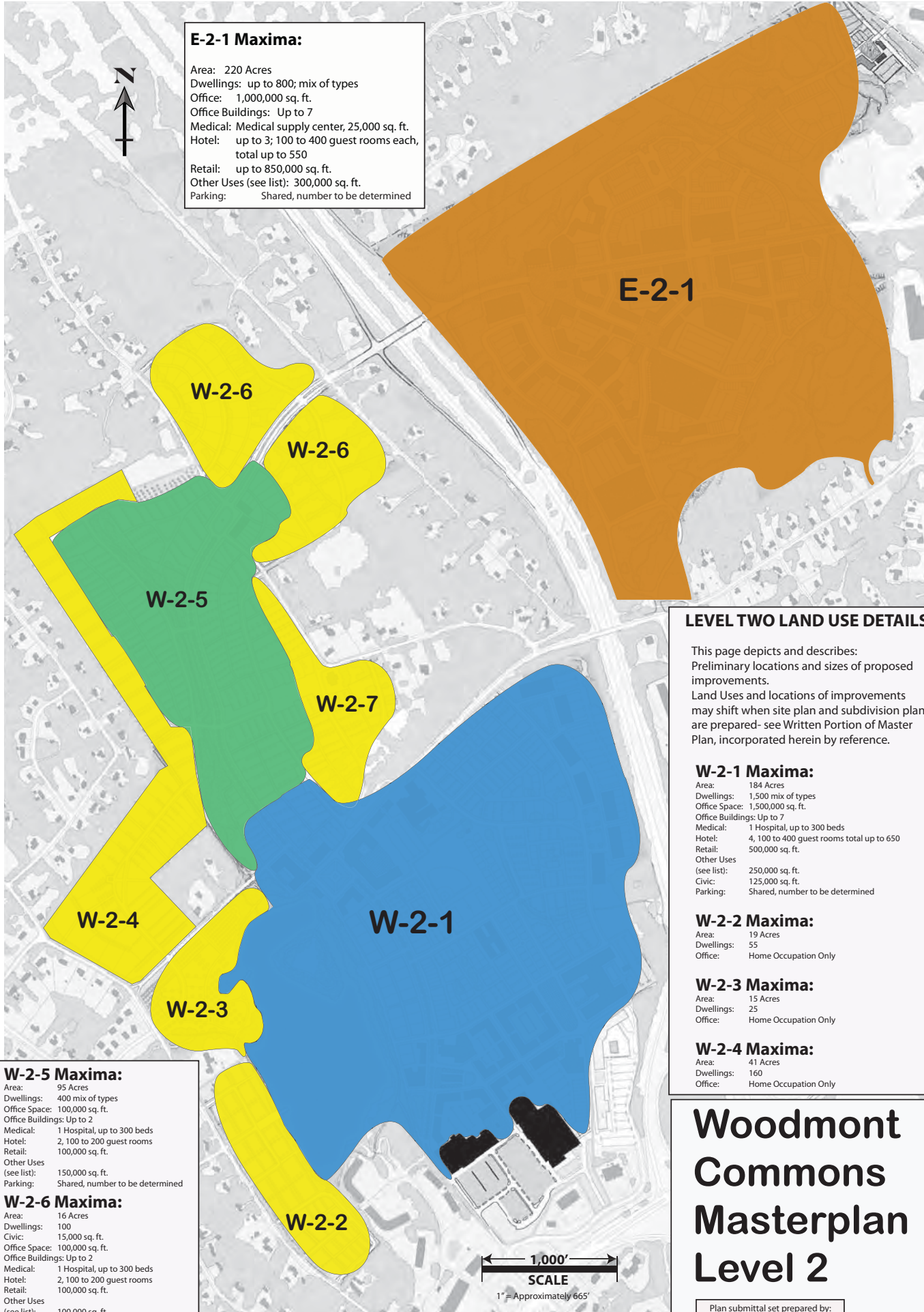
**Woodmont
Commons
Masterplan
Level 1**

Plan submittal set prepared by:
Chester "Rick" Chellman, P.E., L.L.S.
TND Engineering
430 Richards Avenue, Portsmouth, NH
03801 t. 603.373.8651
www.TNDEngineering.com

Feb. 22, 2011



E-2-1 Maxima:
 Area: 220 Acres
 Dwellings: up to 800; mix of types
 Office: 1,000,000 sq. ft.
 Office Buildings: Up to 7
 Medical: Medical supply center, 25,000 sq. ft.
 Hotel: up to 3; 100 to 400 guest rooms each, total up to 550
 Retail: up to 850,000 sq. ft.
 Other Uses (see list): 300,000 sq. ft.
 Parking: Shared, number to be determined



LEVEL TWO LAND USE DETAILS

This page depicts and describes:
 Preliminary locations and sizes of proposed improvements.
 Land Uses and locations of improvements may shift when site plan and subdivision plans are prepared- see Written Portion of Master Plan, incorporated herein by reference.

W-2-1 Maxima:
 Area: 184 Acres
 Dwellings: 1,500 mix of types
 Office Space: 1,500,000 sq. ft.
 Office Buildings: Up to 7
 Medical: 1 Hospital, up to 300 beds
 Hotel: 4, 100 to 400 guest rooms total up to 650
 Retail: 500,000 sq. ft.
 Other Uses
 (see list): 250,000 sq. ft.
 Civic: 125,000 sq. ft.
 Parking: Shared, number to be determined

W-2-2 Maxima:
 Area: 19 Acres
 Dwellings: 55
 Office: Home Occupation Only

W-2-3 Maxima:
 Area: 15 Acres
 Dwellings: 25
 Office: Home Occupation Only

W-2-4 Maxima:
 Area: 41 Acres
 Dwellings: 160
 Office: Home Occupation Only

W-2-5 Maxima:
 Area: 95 Acres
 Dwellings: 400 mix of types
 Office Space: 100,000 sq. ft.
 Office Buildings: Up to 2
 Medical: 1 Hospital, up to 300 beds
 Hotel: 2, 100 to 200 guest rooms
 Retail: 100,000 sq. ft.
 Other Uses
 (see list): 150,000 sq. ft.
 Parking: Shared, number to be determined

W-2-6 Maxima:
 Area: 16 Acres
 Dwellings: 100
 Civic: 15,000 sq. ft.
 Office Space: 100,000 sq. ft.
 Office Buildings: Up to 2
 Medical: 1 Hospital, up to 300 beds
 Hotel: 2, 100 to 200 guest rooms
 Retail: 100,000 sq. ft.
 Other Uses
 (see list): 100,000 sq. ft.

W-2-7 Maxima:
 Area: 15 Acres
 Dwellings: 90
 Office: Home Occupation Only
 Civic: 15,000 sq. ft.

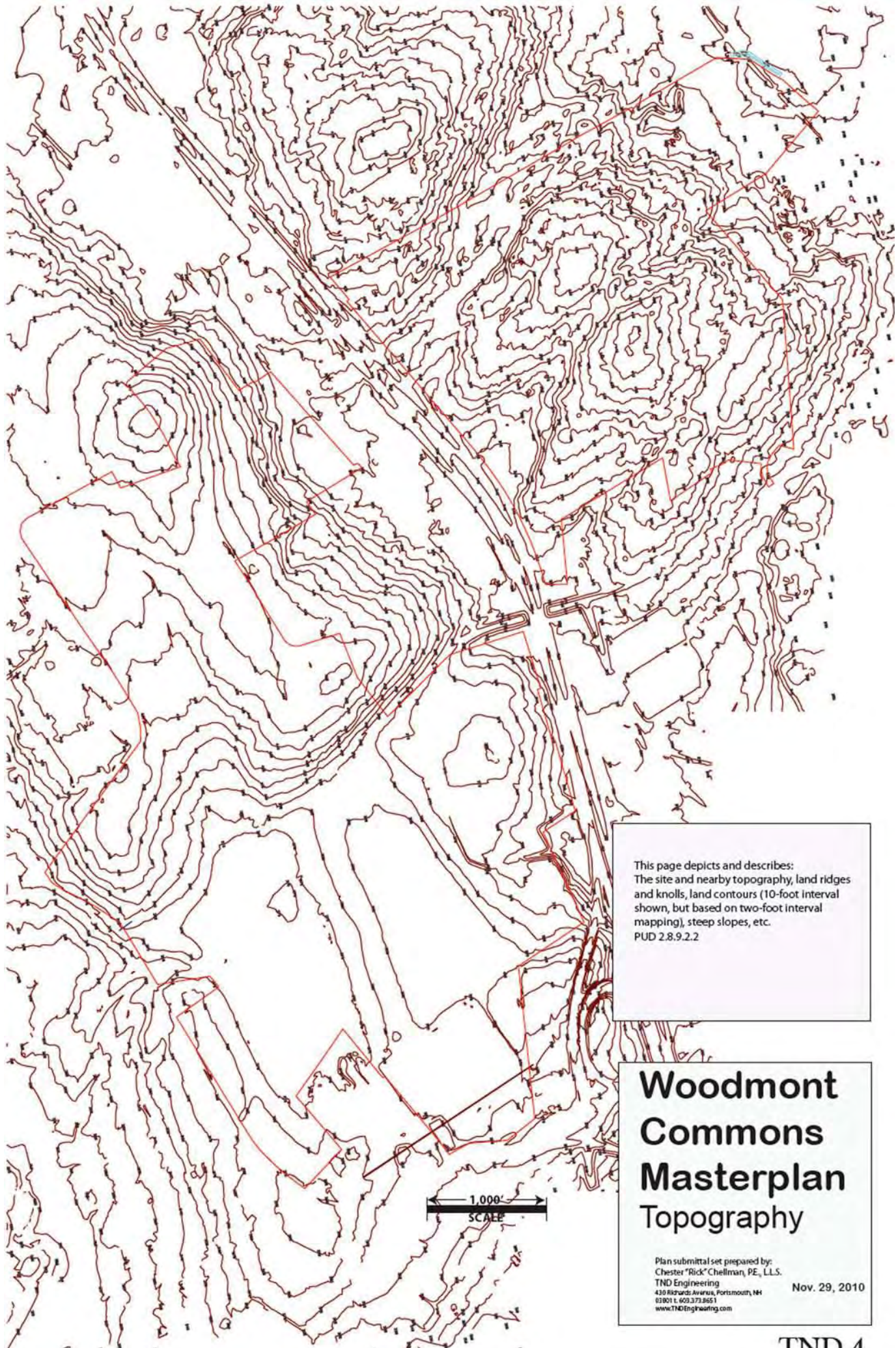
1,000'
SCALE
 1" = Approximately 665'

Note: All Mixed Use and Commercial Parking, Including On-street is to be Shared. Formulas and Rates of Parking Quantities Have Not Yet Been Determined.

Woodmont Commons Masterplan Level 2

Plan submittal set prepared by:
 Chester "Rick" Chellman, P.E., L.L.S.
 TND Engineering
 430 Richards Avenue, Portsmouth, NH
 03801 t. 603.373.8651
 www.TNDEngineering.com

Feb. 22, 2011

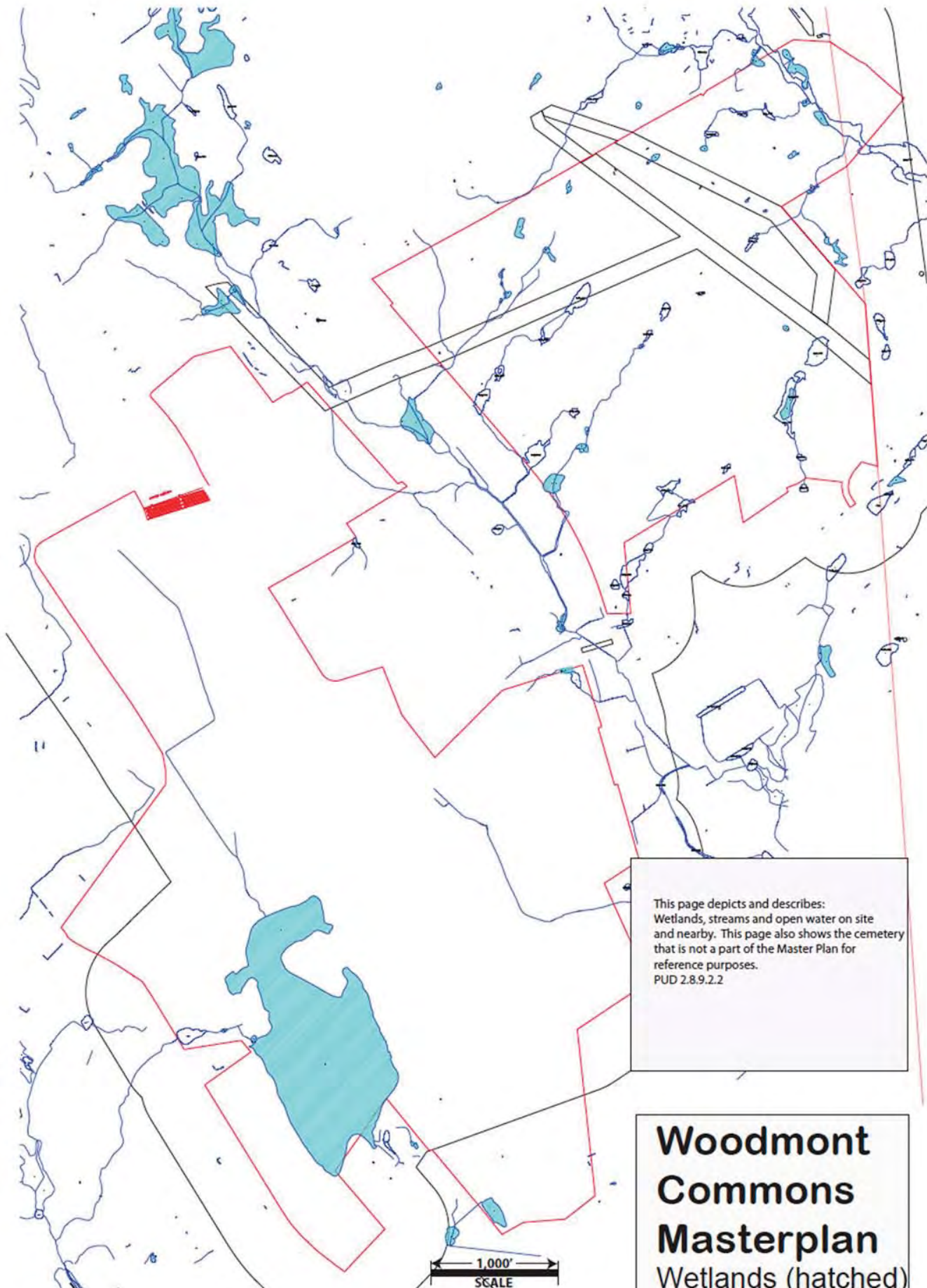


This page depicts and describes:
The site and nearby topography, land ridges
and knolls, land contours (10-foot interval
shown, but based on two-foot interval
mapping), steep slopes, etc.
PUD 2.8.9.2.2

Woodmont Commons Masterplan Topography

Plan submittal set prepared by:
Chester "Rick" Chellman, PE, L.L.S.
TND Engineering
430 Richards Avenue, Portsmouth, NH
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www.TNDEngineering.com

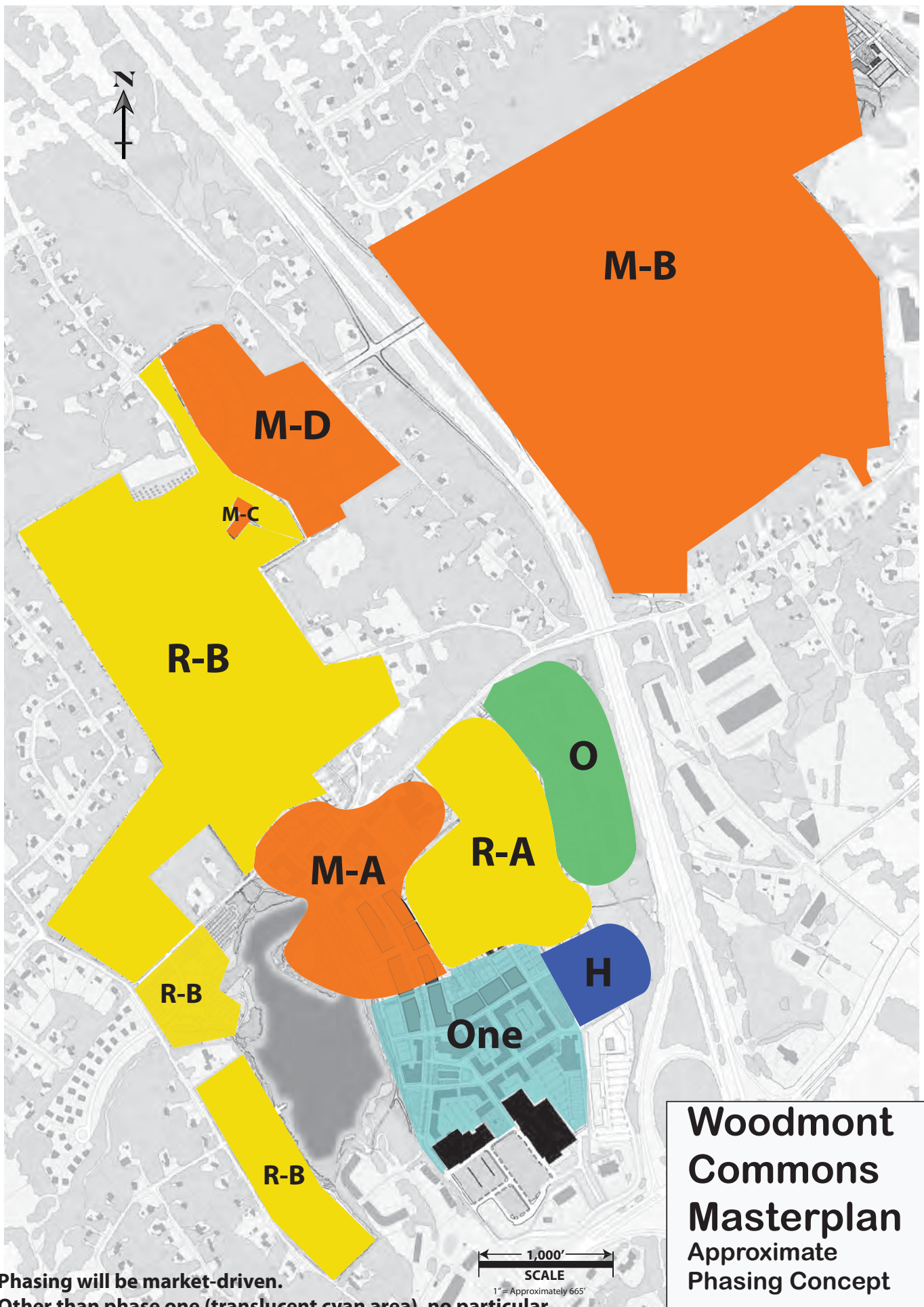
Nov. 29, 2010



This page depicts and describes:
 Wetlands, streams and open water on site
 and nearby. This page also shows the cemetery
 that is not a part of the Master Plan for
 reference purposes.
 PUD 2.8.9.2.2

**Woodmont
 Commons
 Masterplan**
 Wetlands (hatched)
 & Streams

Plan submittal set prepared by:
 Chester "Rick" Chellman, PE, L.L.S. Nov. 29, 2010
 TND Engineering
 4310 Richards Avenue, Portsmouth, NH
 03801 L 603.773.8651
 www.TNDEngineering.com



Phasing will be market-driven.
 Other than phase one (translucent cyan area), no particular order is implied by the phasing labels. The residential areas in particular may be broken down into more, smaller, areas. All phase boundaries are approximate.

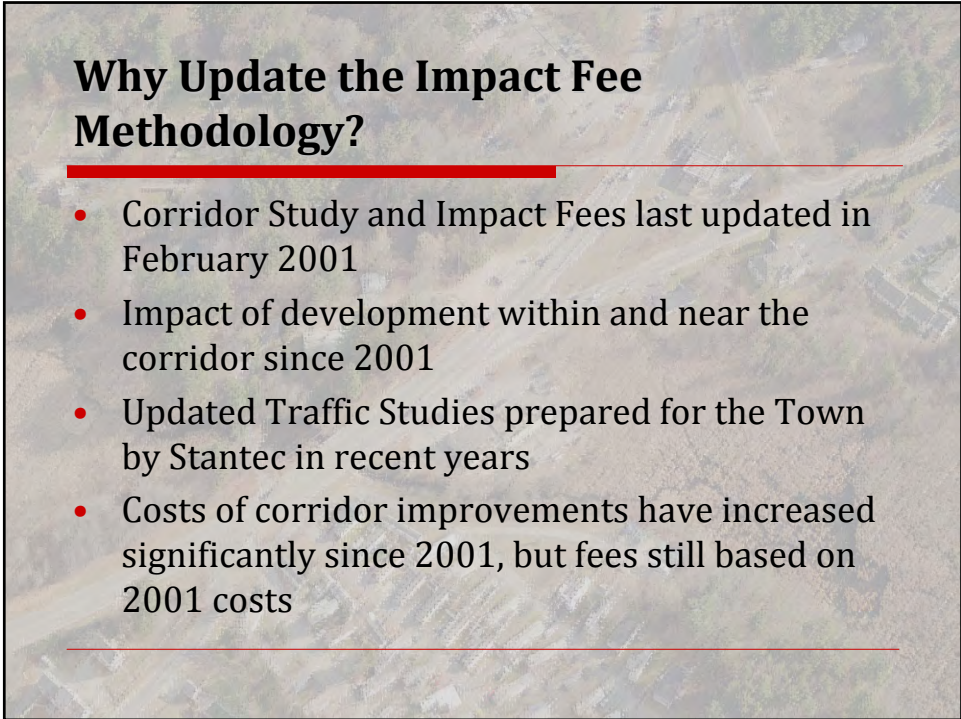
Woodmont Commons Masterplan
 Approximate Phasing Concept



NH Route 28 - Western Segment: Impact Fee Methodology Update & Zoning Amendment

Planning Board Public Hearing

March 9, 2011



Why Update the Impact Fee Methodology?

- Corridor Study and Impact Fees last updated in February 2001
 - Impact of development within and near the corridor since 2001
 - Updated Traffic Studies prepared for the Town by Stantec in recent years
 - Costs of corridor improvements have increased significantly since 2001, but fees still based on 2001 costs
-



What is being amended?

- Update Corridor Study/Impact Fee Methodology
 - Update Section 1.2.6.1 of the Zoning Ordinance
-



Basis of Impact Fee Update

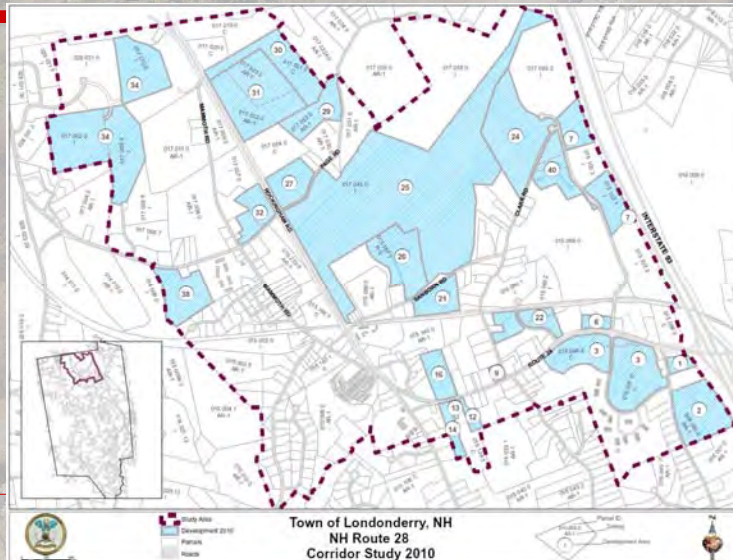
- Utilize the basic methodology for the calculation of the impact fees from the SNHPC 2001 Study
 - Utilize updated recommended corridor improvements based on NHDOT and Stantec plans/studies
 - Simplify impact fee calculation to a single per PM Peak Hour Trip fee
 - Account for expected improvements cost increases in the fee structure
-

Zoning Ordinance Text Amendment

1.2.6 Computation of Impact Fee

1.2.6.1 The amount of the public facilities impact fee shall be determined by the Impact Fee Schedule prepared in accordance with the methodology established in a report by the Planning Board entitled, "Impact Fee Analysis: Town of Londonderry", as updated by the reports entitled, "Methodology for Assessment of Public School Impact Fees, Town of Londonderry, and "Methodology for Assessment of Recreation Impact Fees, Town of Londonderry" by Bruce C. Mayberry, as most recently adopted, "Methodology for Assessment of Public School Impact Fees, Update, Town of Londonderry, NH" by Bruce Mayberry, as most recently adopted, "Recreation Impact Fee Update" by Bruce Mayberry, as most recently adopted, "Police Department Impact Fee Methodology, Londonderry, NH" by Bruce Mayberry, as most recently adopted, "Fire Department Impact Fee Basis for Assessment, Londonderry, NH" by Bruce Mayberry, as most recently adopted, "NH Route 28 Eastern Corridor Study" prepared by Southern NH Planning Commission, as most recently adopted, "NH Route 28 Western Corridor Study" prepared by the [Community Development Department, Stantec Consulting Services](#), and Southern NH Planning Commission, as most recently adopted, "NH Route 102 Upper Corridor Study" prepared by Southern NH Planning Commission, as most recently adopted, "NH Route 102 Central Corridor Study" prepared by Southern NH Planning Commission, as most recently adopted, "NH Route 102 Lower Corridor Study" prepared by Southern NH Planning Commission as most recently adopted, subject to annual adjustments in accordance with Section 1.2.14.

Development Areas



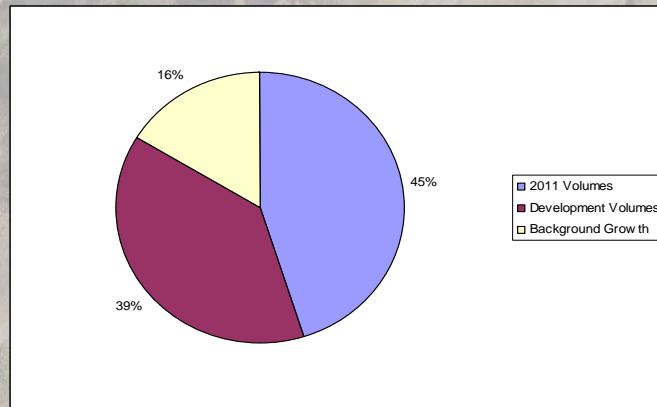
Travel Demand Forecast

- Existing Trips
 - Base Year (2011) from Stantec Study
- Development Area Trips
 - Future land use consistent with existing zoning
 - Floor area for commercial and industrial parcels @ 15% of the developable area.
 - For residential parcels: 1 unit per acre of the developable area, with 25% bonus added to parcels suited for workforce housing development.
 - Standardized trip generation rates and equations from ITE (8th Edition) applied to all future developments. (Next Slide)
- Background Growth Rate of 1%
- Trip Distribution per Stantec Study

Dev Area #	Lot Size	Devl Acres	Current Use	Zoning	Future Land Use	Poten Units	Poten Area (SF)	Total PM Trips	PM In Trips	PM Out Trips	Total New PM Trips	PM New In Trips	PM New Out Trips
2	25	18.75	Single Family	AR-I	Single Family	25		25	16	9	25	16	9
3	46.86	46.86	Vacant	MUC	Big Box Retail, Shopping Center, Restaurant		60,000 Shp Ctr; 6,000 Restmnt; 205,000 Big Box	1464	723	739	1102	543	557
6	4.07	4.07	Vacant	POD/C-II	Specialty Retail		26593	72	32	40	54	24	30
7	23.237	23.237	Vacant	I-I	Light Industrial, General Office		196,500 Indus; 65,500 Office	343	49	294	343	49	294
9	1.74	1.74	Single Family	POD/C-II	Specialty Retail		11369	31	14	17	23	10	13
12	3.2	3.2	Single Family	POD/C-II	Specialty Retail		20909	57	25	32	42	19	24
13	1	1	Single Family	POD/C-II	Specialty Retail		6534	18	8	10	13	6	7
14	6.1	3.06	Single Family	POD/C-II	Specialty Retail		19929	54	24	30	41	18	23
16	10	5	Single Family	POD/C-I	Shopping Center		32670	301	147	153	198	97	101
21	13.67	9.08	Vacant	R-III	Elderly Housing	60		10	6	4	10	6	4
22	13.245	13.245	Vacant	C-II, POD/C-II	Light Industrial		80000	78	9	68	78	9	68
24	12	10.2	Vacant	I-I	Light Industrial		100000	97	12	85	97	12	85
25	212.496	124.5	Vacant	I-I	Industrial Park		730000	628	132	496	628	132	496
26	25.4	21.59	Vacant	R-III	Condominium	130		68	45	22	68	45	22
27	13.87	11.1	Vacant	C-II	Office Park		72501	194	27	167	194	27	167
29	13.25	11.26	Vacant	AR-I	Single Family	11		11	7	4	11	7	4
30	27	22.95	Vacant	C-II	Light Industrial		149955	146	17	128	146	17	128
31	23	19.55	Vacant	AR-I	Single Family	20		20	13	7	20	13	7
32	12.32	10.47	Vacant	C-II	Light Industrial		68424	66	8	58	66	8	58
34	81.556	81.556	Vacant	I-I, I-II	Light Industrial		691238	671	80	590	671	80	590
38	18.3	15.56	Vacant	AR-I	Single Family	16		16	10	6	16	10	6
40	14.3	14.3	Single Family	AR-I	Light Industrial		120000	116	14	102	116	14	102
								4485	1417	3062	3962	1161	2796

Horizon Year (2021) Traffic

Figure 1—Composition of 2021 PM Peak Hour Traffic



Cost Sharing Method

- Corridor Cost Improvements = \$19.9 Million
- Cost Share Breakdown:
 - NHDOT/Town of Londonderry: 61% (\$12.139 Million)
 - Development: 39% (\$7.761 Million)
- Average of 20 trips per year from outside corridor included in calculations
- Recommend a 3.5% cost/fee escalation for each year beyond 2011

Corridor Improvement Costs

	2010 Dollars	2011 Dollars*	2012 Dollars*	2013 Dollars*	2014 Dollars*	2015 Dollars*
Major Intersections						
Rockingham Road at Page Road	\$1,650,000	\$1,708,000	\$1,768,000	\$1,830,000	\$1,894,000	\$1,960,000
Rockingham Road at Sanborn Road	\$1,777,000	\$1,840,000	\$1,904,000	\$1,971,000	\$2,040,000	\$2,111,000
Rockingham Road at Old Mammoth Road	\$2,318,000	\$2,400,000	\$2,484,000	\$2,571,000	\$2,660,000	\$2,754,000
Rockingham Road at Mammoth Road (Route 128)	\$2,424,000	\$2,509,000	\$2,597,000	\$2,688,000	\$2,782,000	\$2,879,000
Rockingham Road at Clark Road and Noyes Road	\$1,373,000	\$1,422,000	\$1,471,000	\$1,523,000	\$1,576,000	\$1,631,000
Rockingham Road at Symmes Drive and Vista Ridge Road	\$1,979,000	\$2,049,000	\$2,120,000	\$2,195,000	\$2,271,000	\$2,351,000
Rockingham Road at Perkins Road	\$948,000	\$982,000	\$1,016,000	\$1,052,000	\$1,088,000	\$1,126,000
Rockingham Road at 1-93 Exit 5	\$1,226,000	\$1,269,000	\$1,314,000	\$1,360,000	\$1,407,000	\$1,457,000
Roadway Segments						
Road Segment Between Page Road and Sanborn Road	\$1,308,000	\$1,354,000	\$1,402,000	\$1,451,000	\$1,501,000	\$1,554,000
Road Segment Between Sanborn Road and Old Mammoth Road	\$600,000	\$632,000	\$664,000	\$697,000	\$730,000	\$762,000
Road Segment Between Old Mammoth Road and Mammoth Road (Rt. 128)	\$902,800	\$935,000	\$968,000	\$1,001,000	\$1,036,000	\$1,073,000
Road Segment Between Mammoth Road (Rt. 128) and Clark/Noyes Road	\$1,471,000	\$1,523,000	\$1,576,000	\$1,631,000	\$1,689,000	\$1,748,000
Road Segment Between Clark/Noyes and Symmes Drive/Vista Ridge Road	\$1,914,000	\$1,981,000	\$2,051,000	\$2,123,000	\$2,197,000	\$2,274,000
Roadway Corridors						
Rockingham Road from Page Road to Symmes Drive	\$15,747,800	\$16,299,000	\$16,870,000	\$17,460,000	\$18,071,000	\$18,704,000
Rockingham Road from Symmes Drive to 1-93 Exit 5	\$4,153,000	\$4,299,000	\$4,449,000	\$4,605,000	\$4,766,000	\$4,933,000
TOTAL	\$19,900,800	\$20,598,000	\$21,319,000	\$22,065,000	\$22,837,000	\$23,636,000

* Escalation of construction estimate was calculated using a rate of 3.5% per year

Notes:

1. Costs presented herein do not include costs associated with Right of Way/easement acquisition.
2. Costs presented herein do not include upgrades to the existing water and sewer system.

Impact Fee/Improvements Costs: 2001 vs. 2011

- PM Peak Trip Fee would increase 119% based on methodology update
- Improvements Cost Change
 - 2001: \$10.83 Million
 - 2011: \$10.908 Million
- Cost
 - N
 - D
 - N
 - D

2001: SUMMARY OF TOTAL COST OF IMPROVEMENTS		
Item	Basis	Cost
Total Project Cost	Improvements Per 2001 Study	\$10.83 Million
NHDOT/Town's Share	Background Growth	\$5.37 Million
Developers' Share	Development Area Trips	\$5.46 Million

2011: SUMMARY OF TOTAL COST OF IMPROVEMENTS		
Item	Basis	Cost
Total Project Cost	Improvements Per 2011 Study	\$19.908 Million
NHDOT/Town's Share	Background Growth	\$12.139 Million
Developers' Share	Development Area Trips	\$7.761 Million

Implementing the Fee Increase

- Planning Board raised concern that fee increase based on methodology may impact economic development efforts.
 - Staff has developed 3 implementation options for the fee increase.
 - Recommend the Board choose one of the three in the motion to recommend the amendments to the Council.
-

Option 1 (Methodology Based)

- **Current Impact Fee: \$912**
 - **Proposed 2011 Fee: \$1998**
 - **Proposed 2012 Fee: \$2057**
 - **Proposed 2013 Fee: \$2118**
 - **Proposed 2014 Fee: \$2181**
 - **Proposed 2015 Fee: \$2202**
 - **Proposed 2016 Fee: \$2313**
-

Option 2 (Incremental Implementation 50%, 75%, 100%)

- **Current Impact Fee: \$912**
 - **Proposed 2011 Fee: \$1189**
 - **Proposed 2012 Fee: \$1836**
 - **Proposed 2013 Fee: \$2118**
 - **Proposed 2014 Fee: \$2181**
 - **Proposed 2015 Fee: \$2202**
 - **Proposed 2016 Fee: \$2313**
-

Option 3 (Incremental Implementation 50%, 60%, 75%, 100%)

- **Current Impact Fee: \$912**
 - **Proposed 2011 Fee: \$1189**
 - **Proposed 2012 Fee: \$1469**
 - **Proposed 2013 Fee: \$1890**
 - **Proposed 2014 Fee: \$2181**
 - **Proposed 2015 Fee: \$2202**
 - **Proposed 2016 Fee: \$2313**
-

Town of Londonderry, New Hampshire

LEGAL NOTICE OF PUBLIC HEARING ON ZONING ORDINANCE

A public hearing will be held at the Moose Hill Council Chambers, 268B Mammoth Road on the 9th day of March, 2011, at 7:00 PM on proposed amendments to the Londonderry Zoning Ordinance.

The proposed amendments were prepared by the Planning Division of the Community Development Department and Planning Board to amend the Impact Fee reference documents in the Zoning Ordinance and to adopt a new Impact Fee Methodology for the Rt. 28 Western Segment.

The proposed changes are summarized as follows:

- Amend Section 1.2.6.1 to reference the updated Rt. 28 Western Segment Traffic Impact Fee Methodology/Corridor Study.
- Adopt the updated Rt. 28 Western Segment Traffic Impact Fee Methodology/Corridor Study and establish new traffic impact fee rates for this section of Rt. 28.

Copies of the full text of the proposed amendments and Impact Fee Methodology are available at the Planning Division, Second Floor of the Town Hall & on the Town Website www.londonderrynh.org (Click on Boards & Commissions, then Planning Board)

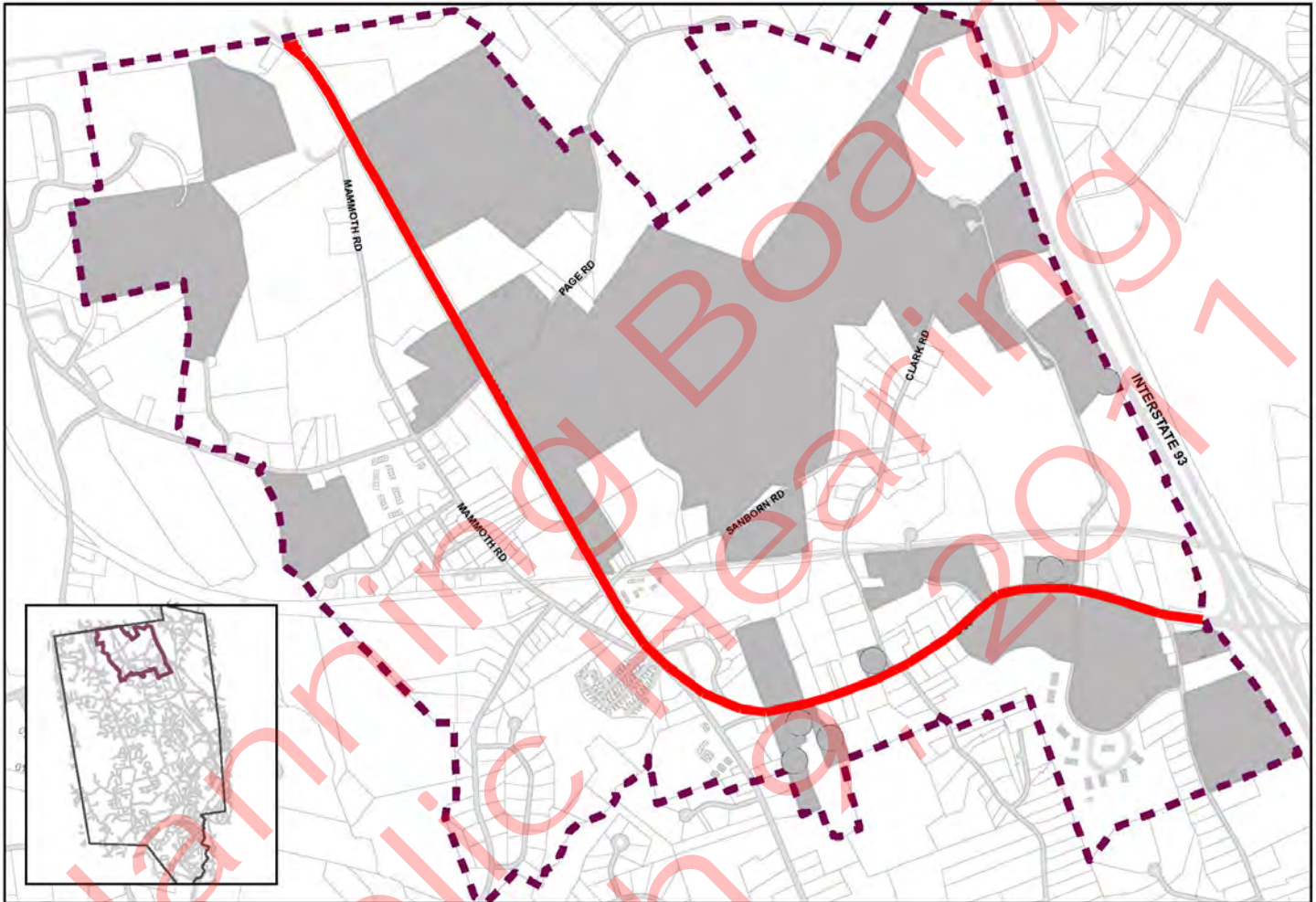


Timothy J. Thompson, AICP
Town Planner

1.2.6 Computation of Impact Fee

- 1.2.6.1 The amount of the public facilities impact fee shall be determined by the Impact Fee Schedule prepared in accordance with the methodology established in a report by the Planning Board entitled, "Impact Fee Analysis: Town of Londonderry", as updated by the reports entitled, "Methodology for Assessment of Public School Impact Fees, Town of Londonderry, and "Methodology for Assessment of Recreation Impact Fees, Town of Londonderry" by Bruce C. Mayberry, as most recently adopted, "Methodology for Assessment of Public School Impact Fees, Update, Town of Londonderry, NH" by Bruce Mayberry, as most recently adopted, "Recreation Impact Fee Update" by Bruce Mayberry, as most recently adopted, "Police Department Impact Fee Methodology, Londonderry, NH" by Bruce Mayberry, as most recently adopted, "Fire Department Impact Fee Basis for Assessment, Londonderry, NH" by Bruce Mayberry, as most recently adopted, "NH Route 28 Eastern Corridor Study" prepared by Southern NH Planning Commission, as most recently adopted, "NH Route 28 Western Corridor Study" prepared by [the Community Development Department, Stantec Consulting Services, and](#) Southern NH Planning Commission, as most recently adopted, "NH Route 102 Upper Corridor Study" prepared by Southern NH Planning Commission, as most recently adopted, "NH Route 102 Central Corridor Study" prepared by Southern NH Planning Commission, as most recently adopted, "NH Route 102 Lower Corridor Study" prepared by Southern NH Planning Commission as most recently adopted, subject to annual adjustments in accordance with Section 1.2.14.
- 1.2.6.2 In the case of new development created by a change of use, redevelopment, or expansion or modification of an existing use, the impact fee shall be based upon the net positive increase in the impact fee for the new use as compared to that which was or would have been assessed for the previous use.

Town of Londonderry, New Hampshire NH Route 28—Western Segment Traffic Impact Fee Methodology



Londonderry
Business is good. Life is better.

***Prepared by the Londonderry Community Development
Department
Planning & Economic Development Division***

Based on Impact Fee Methodology originally prepared by Southern NH Planning Commission



Supplemental Data and Information prepared by Stantec Consulting Services, Inc.



***Adopted by the Londonderry Planning Board - March 9, 2011
Adopted by the Londonderry Town Council - _____, 2011***

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Introduction

The western segment of the New Hampshire Route 28 corridor in northern Londonderry experienced considerable development activity over the course of the past 30 years. Despite this development, there remains a considerable amount of vacant land and the potential for future development along this corridor. The proximity of this vacant land to Manchester-Boston Regional Airport and to Interstate 93 makes continued future development likely.

The Southern New Hampshire Planning Commission (SNHPC) completed a long range plan for NH Route 28 in Londonderry in 1990 to assist the Town in determining the long range transportation needs for that area. That study included the western segment of New Hampshire Route 28 from Interstate 93, westward through North Londonderry Village, and then north to the Manchester city line. The original study was last updated by SNHPC in 2001. Due to the changes in the land use since then, the Town of Londonderry obtained a new corridor study from Stantec Consulting Services Inc in 2008. This updated impact fee methodology was developed by the staff of the Londonderry Community Development Department, based on the basic methodology utilized by SNHPC, the 2008 Stantec study, and a 2010 Construction Cost Analysis of the corridor, also prepared by Stantec.

Details of the 2001 SNHPC Corridor Study and the 2008 Stantec corridor study are hereby incorporated by reference, and can be found in the "*Route 28 Corridor Study, Western Segment, Londonderry, NH, Updated February 2001*" and the "*Supplemental Traffic Study for Selected Rockingham Road (Route 28) Intersections as part of Reduced Development Scenarios for the Exit 5 TIF Area*" on file with the Londonderry Community Development Department.

Maintenance responsibility for NH Route 28 lies with the State of New Hampshire. Improvements are subject to funding and scheduling constraints imposed at the state and federal levels. Improvements to a state highway are not a local responsibility, but Town officials are faced with a growing number of site plan, subdivision and building permit applications for industrial and commercial development along the highway. With growing development pressures and the subsequent traffic impact, the Town must anticipate future needs and set forth a series of transportation plans for improvements in circulation, parcel access and for projects intended to increase the overall capacity and safety of the highway system. Maintenance responsibility for local roads adjacent to NH Route 28 lies with the Town. As the area develops, the Town will be responsible for upgrading and expanding these roadway systems to accommodate future traffic. Traffic projections for the year 2021 indicate that, even without any future development within this corridor, traffic volumes could increase by 16.4% from the current 2011 volume on all of these roads. If traffic from the parcels along the corridor is included, volume could increase by 38.5% along Route 28. Given these projections, the Town must ensure that future development decisions will facilitate smooth and safe traffic flows along Route 28 and adjacent roadways. It is also important that this future decision-making is compatible with the long range improvement plans for the area.

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Study Area

The study area identified as the western segment of the New Hampshire Route 28 corridor is shown on the next page. The study area extends from the intersection of Route 28 and Interstate 93 northbound ramps at Exit 5, westward through the village of North Londonderry and then north to the Manchester city line. Also shown on page 3 are various parcels identified as potential development areas as of December 2010 (utilizing the same numbering system from the SNHPC 2001 Study). These areas comprise approximately 601 acres. An examination of the development potential of these parcels revealed that approximately 472 acres were developable. Table 1 summarizes the parcels included in this study and lists them according to Development Area, Tax Map, and Lot Number.

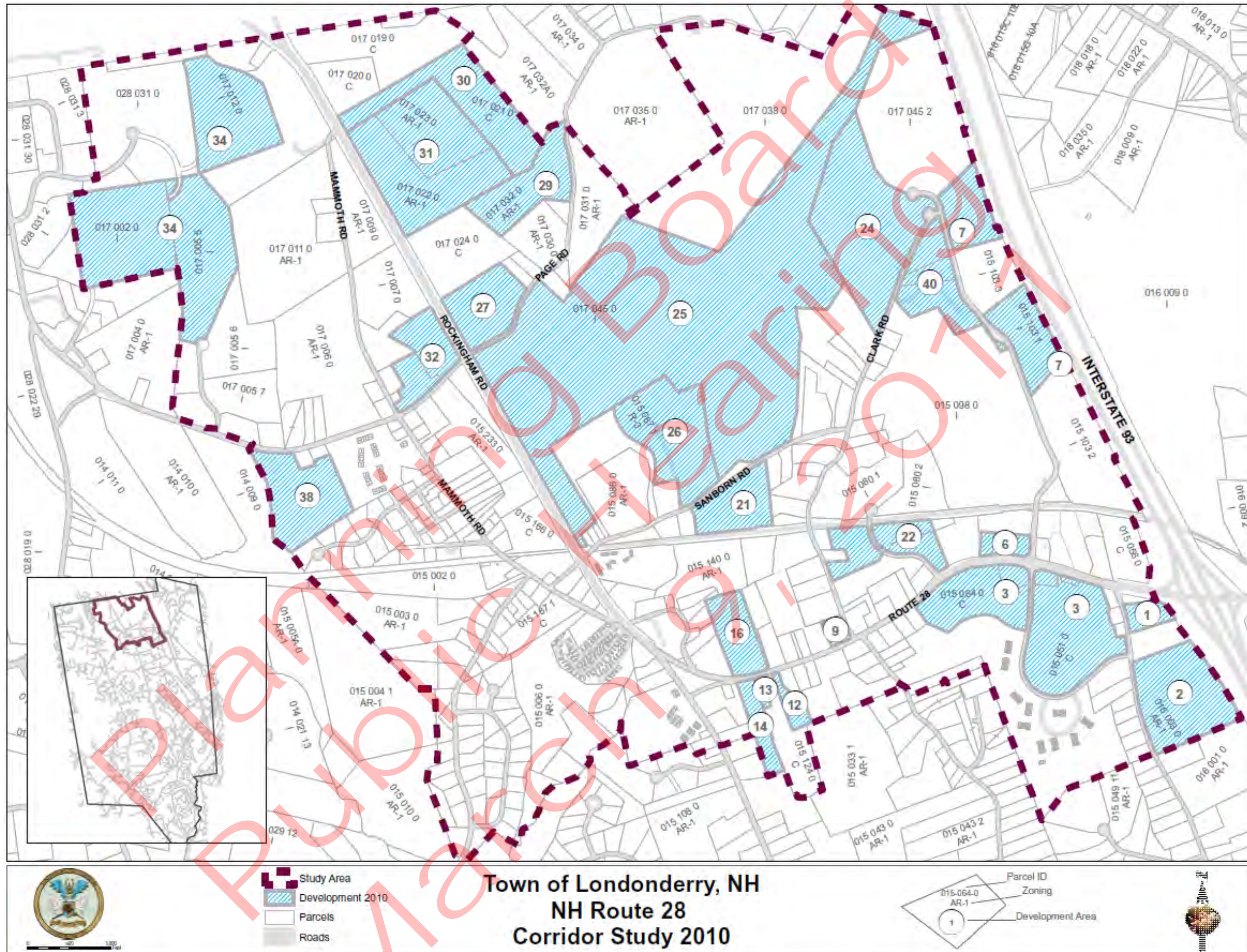
**Town Of Londonderry, NH
Route 28 Corridor Study - 2010
TABLE 1**

Development Area	Tax Map	Lot Number	Total Land (Acres)	Developable Land	Zoning
2	16	3	25	18.75	AR-I
3	15	51, 59, 60, 64	46.86	46.86	MUC
6	15	61, 61-7, 61-8	4.07	4.07	POD/C-II
7	15	103, 103-1	23.237	23.237	I-I
9	15	27	1.74	1.74	POD/C-II
12	15	22	3.2	3.2	POD/C-II
13	15	125	1	1	POD/C-II
14	15	126	6.1	3.05	POD/C-II
16	15	150	10	5	POD/C-I
21	15	83-2	13.67	9.08	R-III
22	15	62, 62-1	13.245	13.245	C-II, POD/C-II
24	17	44	12	10.2	I-I
25	17	45	212.495	124.5	I-I
26	15	87-1	25.4	21.59	R-III
27	17	27	13.87	11.1	C-II
29	17	32	13.25	11.26	AR-I
30	17	21	27	22.95	C-II
31	17	22, 23	23	19.55	AR-I
32	17, 15	235, 25	12.32	10.47	C-II
34	17	2, 5, 12	81.556	81.556	I-I, I-II
38	15	1	18.3	15.56	AR-I
40	15	96, 96-2, 97	14.3	14.3	AR-I
TOTAL			601.613	472.268	

Rt. 28
Corridor

Western
Segment

Development
Areas Map



Existing Trips

Base year 2011 evening peak hour volumes can be found in Figure 2 and Appendix C of the *"Supplemental Traffic Study for Selected Rockingham Road (Route 28) Intersections as part of Reduced Development Scenarios for the Exit 5 TIF Area"* on file with the Londonderry Community Development Department.

Development Area Trips

The number of-site generated trips for each of the development areas were determined based on the assumptions below:

- Future land use will be consistent with existing zoning
- Floor area for commercial and industrial parcels is generally equal to 15 percent of the developable area.
- For residential parcels, the number of dwellings is equal to 1 per acre of the developable area, with a 25% bonus added to parcels suited for workforce housing development.
- Standardized trip generation rates and equations published by the Institute of Transportation Engineers (8th Edition) were applied to all future developments.

These development areas are projected to create approximately 3,962 new vehicle trips during the evening peak hour. These trips take into consideration the pass-by trip characteristics of some of the development areas in the study area. The trip generation and land use characteristics for the development areas are summarized in tabular form on the following page.

Background Growth Rate

A background growth rate of one percent (1%) is utilized for this methodology, consistent with the Town of Londonderry and NHDOT requirements, and is indicated in section 4.1 of the *"Supplemental Traffic Study for Selected Rockingham Road (Route 28) Intersections as part of Reduced Development Scenarios for the Exit 5 TIF Area"* on file with the Londonderry Community Development Department.

Trip Distribution

Trip distribution for the study area is summarized in section 2.6 of the *"Supplemental Traffic Study for Selected Rockingham Road (Route 28) Intersections as part of Reduced Development Scenarios for the Exit 5 TIF Area"* on file with the Londonderry Community Development Department.

Rt. 28
Corridor

Western
Segment

Development
Areas Trip
Generation

Dev Area #	Tax Map	Lot	Lot Size	Devl Acres	Current Use	Zoning	Future Land Use	Land Use Code	Poten Units	Poten Area (SF)	Rate or Equation	Daily Trip Rate	PM In Rate	PM Out Rate	Total PM Trips	PM In Trips	PM Out Trips	Total New PM Trips	PM New In Trips	PM New Out Trips
2	16	3	25	18.75	Single Family	AR-I	Single Family	210	25		Equation				25	16	9	25	16	9
3	15	51, 59, 60, 64	46.86	46.86	Vacant	MUC	Big Box Retail, Shopping Center, Restaurant	813, 820, 932		60,000 Shp Ctr; 6,000 Restmnt; 205,000 Big Box					1464	723	739	1102	543	557
6	15	61, 61-7, 61-8	4.07	4.07	Vacant	POD/C-II	Specialty Retail	814		26593	Rate	44.32	1.19	1.52	72	32	40	54	24	30
7	15	103	23.237	23.237	Vacant	I-I	Light Industrial, General Office	110, 710		196,500 Indus, 65,500 Office	Equation				343	49	294	343	49	294
9	15	27	1.74	1.74	Single Family	POD/C-II	Specialty Retail	814		11369	Rate	44.32	1.19	1.52	31	14	17	23	10	13
12	15	22	3.2	3.2	Single Family	POD/C-II	Specialty Retail	814		20909	Rate	44.32	1.19	1.52	57	25	32	42	19	24
13	15	125	1	1	Single Family	POD/C-II	Specialty Retail	814		6534	Rate	44.32	1.19	1.52	18	8	10	13	6	7
14	15	126	6.1	3.05	Single Family	POD/C-II	Specialty Retail	814		19929	Rate	44.32	1.19	1.52	54	24	30	41	18	23
16	15	150	10	5	Single Family	POD/C-I	Shopping Center	820		32670	Equation				301	147	153	198	97	101
21	15	83-2	13.67	9.08	Vacant	R-III	Elderly Housing	252	60		Equation				10	6	4	10	6	4
22	15	62	13.245	13.245	Vacant	C-II, POD/C-II	Light Industrial	110		80000	Equation				78	9	68	78	9	68
24	17	44	12	10.2	Vacant	I-I	Light Industrial	110		100000	Equation				97	12	85	97	12	85
25	17	45	212.495	124.5	Vacant	I-I	Industrial Park	130		730000	Equation				628	132	496	628	132	496
26	15	87-1	25.4	21.59	Vacant	R-III	Condominium	230	130		Equation				68	45	22	68	45	22
27	17	27	13.87	11.1	Vacant	C-II	Office Park	750		72501	Equation				194	27	167	194	27	167
29	17	32	13.25	11.26	Vacant	AR-I	Single Family	210	11		Equation				11	7	4	11	7	4
30	17	21	27	22.95	Vacant	C-II	Light Industrial	110		149955	Equation				146	17	128	146	17	128
31	17	22, 23	23	19.55	Vacant	AR-I	Single Family	210	20		Equation				20	13	7	20	13	7
32	17, 15	235, 25	12.32	10.47	Vacant	C-II	Light Industrial	110		68424	Equation				66	8	58	66	8	58
34	17	2, 5, 12	81.556	81.556	Vacant	I-I, I-II	Light Industrial	110		691238	Equation				671	80	590	671	80	590
38	15	1	18.3	15.56	Vacant	AR-I	Single Family	210	16		Equation				16	10	6	16	10	6
40	15	96, 96-2, 97	14.3	14.3	Single Family	AR-I	Light Industrial	110		120000	Equation				116	14	102	116	14	102
								Totals:	262	2,636,529				4485	1417	3062	3962	1161	2796	

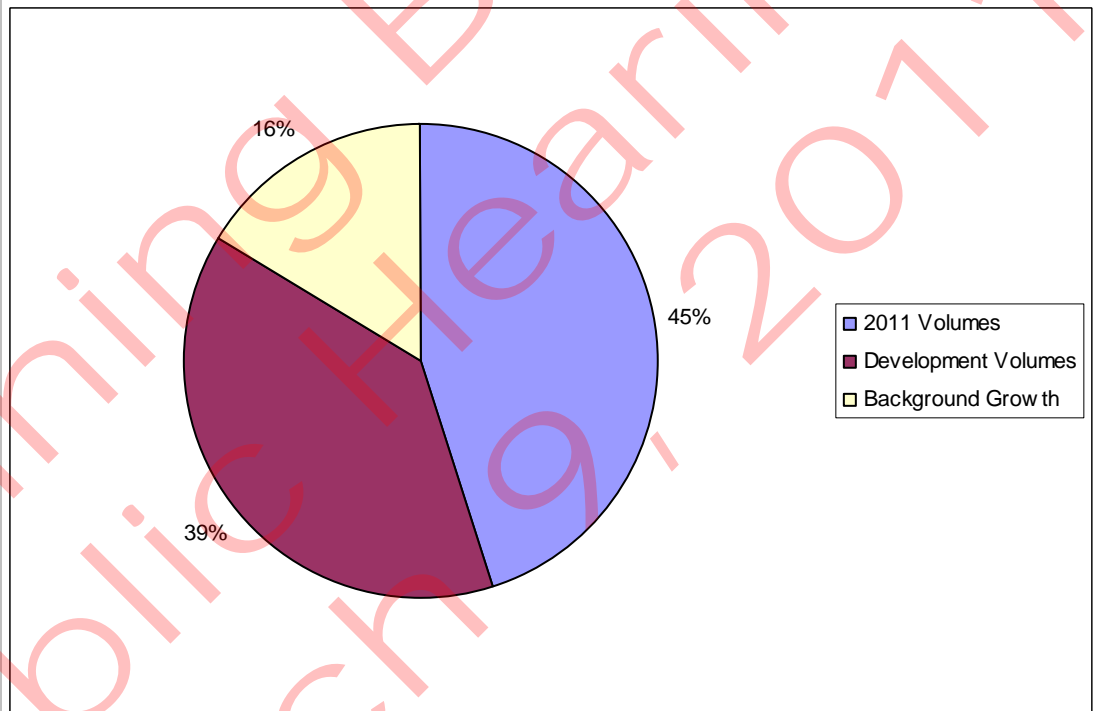
Horizon Year Traffic

Based on analysis in the previous steps as previously prepared by SNHPC and updated by Town Staff, the background growth was added to the development area trips to determine the peak hour traffic projections for the New Hampshire Route 28 corridor for the design year 2021. These development area trips are summarized on page 5 and are based upon the following:

- Full build-out of the all the development areas by year 2021 under the existing zoning pattern; and
- A background or normal growth rate of 1% compounded annually

Figure 1 below illustrates the projected composition of the year 2021 traffic on NH Route 28 during the PM peak hour in terms of existing volume, background growth, and site specific growth. Clearly, the study area parcels account for a substantial portion of the traffic pressures that will impact the corridor.

Figure 1—Composition of 2021 PM Peak Hour Traffic



Corridor Improvements Plans & Traffic Capacity Analysis

Based on the projected traffic volume and the roadway/intersection capacity analysis which was conducted for the New Hampshire Route 28 corridor, the current number of lanes on NH Route 28 and intersection configurations will not be adequate to meet the projected traffic demands for the year 2021. To accommodate all of the projected traffic, NH Route 28 will have to be improved as outlined in the Conclusions & Recommendations Section of this document.

Cost Sharing Method

From a highway design standpoint, the primary function of NH Route 28 is to serve as an arterial highway. It should be designed to promote the movement of through traffic as efficiently as possible and still maintain safety. Providing access to abutting property should be perceived as a secondary function of this roadway. The ability to move traffic along NH Route 28 must be given the highest priority. Access points should be limited in number and located to facilitate efficient traffic flow.

Preliminary estimates indicate that the cost of recommended improvements to N.H. Route 28 between Interstate 93 and the Page Road, and of providing the necessary intersection improvements along NH Route 28, will be approximately \$19.9 million based on 2010 monetary values. This cost estimate is based upon future traffic projections and conceptual improvements as provided to the Town by Stantec with the *Traffic Study - Rockingham Road (Route 28)* dated January 8, 2007 (see table, next page).

This total improvement cost will be shared by the State of NH DOT (NHDOT), the Town of Londonderry and the developers of the areas identified earlier. The NHDOT and Town's share of the cost of improvements is based on existing volumes and background growth, as discussed previously, which makes up a cost share of 61%. The developers' share of the cost is therefore determined to be that which is made up of the development area volumes during the PM peak hour, or 39% of the costs of improvements to the corridor.

The impact fee is therefore calculated by dividing the total cost of Rt. 28 Improvements by the total number of development area generated PM peak hour trips. This number is then multiplied by 39% (and rounded to the nearest whole number), which represents the cost share of corridor improvements to be paid by development projects (the remaining 61% of the costs are to be paid by NHDOT and the Town of Londonderry). Additionally, there has been an average of 17 new PM peak hour trips per year generated from outside the studied corridor. In reviewing development potential of parcels outside the studied corridor, an additional 20 trips per year are accounted for in the impact fee calculation resulting from trips originating outside the corridor.

In order to keep this impact fee methodology relevant from now until the corridor study is re-examined in the future, the impact fee listed below shall escalate each year, based on a 3.5% anticipated increase to the costs of the improvements to the corridor. The impact fee shall be based on a fee per new PM peak hour trip impacting the Rt. 28 Western Segment, and shall be assessed on a project by project basis when development plans are approved by the Londonderry Planning Board. Traffic impact analyses are required for all site plans in Londonderry, and shall be used as the basis for calculating the impact fee due from each proposed development project in Londonderry that indicates an impact to the corridor.

See the Chart on page 9 for the per PM peak hour trip impact fee for the Rt. 28 Western Segment.

Corridor Improvements Cost Estimate

	2010 Dollars	2011 Dollars*	2012 Dollars*	2013 Dollars*	2014 Dollars*	2015 Dollars*
Major Intersections						
Rockingham Road at Page Road	\$1,650,000	\$1,708,000	\$1,768,000	\$1,830,000	\$1,894,000	\$1,960,000
Rockingham Road at Sanborn Road	\$1,777,000	\$1,840,000	\$1,904,000	\$1,971,000	\$2,040,000	\$2,111,000
Rockingham Road at Old Mammoth Road	\$2,318,000	\$2,400,000	\$2,484,000	\$2,571,000	\$2,660,000	\$2,754,000
Rockingham Road at Mammoth Road (Route 128)	\$2,424,000	\$2,509,000	\$2,597,000	\$2,688,000	\$2,782,000	\$2,879,000
Rockingham Road at Clark Road and Noyes Road	\$1,373,000	\$1,422,000	\$1,471,000	\$1,523,000	\$1,576,000	\$1,631,000
Rockingham Road at Symmes Drive and Vista Ridge Road	\$1,979,000	\$2,049,000	\$2,120,000	\$2,195,000	\$2,271,000	\$2,351,000
Rockingham Road at Perkins Road	\$948,000	\$982,000	\$1,016,000	\$1,052,000	\$1,088,000	\$1,126,000
Rockingham Road at 1-93 Exit 5	\$1,226,000	\$1,269,000	\$1,314,000	\$1,360,000	\$1,407,000	\$1,457,000
Roadway Segments						
Road Segment Between Page Road and Sanborn Road	\$1,308,000	\$1,354,000	\$1,402,000	\$1,451,000	\$1,501,000	\$1,554,000
Road Segment Between Sanborn Road and Old Mammoth Road	\$600,000	\$632,000	\$654,000	\$677,000	\$700,000	\$725,000
Road Segment Between Old Mammoth Road and Mammoth Road (Rt. 128)	\$902,800	\$935,000	\$968,000	\$1,001,000	\$1,036,000	\$1,073,000
Road Segment Between Mammoth Road (Rt. 128) and Clark/Noyes Road	\$1,471,000	\$1,523,000	\$1,576,000	\$1,631,000	\$1,689,000	\$1,748,000
Road Segment Between Clark/Noyes and Symmes Drive/Vista Ridge Road	\$1,914,000	\$1,981,000	\$2,051,000	\$2,123,000	\$2,197,000	\$2,274,000
Roadway Corridors						
Rockingham Road from Page Road to Symmes Drive	\$15,747,800	\$16,299,000	\$16,870,000	\$17,460,000	\$18,071,000	\$18,704,000
Rockingham Road from Symmes Drive to 1-93 Exit 5	\$4,153,000	\$4,299,000	\$4,449,000	\$4,605,000	\$4,766,000	\$4,933,000
TOTAL	\$19,900,800	\$20,598,000	\$21,319,000	\$22,065,000	\$22,837,000	\$23,636,000

* Escalation of construction estimate was calculated using a rate of 3.5% per year

Notes:

1. Costs presented herein do not include costs associated with Right of Way/easement acquisition.
2. Costs presented herein do not include upgrades to the existing water and sewer system.

Rt. 28 Western Segment Traffic Impact Fee per new PM Peak Hour Trip

2011 Impact Fee:	\$ 1,998
2012 Impact Fee:	\$ 2,057
2013 Impact Fee:	\$ 2,118
2014 Impact Fee:	\$ 2,181
2015 Impact Fee:	\$ 2,202
2016 Impact Fee:	\$ 2,313

The updated impact fee for the Western Segment of Rt. 28 has increased approximately 100% from when it was last calculated in 2001. The primary factor in the increase of the fee is the estimated costs of improvements within the corridor have increased from \$10.83 million in the 2001 Corridor Study to \$19.9 million in this updated analysis.

It should be noted, however, that the cost share for the improvements has also changed since 2001. In the 2001 study, development area trips were responsible for 50% of the total costs of improvements. In this updated analysis, development is responsible for 39% of the costs of improvements. The tables below illustrate the changes in the cost share between 2001 and this updated methodology.

2001: SUMMARY OF TOTAL COST OF IMPROVEMENTS

Item	Basis	Cost
Total Project Cost	Improvements Per 2001 Study	\$10.83 Million
NHDOT/Town's Share	Background Growth	\$5.37 Million
Developers' Share	Development Area Trips	\$5.46 Million

2011: SUMMARY OF TOTAL COST OF IMPROVEMENTS

Item	Basis	Cost
Total Project Cost	Improvements Per 2011 Study	\$19.9008 Million
NHDOT/Town's Share	Background Growth	\$12.139 Million
Developers' Share	Development Area Trips	\$7.761 Million

Conclusions & Recommendations

In view of the traffic impacts projected for the year 2021 for the western segment of the New Hampshire Route 28 corridor, it is the recommendation of this study that Route 28 is widened and intersections be improved as outlined in the Corridor Improvement Plans on the following pages

The number of trips, and hence the dollar amounts presented in this document, are preliminary in that they represent a hypothetical development situation for each vacant/developable parcel in the study area. Nevertheless, this should provide the Town officials with a sense of what could occur in the future, given current trends in development of some parcels in this area of Town.

The actual number of trips generated for a particular development area may well vary from those projected here. Thus, the number of trips and hence the proportionate share of the cost of improvements should be refined on a site-by-site basis as more information becomes available (i.e., conceptual plans or site plans). The standard traffic impact studies that are normally required by the Town for a site plan or subdivision could provide the necessary detailed information to determine the proportionate share for a particular site.

This study should be updated on a regular basis as site plans, subdivisions, and conceptual plans become available. If zoning changes occur in the proposed development areas and they become developed as uses other than those that have been projected, or if new traffic circulation concepts emerge, this document should be revised accordingly. This would entail the reassessment of traffic impacts, transportation improvements, and cost allocations. In conclusion, this study is intended to be a working document. It should be viewed as a tool to guide the decision-making process.

In summary, the recommended improvements for NH Route 28 Corridor in the study area are as shown in the Recommended Corridor Improvement Plans on the following pages.

The following assumptions are related to the future improvements:

1. The improvements at Exit 5 of I-93 are based upon the eight-lane section for Route 28 as designed by the NHDOT, which is the future intersection configuration allowed for with NHDOT's I-93 widening project. Please refer to NHDOT's concept plan for this location.
 - A. The assumptions and description of work for the future improvements at the Intersection of I-93 and Rockingham Road is as follows:
 - i. Widening of the northbound off ramp from I-93 to Rockingham Road.
 - ii. Widening of the northbound on ramp to I-93.
 - iii. Modification of two (2) existing signalized inter sections.
 - iv. Add additional left turns lanes on to Route 28 to the northbound and southbound on ramps by removing concrete island.
 - v. Widening of southbound on ramp to I-93 from Rockingham Road.
 - vi. Widening of southbound off ramp from I-93 to Rockingham Road.
2. The bridge at Stokes Road is assumed to be removed and Stokes Road to be ended with a cul-de-sac as part of the future improvements. Reconstruction of Stokes Road is not included with the work.
3. The intersection of NH Routes 28 and 128 is assumed to be reconfigured and the section of Route 128 adjacent to the Mobil Gas Station is assumed to end in a cul-de-sac.
4. The work along the corridor is assumed to be divided into roadway segments with assumptions relative to drainage system components based upon the available information at this time. The Town may need to combine or reorganize segments based upon the scale of future development projects and the extent of their impacts and required off-site improvements.
5. Future utility improvements, including water and sewer infrastructure, are not included in the estimate of construction costs.

Alternative Fee Implementation Scenarios

In light of the significant cost increases to the construction of improvements within the corridor, and the corresponding increase to the impact fees, staff understands that there is concern about adopting such a dramatic increase in the traffic impact fees for this corridor all at once and its impact on the Town's ability to attract potential economic development.

Because of that concern, staff offers the following alternative implementation scenarios for the new impact fees, in order to make the fees correspond to the construction costs, while gradually implementing the increases to minimize the impact to development efforts. Staff recommends that the Planning Board specify the alternative it chooses below in their recommendation to the Town Council for the final adoption of the new methodology and impact fee rates.

Alternative 1: Implementation of new Impact Fees per the Construction Cost Estimates (no gradual implementation)

2011 Impact Fee:	\$ 1,998
2012 Impact Fee:	\$ 2,057
2013 Impact Fee:	\$ 2,118
2014 Impact Fee:	\$ 2,181
2015 Impact Fee:	\$ 2,202
2016 Impact Fee:	\$ 2,313

Alternative 2: Graduated Increase 1 (50% of Construction related increase in year 2011, 75% Construction related increase in year 2012, 100% each subsequent year)

2011 Impact Fee:	\$ 1,189
2012 Impact Fee:	\$ 1,836
2013 Impact Fee:	\$ 2,118
2014 Impact Fee:	\$ 2,181
2015 Impact Fee:	\$ 2,202
2016 Impact Fee:	\$ 2,313

Alternative 3: Graduated Increase 2 (50% of Construction related increase in year 2011, 60% of Construction related increase in year 2012, 75% of Construction related increase in year 2013, 100% each subsequent year)

2011 Impact Fee:	\$ 1,189
2012 Impact Fee:	\$ 1,469
2013 Impact Fee:	\$ 1,890
2014 Impact Fee:	\$ 2,181
2015 Impact Fee:	\$ 2,202
2016 Impact Fee:	\$ 2,313

Rt. 28
Corridor

Western
Segment

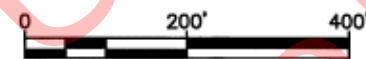
Page Road
Intersection

Proposed
Improvements
Map



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Legend



Notes

- SIGNAL MODIFICATION
- FULL DEPTH BOX WIDENING IN HATCHED AREAS
- OVERLAY EXISTING PAVEMENT AREA

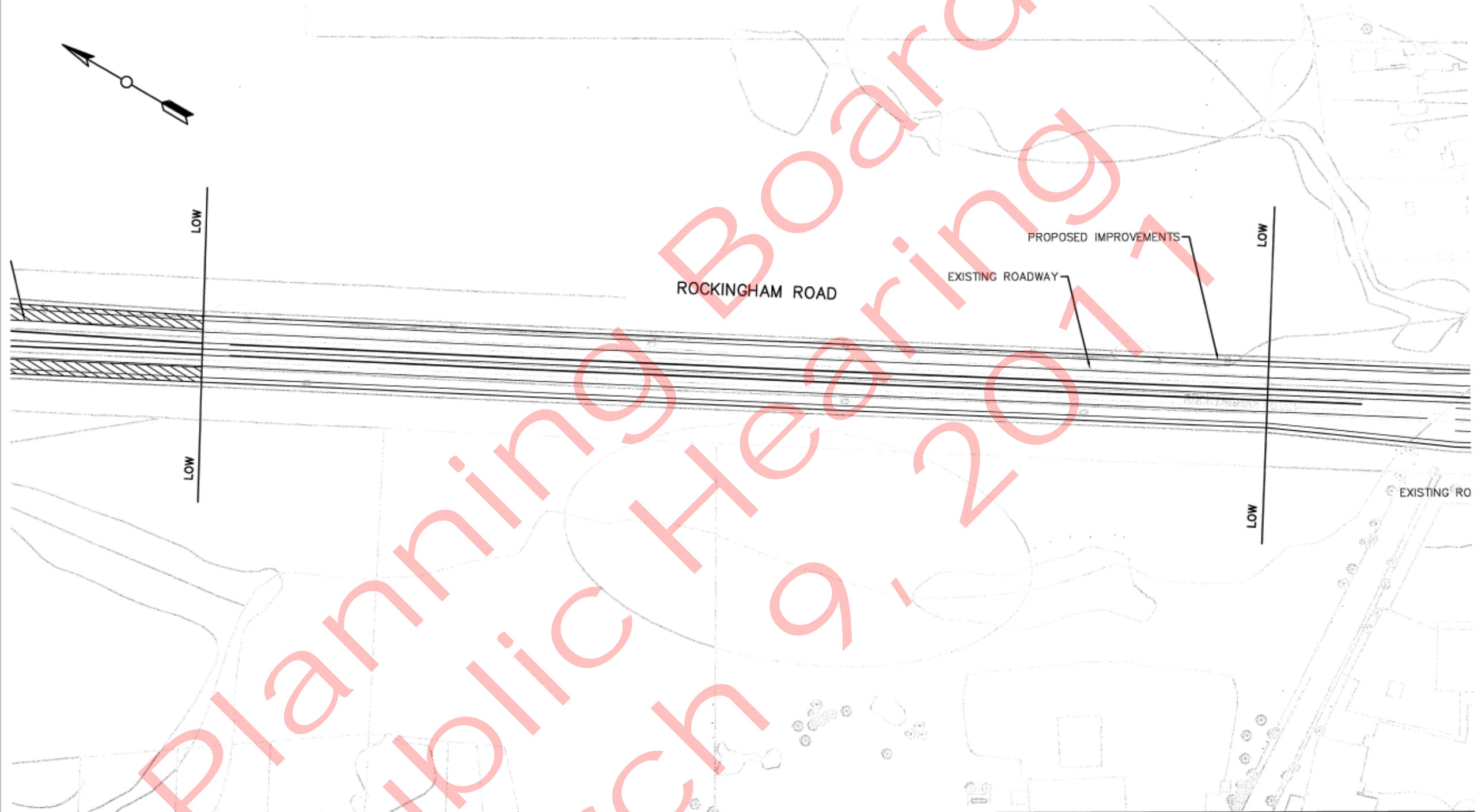
Client/Project
TOWN OF LONDONDERRY
ROCKINGHAM ROAD
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS
Figure No.
1
Title
PAGE ROAD INTERSECTION

Rt. 28
Corridor

Western
Segment

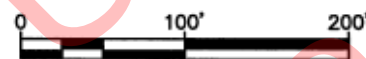
Road Section
Between Page
Road &
Sanborn Road

Proposed
Improvements
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION

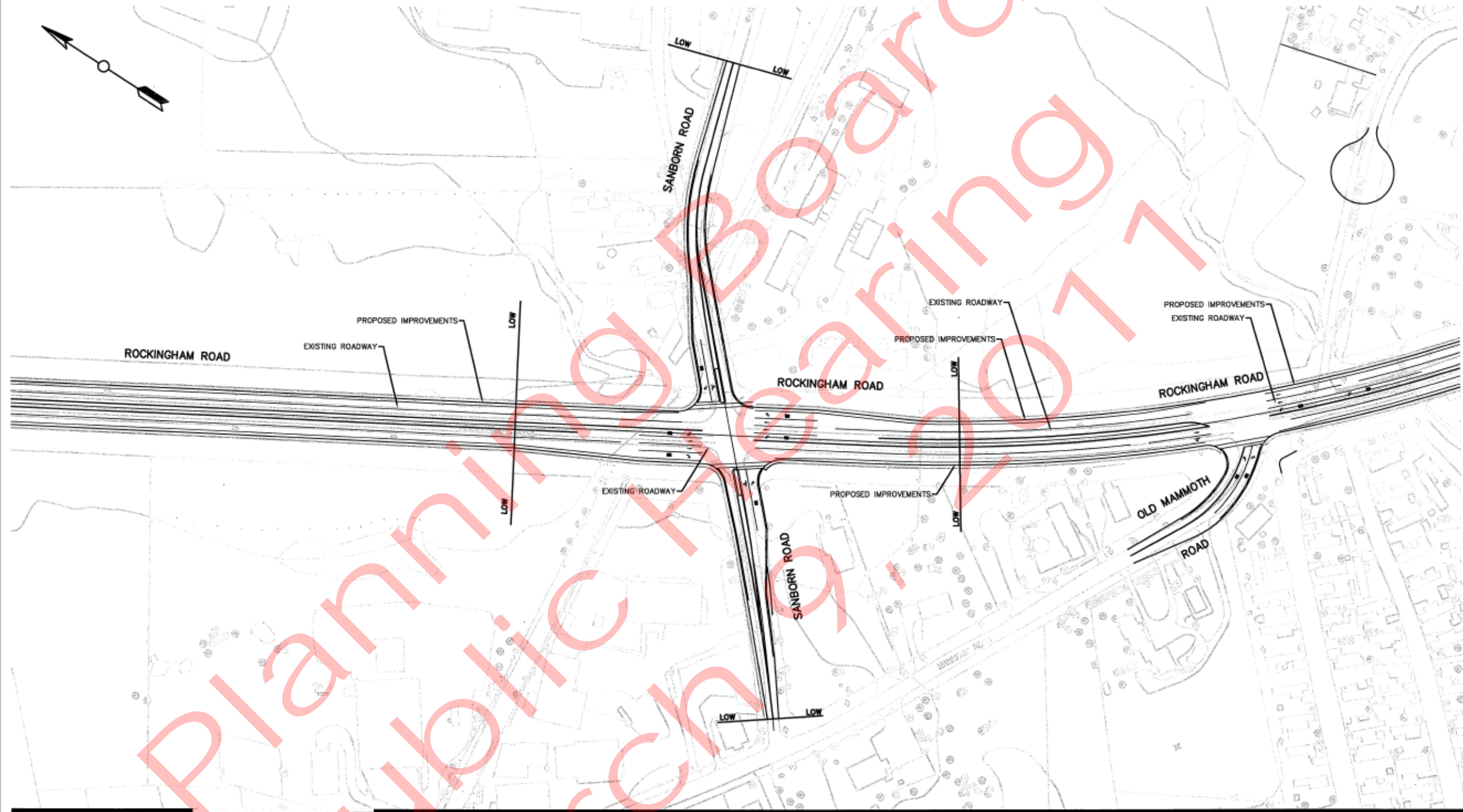
Client/Project
TOWN OF LONDONDERRY
ROCKINGHAM ROAD
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS
Figure No.
2
Title
ROAD SECTION BETWEEN PAGE
ROAD AND SANBORN ROAD

Rt. 28
Corridor

Western
Segment

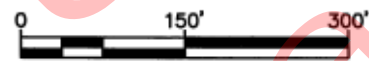
Sanborn Road
Intersection

Proposed
Improvements
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION
- SIDEWALK EXTENDS TO NORTH SCHOOL

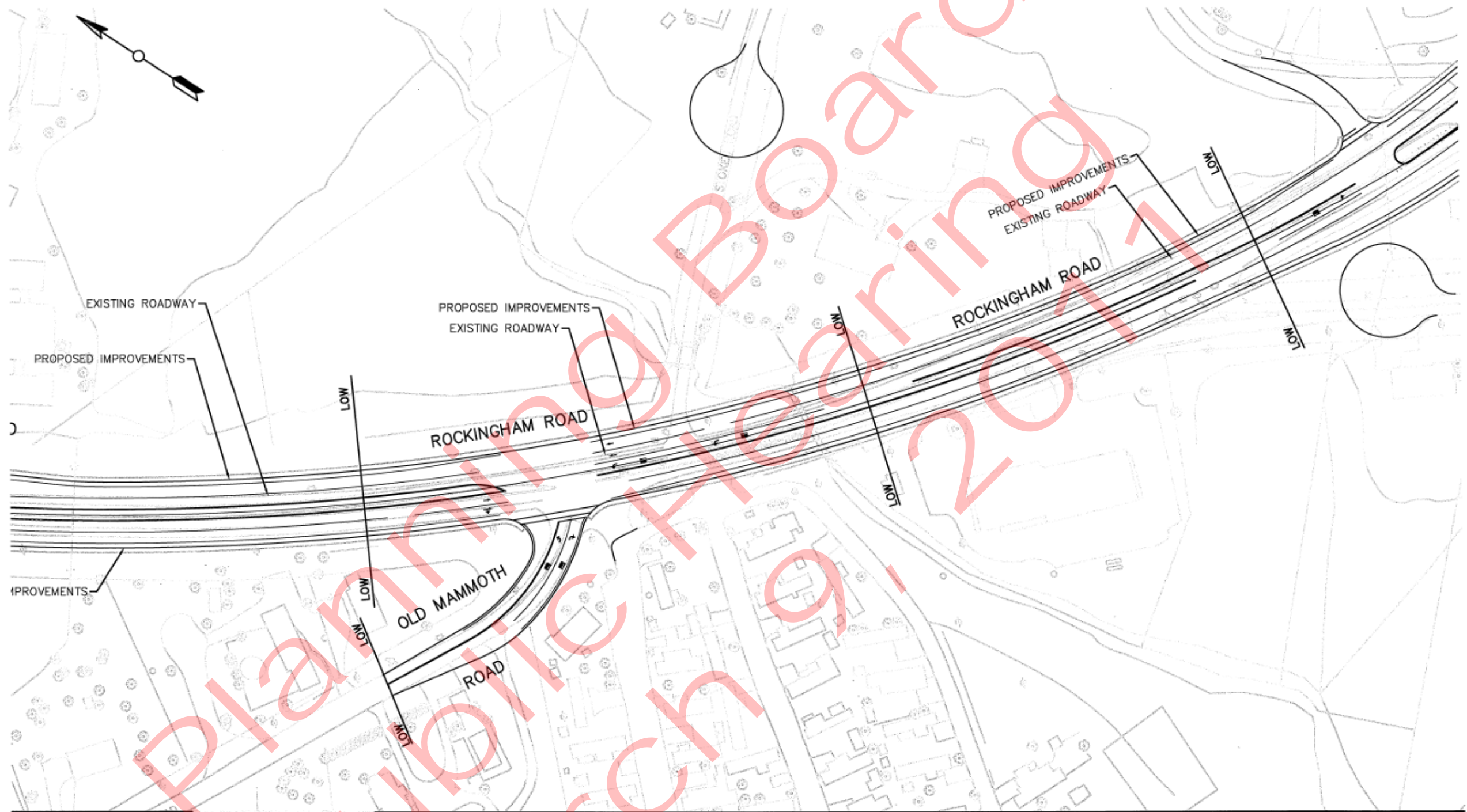
Client/Project
TOWN OF LONDONDERRY
ROCKINGHAM ROAD
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS
Figure No.
3
Title
SANBORN ROAD INTERSECTION

Rt. 28
Corridor

Western
Segment

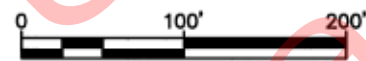
Area between
Sanborn &
Mammoth
Road (N),
Intersection

Proposed
Improvements
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION
- REMOVAL OF BRIDGE ON STOKES ROAD
- NEW CUL-DE-SAC ON STOKES ROAD
- NEW BRIDGE UNDER ROUTE 28

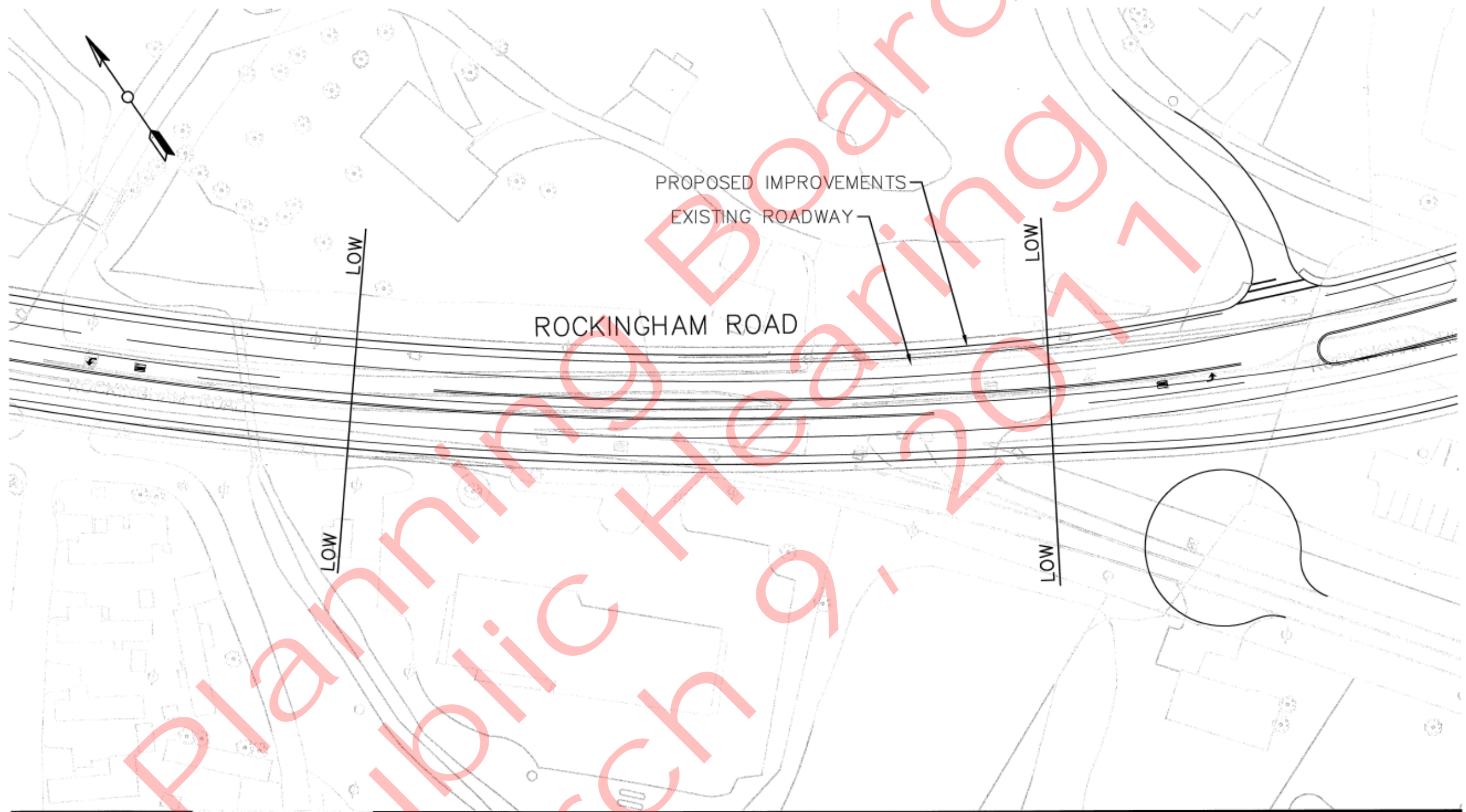
Client/Project
TOWN OF LONDONDERRY
ROCKINGHAM ROAD
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS
Figure No.
4
Title
AREA BETWEEN SANBORN AND
OLD MAMMOTH RD, INTERSECTION

Rt. 28
Corridor

Western
Segment

Area between
Mammoth
Road (N) and
Mammoth
Road (S)

Proposed
Improvements
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION

Client/Project

TOWN OF LONDONDERRY
ROCKINGHAM ROAD
CONCEPTUAL DESIGN—FUTURE IMPROVEMENTS

Figure No.

5

Title

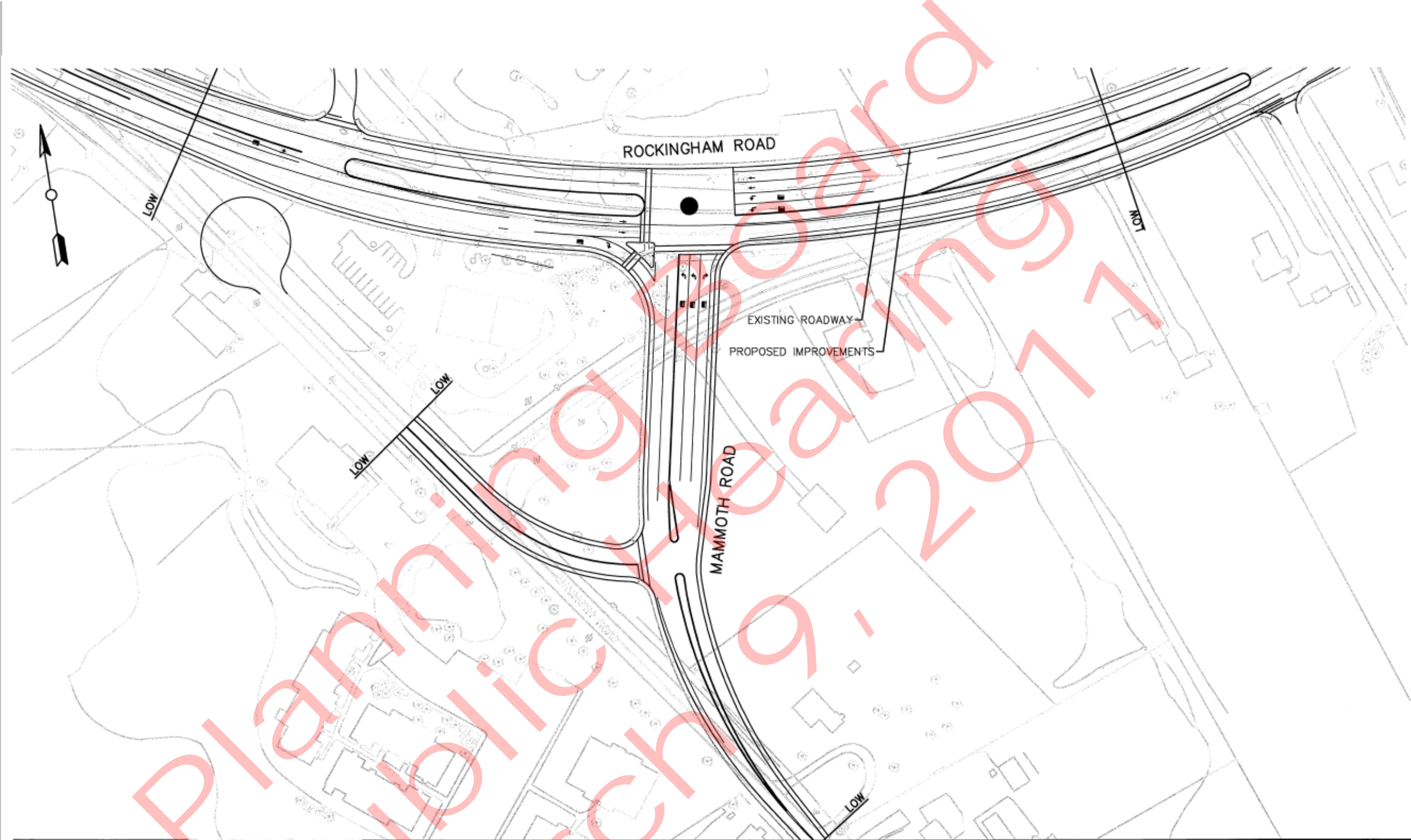
ROAD BETWEEN OLD MAMMOTH
AND MAMMOTH ROAD

Rt. 28
Corridor

Western
Segment

Mammoth
Road (S)
Intersection

Proposed
Improvements
Map



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- Notes
- FULL DEPTH RECONSTRUCTION
 - NEW SIGNALIZED INTERSECTION
 - CUL-DE-SAC ON OLD ROUTE 128

Client/Project
TOWN OF LONDONDERRY
ROCKINGHAM ROAD
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS

Figure No.
6

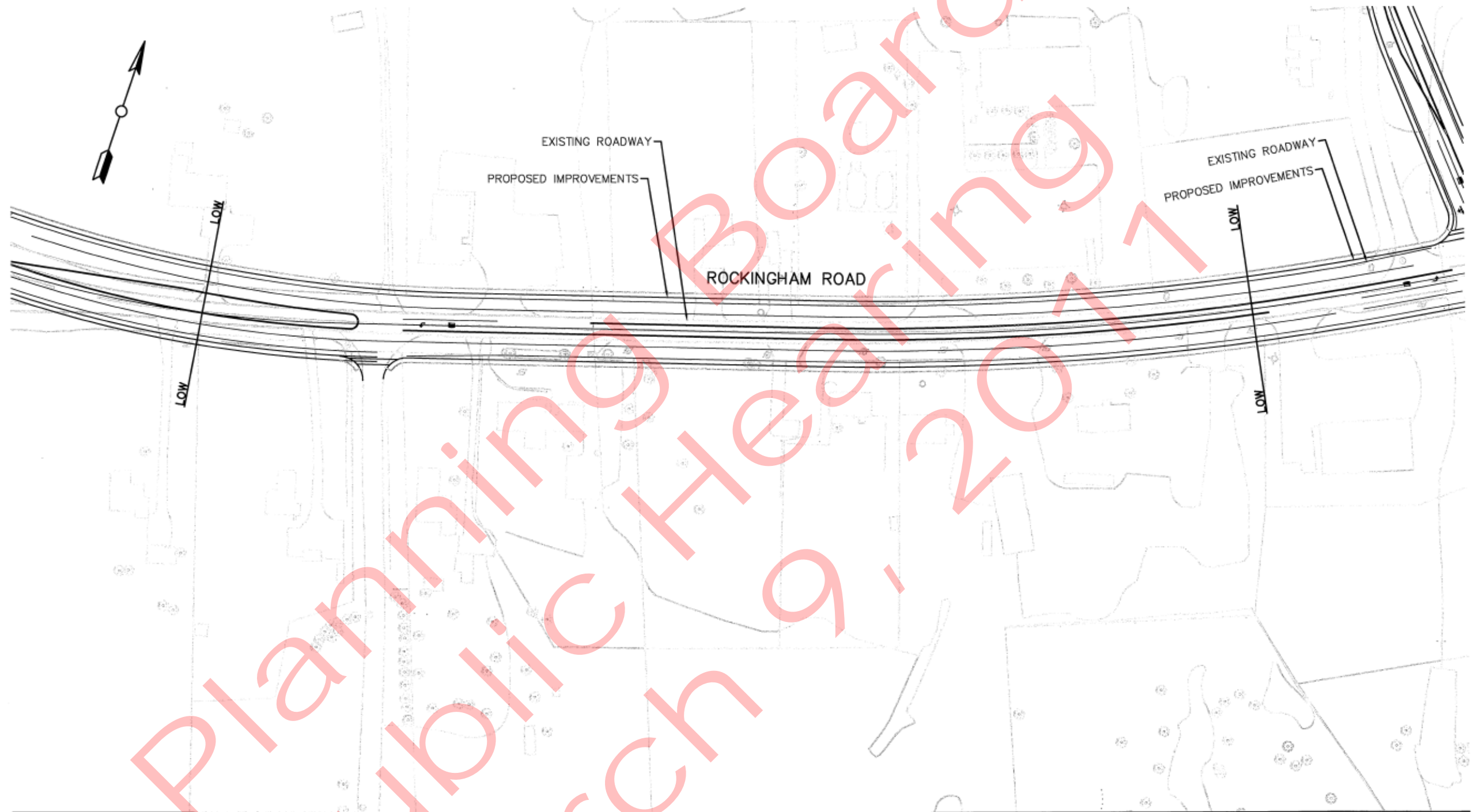
Title
MAMMOTH ROAD INTERSECTION

Rt. 28
Corridor

Western
Segment

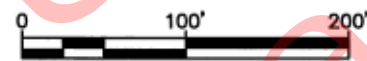
Road Section
between
Mammoth (S)
and Clark/
Noyes Road

Proposed
Improvements
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION

Client/Project

TOWN OF LONDONDERRY
ROCKINGHAM ROAD
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS

Figure No.

7

Title

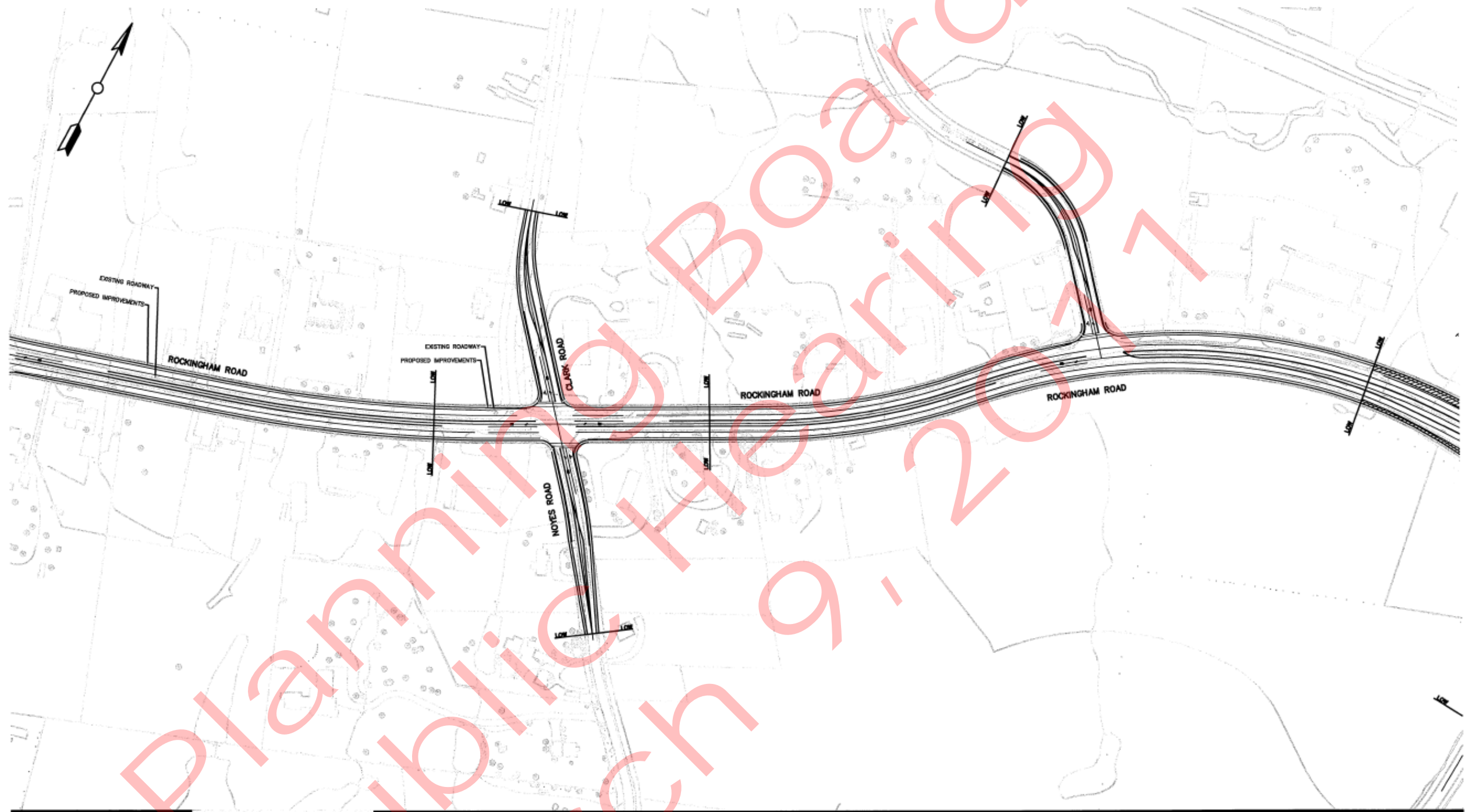
ROAD SECTION BETWEEN
MAMMOTH AND CLARK/NOYES RD

Rt. 28
Corridor

Western
Segment

Clark/Noyes
Road
Intersection to
Symmes Drive
Intersection

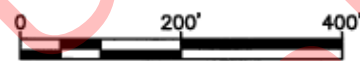
Proposed
Improvements
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION

Client/Project

TOWN OF LONDONDERRY
ROCKINGHAM ROAD
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS

Figure No.

8

Title

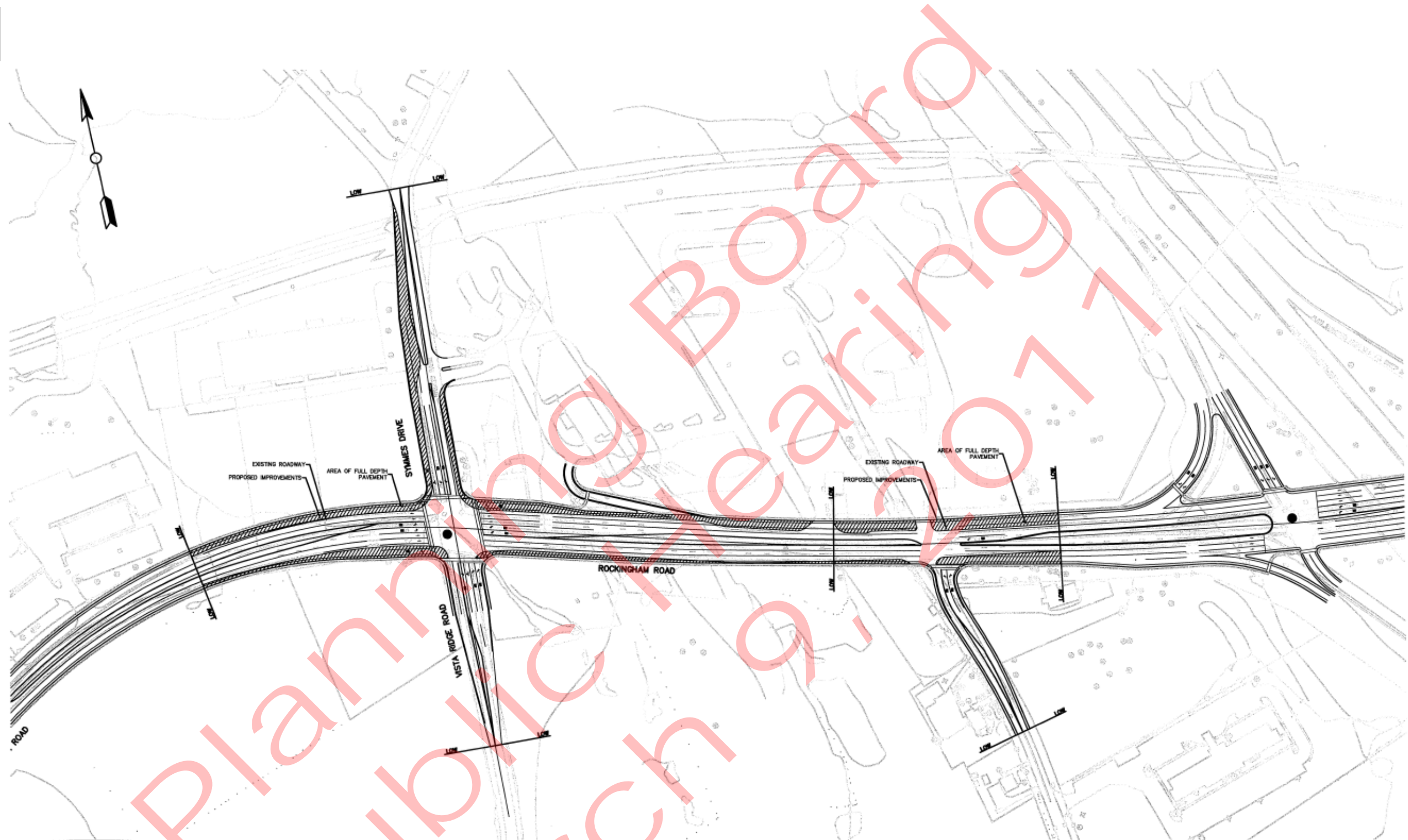
CLARK/NOYES ROAD INTERSECTION
TO SYMMES DRIVE INTERSECTION

Rt. 28
Corridor

Western
Segment

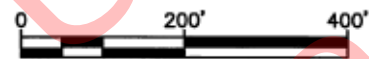
Symmes
Drive/Vista
Ridge Drive &
Perkins Road
Intersection

Proposed
Improvements
Map



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Legend



Notes

- FULL DEPTH BOX WIDENING IN HATCH AREAS
- MODIFICATIONS TO SIGNALIZED INTERSECTION AT SYMMES DRIVE
- OVERLAY EXISTING PAVEMENT AREAS

Client/Project

TOWN OF LONDONDERRY
ROCKINGHAM ROAD
CONCEPTUAL DESIGN—FUTURE IMPROVEMENTS

Figure No.

9

Title

SYMMES DRIVE/ VISTA RIDGE
ROAD & PERKINS RD INTERSECTION