

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF SEPTEMBER 7, 2011 AT THE MOOSE HILL**
3 **COUNCIL CHAMBERS**
4

5 Members Present: Art Rugg; Mary Soares; Lynn Wiles; Laura El-Azem; Tom
6 Freda, Ex-Officio; Rick Brideau, CNHA, Ex-Officio; John Laferriere, Ex-Officio;
7 Dana Coons; Leitha Reilly, alternate member; Maria Newman, alternate member
8

9 Also Present: André Garron, AICP; John Trottier, P.E.; Libby Canuel, Community
10 Development Secretary
11

12 A. Rugg called the meeting to order at 7 PM. He appointed L. Reilly to vote for
13 Chris Davies and welcomed new alternate member Maria Newman. He also
14 announced that D. Coons was appointed as a full member by the Town Council in
15 August.
16

17 **Administrative Board Work**
18

19 A. Regional Impact Determination
20

21 A. Garron stated that Insight Technology is proposing a two lot subdivision on
22 Map 28, Lot 31. He said that staff recommends that this project is not a
23 development of regional impact, as it does not meet any of the regional
24 impact guidelines suggested by Southern NH Planning Commission (SNHPC).
25 **D. Coons made a motion to accept staff recommendation that this**
26 **project is determined not to be of regional impact under RSA 36:56.**
27 **R. Brideau seconded the motion.** No discussion. **Vote on the motion:**
28 **9-0-0.**
29

30 B. Dog Park Committee - Planning Board Appointment
31

32 T. Freda explained that this will be a 9-person committee charged with
33 creating a report concerning the establishment of a dog park on Town owned
34 land. He believed it would be a two year commitment.
35

36 **M. Soares made a motion to appoint Scott Benson to Dog Park**
37 **Committee. R. Brideau seconded the motion.** No discussion. **Vote on**
38 **the motion: 9-0-0.** Scott Benson is the Planning Board representative to
39 the Dog Park Committee.
40

41 C. Notice of Lot Merger - Patricia Panciocco – Tax Map 7, Lots 7&8, 9&10
42

43 R. Brideau explained that lots 7 and 8 would be combined into one lot while
44 lots 9 and 10 would be combined into a second lot. The purpose is to build a
45 duplex on each. A variance was granted by the Zoning Board of Adjustment
46 in July for a lack of road frontage.
47

48 **D. Coons made a motion to grant the merger. R. Brideau seconded**
49 **the motion.** No discussion. **Vote on the motion: 9-0-0.** Merger granted.

1
2 D. Elliott at Londonderry- Phases IV & V-Approval Extension
3

4 A. Garron referenced the letter from Ken Rhodes, CLD Consulting Engineers,
5 requesting a one year extension on behalf of Elliot Health Systems for the
6 site plan approval that will expire on December 31, 2011.
7

8 Due to an issue of timing and a lack of "commitment of medical tenants,"
9 they are requesting a one year extension of the site plans. A. Garron said
10 that staff is supportive of the request, as there have been no changes to
11 ordinances or regulations impacting the project.
12

13 **M. Soares made a motion to grant a one year extension to December**
14 **31, 2012. D. Coons seconded the motion.** No discussion. **Vote on the**
15 **motion: 9-0-0.** Extension for **one** year was granted.
16

17 E. Approval and Signing of Minutes - August 3 & 10, 2011
18

19 **M. Soares made a motion to approve and sign the minutes from the**
20 **August 3, 2011 meeting. L. Wiles seconded the motion.** No discussion.
21 **Vote on the motion: 9-0-0.**
22

23 **L. Wiles made a motion to approve and sign the minutes from the**
24 **August 10, 2011 meeting. R. Brideau seconded the motion.** No
25 discussion. **Vote on the motion: 6-0-3 with M. Soares, L. Wiles, and L.**
26 **Reilly abstaining as they did not attend the meeting.**
27

28 Minutes for August 3, 2011 and August 10, 2011 meetings are approved and
29 will be signed at the conclusion of the meeting.
30
31

32 F. Discussions with Town Staff
33

- 34 • SNHPC Sustainable Communities Initiative Grant
35

36 A. Garron introduced David Preece and Jack Munn of the SNHPC who were
37 present to brief the Board on a potential Sustainable Communities Initiative
38 Grant that is a collaboration of several communities in southern New
39 Hampshire.
40

41 D. Preece explained that the Federal Housing and Urban Development
42 Department (HUD) is offering a "Community Challenge Grant." J. Munn
43 stated that \$70 million will be available nationwide for regional planning
44 grants and \$30 million will be available for the Community Challenge
45 Grants. One application will be submitted to HUD by the regional planning
46 commissions for the regional grant on behalf of the 250 municipalities in NH
47 to develop their own local sustainability plans as well as a statewide
48 sustainability plan. If the timing is correct, this could aid in the updating of
49 the Londonderry Master Plan. SNHPC is looking for participants for the
50 Community Challenge Grant and Planning Boards in five communities

1 (Manchester, Goffstown, Litchfield, Merrimack, and Bedford) have already
2 approved participation. Cooperating partners involved in three year project
3 include the New Hampshire Department of Transportation (NH DOT), the
4 Manchester-Boston Regional Airport, the Transit Authority, the Chamber of
5 Commerce, the Goffstown Industrial Corporation, Anagnost Development
6 Companies, and Neighborworks. The first year would focus on development
7 of a sustainability plan for the "Metro Center Growth Corridor" in order to
8 improve economic competitiveness, transportation access and connectivity,
9 and overall quality of life in that area. In order to make participating
10 municipalities proactive about the kind of development they want in the
11 corridor, one of the main goals is to establish a shared vision. Another goal
12 will be to raise public awareness via a social marketing consultant about the
13 concept of sustainable development. The hope is to generate more mixed
14 use development, compact growth, affordable housing, and the
15 redevelopment of structures and properties not currently being used. J.
16 Munn reviewed the study area, centered on Manchester and including seven
17 key transportation facilities in areas of both Rockingham and Hillsborough
18 counties. He said that the corridor planning process will be a benefit to
19 Londonderry as it will generate guidelines for the transportation corridors as
20 well as improvements in infrastructure, safety, and energy efficiency. It
21 could even provide funding for the Pettengill Road project. D. Preece said
22 the second and third years would be spent developing innovative zoning
23 initiatives (that communities would have the option to adopt) aimed at
24 attracting developers. J. Munn stated that the grants will not be awarded
25 until sometime next year. He added that the due date for applications,
26 originally set for September 8, has been pushed back to September 16.

27
28 A. Rugg asked what would be required of Londonderry. D. Preece said
29 \$6,000 of in-kind services would be needed from the Planning and Economic
30 Development Division over the three year period. L. El-Azem asked if staff
31 would be able to commit the appropriate amount of time. A. Garron said
32 that given the three year time period and that the soft match will primarily
33 involve attendance of meetings, it should not be an issue. L. Reilly asked
34 how funds would be distributed amongst the towns in terms of the projects
35 they support if the grant was obtained. J. Munn said there will be an
36 advisory committee made up of voting representatives from each town. L.
37 Reilly asked A. Garron if the lack of infrastructure in the Pettengill Road
38 area will affect the ability to expand that area. A. Garron replied that the
39 overall improvement of transportation in the region would benefit
40 Londonderry. L. Reilly also asked A. Garron about his level of enthusiasm
41 for the project. A. Garron said he is always enthusiastic about alternate
42 ways to extend the life of costly infrastructure projects such as the
43 Pettengill Road area. J. Laferriere asked how the boundaries of the corridor
44 were established. J. Munn said it was based on the key transportation
45 areas and the communities surrounding them. Merrimack and Litchfield
46 were included because of their participation in a SNHPC traffic study dealing
47 with the Airport Access Road and Pettengill Road extension several years
48 ago. J. Laferriere asked if those communities that are not conducive to
49 mass transit, such as Bedford, have already been actively seeking the kind
50 of improvement the grant is geared towards. D. Preece said that even

1 though some communities may not support mass transit now, the
2 population and development in this region are going to continue to increase.
3 This study will afford those communities with the alternate transportation
4 systems that will be needed for both people and material goods. J.
5 Laferriere asked if the project would include commuter and freight rail
6 service. D. Preece said it would. M. Soares asked for clarification that at
7 the end of the three years, the plan itself will be implemented, not the
8 projects themselves. J. Munn replied that by the end of the process, the
9 partnerships, concepts, and zoning changes will be in place to promote the
10 desired goals.

11
12 **A. Rugg entertained a motion to recommend Londonderry**
13 **participate in the Sustainable Communities Initiative Grant. D.**
14 **Coons so moved. R. Brideau seconded the motion. No discussion.**
15 **Vote on the motion: 9-0-0.**

- 16
17 • Proposed Retail Motor Fuel Outlet, Brown Ave/Pettengill Manchester

18
19 A. Garron stated that at the July 13 Planning Board meeting, the
20 Manchester Planning Department had requested input relative to a gas
21 station/convenience store located on the corner of Brown Ave and the new
22 Pettengill Road extension. Concerns expressed by the Board at the time
23 (and shared by DOT) included a dual access driveway off the Pettengill Road
24 extension that would allow drivers to make a left hand turn across a multi-
25 lane highway. They recommended that the City of Manchester consult with
26 NH DOT about the curb cut onto the new access road. Engineers
27 Greenman-Pedersen, Inc. met with the City of Manchester and DOT and
28 the outcome was to move the driveway on Pettengill Road 50 feet east
29 (towards Londonderry) to enable an improved queue lane access and
30 prevent a backup of traffic. In addition, a ten foot breakdown lane will be
31 included in the area so that those making left hand turns onto the site can
32 continue towards the intersection of the Airport Access and Pettengill Roads.

- 33
34 • 124-126 Rockingham Road-Traffic Impact Fees

35
36 At the August 3 Planning Board meeting, the Board conditionally approved a
37 gas station/convenience store on the corner of Liberty Drive and Route 28.
38 One of those conditions was payment of the impact fees associated with the
39 project. The initial calculation of the impact fee, based on the per trip basis
40 of the Route 28 eastern segment corridor plan, came to \$33,408. That
41 calculation has since been found to be flawed (see Attachment #1). Some
42 of the improvements originally identified in the Town's traffic plan are being
43 performed by DOT, thus collection of an impact fee for those improvements
44 is a moot point. Staff recommends that the impact fee be recalculated to
45 \$9,919 for the project. Additionally, staff recommends that the Northeast
46 Londonderry Sub-Area Study be amended to reflect the improvements
47 being undertaken by DOT and that the cost allocation be amended on an
48 interim basis until such time as a comprehensive update can be completed
49 by the Board. A. Garron further stated that staff recommends there not be
50 an impact fee system specifically for State roadway segments (i.e. a fee

1 system should still be in place for intersections with town roads). In order
2 to approach the Town Council, he asked the Board for their support of the
3 recommendations.
4

5 A. Rugg asked for questions from the Board. L. Wiles asked if the impact
6 fees can only be applied to Route 28 on the eastern side of I-93 since he
7 felt Noyes Road was an intersection with Route 28 that would benefit from
8 improvements. A. Garron confirmed that this particular study area only
9 included the east side of Route 28 but that the western segment had also
10 been recently updated and he believed it included that intersection. L.
11 Reilly asked T. Freda and A. Garron if they saw any reason why the Town
12 Council might not approve the recommendations. T. Freda said his opinion
13 was that money should not be collected for work already being done by
14 DOT.
15

16 **A. Rugg entertained a motion stating that the Board agrees with**
17 **staff's letter to the Board dated September 7, 2011. L. Wiles so**
18 **moved. D. Coons seconded the motion. No discussion. Vote on the**
19 **motion: 9-0-0.**
20

- 21 • Master Plan Subcommittee
22

23 A. Garron stated that the Master Plan Subcommittee met on August 18 and
24 reviewed the Request for Proposals. Some modifications were made and
25 the revised version will go before the full committee on September 28,
26 along with a draft of the survey.
27

- 28 • CIP Committee
29

30 R. Brideau said that the Capital Improvements Plan Committee had their
31 first meeting and will meet again for a workshop next week.
32
33

34 **NEW PLANS** 35

36 A. Brook Hollow Corporation, Map 18, Lots 13-97 & 13-99 - Application
37 Acceptance and Public Hearing for a 17 Lot Conservation Subdivision located on
38 Hunter Mill Road and Manter Mill Road within the previously approved Mill Pond
39 Subdivision
40

41 A. Garron stated that there were no checklist items, and staff recommended
42 the application be accepted as complete.
43

44 **D. Coons made a motion to accept the application as complete. R.**
45 **Brideau seconded the motion. No discussion. Vote on the motion: 9-0-**
46 **0. Application accepted as complete.**
47

48 A. Rugg mentioned that this starts the 65 day time frame under RSA 676:4.
49

1 Brian Pratt of CLD Consulting Engineers presented the plan for a 17 lot
2 subdivision, 16 of which will be building lots while the 17th will be an open
3 space lot. When the overall Mill Pond subdivision was approved in 1998, the
4 area in question was reserved for a future "Planned Residential Development"
5 which is now known as a Conservation Subdivision under the zoning
6 ordinance. The subdivision meets the current zoning requirements for
7 density calculations, minimum open space, frontage, and lot size. Sewer and
8 water have been constructed for the area and one of the two roadways has
9 been paved. A majority of the storm water infrastructure is also in place. All
10 wetland impacts associated with a previously acquired wetlands permit have
11 been completed. An active Alteration of Terrain permit was renewed in 2009
12 and all utility clearance letters have been obtained.

13
14 J. Trottier summarized the design review items from the DPW/Stantec memo
15 and read the waiver request into the record:

- 16
17 1. The applicant is requesting a waiver to Section 4.01.c. The applicant
18 has not provided plans at a 1"=40' scale as required by the regulations.
19 The applicant's subdivision plans are at a scale of 1"=200' and 1"=50',
20 where 1"=100 and 1"=40' are required per section 4.01.C. Staff
21 recommends **granting** the waiver, as to be consistent with the
22 previously approved phases of Mill Pond.
- 23 2. The applicant is requesting a waiver to Section 3.02.C. This section
24 requires that the Conservation Overlay (CO) District be monumented
25 with marker signs. The applicant states that full compliance with the
26 section would require to monument the entire 100+ acre open space
27 parcel. Staff recommends **granting** the waiver. The CO district
28 boundary impacted by single family lots will be properly monumented.

29
30 A. Garron noted that under a previous condition of approval for the overall
31 Mill Pond subdivision, traffic impact fees will be \$1,000 per house for the first
32 103 houses. That will apply to these 16 lots. The fire, police, library, and
33 school impact fee will apply as they are currently.

34
35 A. Rugg asked for Board input. M. Soares asked if the 17th lot would be used
36 just as open space. B. Pratt confirmed it would be.

37
38 A. Rugg asked for public input. Vernon Van Grevenhof, 117 Old Derry Road,
39 asked to be shown the proximity of the proposal to his residence and
40 confirmed that it will be beyond the Little Cohas Brook. He also asked if the
41 trucks associated with the Brook Hollow gravel removal operation in that area
42 would be impact the development. J. Trottier said those trucks will enter and
43 exit the site from Auburn Road. V. Van Grevenhof also noted the dam at the
44 historic Manter Mill and asked for assurance that the proposal would not
45 impact it. B. Pratt showed V. Van Grevenhof just how the area would be
46 avoided. Builder Bob LaMontagne verified that nothing will happen to the
47 dam and a sign will be included identifying the historical site.

48
49 There was no further public comment.
50

1 T. Freda asked who will own the open space. B. Pratt said it would belong to
2 the homeowners association. T. Freda then asked if it would be ensured that
3 the lot will remain in its current natural state. J. Trottier said that language
4 would be in the covenants of the association. B. Pratt said the covenants
5 restrict the open space to recreational uses and would therefore preclude
6 construction.

7
8 **D. Coons made a motion to grant the two waivers based on the**
9 **applicant's letters and staff recommendation. R. Brideau seconded**
10 **the motion. No discussion. Vote on the motion: 9-0-0. Waivers granted.**

11
12 **D. Coons made a motion to conditionally approve the 17-lot**
13 **subdivision for map 18 -13-97 & 13-99 with the following conditions:**

14
15 "Applicant", herein, refers to the property owner, business owner, or organization
16 submitting this application and to his/its agents, successors, and assigns.

17
18 **PRECEDENT CONDITIONS**

19
20 All of the precedent conditions below must be met by the applicant, at the
21 expense of the applicant, prior to certification of the plans by the Planning Board.
22 Certification of the plans is required prior to commencement of any site work, any
23 construction on the site or issuance of a building permit.

- 24
25 1. The updated NHDES Alteration of Terrain permit recently obtained for the
26 project requires that additional drainage features be provided and
27 constructed with the proposed drainage improvement plans provided
28 separately with the latest submission. However, it is unclear when the
29 proposed additional drainage features will be constructed, since they were
30 not part of the original project. The Applicant shall incorporate the drainage
31 improvement plans into the plan set and provide notes to address the
32 proposed improvements acceptable to the Department of Public Works.
33
34 2. The Applicant shall provide the Owner's signature on all applicable plans.
35 The Applicant noted the final plans will be signed in the response letter. In
36 addition, the Applicant shall update the Planning Board signature blocks to
37 address the project phase consistent with section 4.03 of the regulations.
38
39 3. The Applicant shall incorporate the separately submitted post development
40 calculations, diagrams and plans with the previously submitted drainage
41 report information into a complete bound drainage report (consistent with
42 the previous drainage report submission) in compliance with Section 3.08 of
43 the regulations for the Planning Division's file.
44
45 4. All approved waivers shall be noted on the plan.
46
47 5. The Applicant shall provide a digital (electronic) copy of the complete final
48 plan sent to the Town at the time of signature by the Board in accordance
49 with Section 2.06.N of the regulations.
50

- 1 6. The Applicant shall provide a check for \$25 (made payable to the
2 *Rockingham County Registry of Deeds*) to pay for the LCHIP tax that
3 became effective on recording of all plans and documents at the registry on
4 July 1, 2008.
5
- 6 7. The Applicant shall note all general and subsequent conditions on the plans
7 **(must be on a sheet to be recorded, or a separate document to be**
8 **recorded with the subdivision plans)**, per the new requirements of RSA
9 676: 3.
10
- 11 8. Outside consultant's fees shall be paid within 30 days of approval of plan.
12
- 13 9. Financial guaranty if necessary.
14
- 15 10. Final engineering review
16

17 **PLEASE NOTE -** Once these precedent conditions are met and the plans are
18 certified the approval is considered final. If these conditions are not met within **2**
19 **years** to the day of the meeting at which the Planning Board grants conditional
20 approval, the board's approval will be considered to have lapsed and re-
21 submission of the application will be required. See RSA 674: 39 on vesting.
22

23 **GENERAL AND SUBSEQUENT CONDITIONS**

24

25 All of the conditions below are attached to this approval.
26

- 27 1. **No construction or site work for the amended site plan may be**
28 **undertaken until the pre-construction meeting with Town staff has**
29 **taken place, filing of an NPDES-EPA Permit and the site restoration**
30 **financial guaranty is in place with the Town.** Contact the Department
31 of Public Works to arrange for this meeting.
32
- 33 2. The project must be built and executed exactly as specified in the approved
34 application package unless modifications are approved by the Planning
35 Division & Department of Public Works, or if staff deems applicable, the
36 Planning Board.
37
- 38 3. All of the documentation submitted in the application package by the
39 applicant and any requirements imposed by other agencies are part of this
40 approval unless otherwise updated, revised, clarified in some manner, or
41 superseded in full or in part. In the case of conflicting information between
42 documents, the most recent documentation and this notice herein shall
43 generally be determining.
44
- 45 4. It is the responsibility of the applicant to obtain all other local, state, and
46 federal permits, licenses, and approvals which may be required as part of
47 this project (that was not received prior to certification of the plans).
48 Contact the Building Division at extension 115 regarding building permits.
49

- 1 5. As built site plans must to be submitted to the Public Works Department
2 prior to the release of the applicant's financial guaranty.
3
4 6. All required Traffic, Police, Library and Fire impact fees must be paid prior
5 to the issuance of a Certificate of Occupancy.
6

7 **R. Brideau seconded the motion.** No discussion. **Vote on the motion:**
8 **9-0-0.** Plan is conditionally approved.
9

10 **Other Business**
11

12 M. Soares noted a subscription reminder in the Planning Board read file for
13 the Planning Commissioners Journal and asked if Board members make use
14 of the publication. The consensus was to renew the subscription and A. Rugg
15 asked if it could be determined whether an electronic version was available.
16

17 A. Rugg announced that he will not be attending the September 14 meeting.
18

19 **Adjournment:**
20

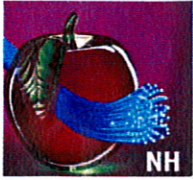
21 **M. Soares made a motion to adjourn the meeting. D. Coons seconded**
22 **the motion. Vote on the motion: 9-0-0.**
23

24 Meeting adjourned at 8:26 PM.
25
26

27 These minutes prepared by Jaye Trottier and Libby Canuel, Community
28 Development Department Secretaries.
29
30
31

32 Respectfully Submitted,
33
34
35

36 Lynn Wiles, Secretary



Town of Londonderry

Community Development Department

268B Mammoth Road
Londonderry, New Hampshire 03053
Phone: (603) 432-1100 ext.101
www.thriveinlondonderry.com
www.londonderrynh.org



Business is good. Life is better.

To: Planning Board

From: Andre Garron, AICP, Community Development Director

CC:

Date: September 7, 2011

Subject: Rt. 28 East Corridor Plan/Impact Fee

Recently, the Planning Board conditionally approved a gas station convenience store project at 124-126 Rockingham Road located at the corner of Liberty Drive Ext. and Rt. 28. The initial determination of the applicant's impacts fee was \$33,408 based on the project's pm peak hour impact on the eastern section of Rt.28. Upon further examination of the impact fee, staff recognized that the Rt. 28 eastern segment corridor plan is flawed.

Londonderry's traffic impact fee for the area in question is predicated on a 1997 Northeast Londonderry Sub-Area Study prepared by Southern New Hampshire Planning Commission (SNHPC). The study examined the segment of Rt. 28 between I-93 and the Derry Town line. SNHPC studied the existing volume of traffic, the future traffic volumes; potential development areas, the improvements needed based on the future traffic volumes, established development areas, and apportioned the costs of the improvements between the Town and private sector.

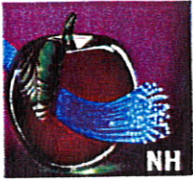
SNHPC methodology broke the improvements needed into two categories; roadway segments (Links) improvements; and intersection improvements that are warranted within an 18 year time horizon:

The proposed roadway segment improvements are to expand Rt. 28 from two lanes to four lanes.

1. Rt. 28 from Auburn to Liberty Drive Ext.
2. Rt. 28 From Liberty Drive Ext. to Stonehenge Road
3. Rt. 28 from Stonehenge Road to Season Lane
4. Rt. 28 from Season Lane to Derry Town line

The proposed intersection improvements are located at:

1. Rt. 28 and Auburn Road
2. Rt. 28 and Liberty Drive Extension
3. Rt. 28 and Stonehenge Road
4. Rt. 28 and Season Land
5. Auburn Road and Wilson Drive
6. Auburn Road and Old Derry Road



Business is good. Life is better.

Town of Londonderry

Community Development Department

268B Mammoth Road
Londonderry, New Hampshire 03053
Phone: (603) 432-1100 ext.101
www.thriveinlondonderry.com
www.londonderrynh.org



SNHPC formula was based on two methods. The first was identifying the development areas. SNHPC created 28 development areas and apportioned a share of the costs for improvements based on their zoning and their pm peak hour impact on the corridor. The other method was establishing a *per trip* (\$522) cost for trips outside the study corridor having an impact on the corridor during the pm peak hour.

The proposed gas station convenience store proposal submitted a traffic impact study, prepared by Steven G. Pernaw & Company with a traffic supplement provided by Greenman-Pedersen, Inc., in accordance with section 3.14 of Londonderry's Site plan Regulations. The results of the traffic study showed that the proposal would increase the pm peak hour traffic by 64 new trips. Initially, staff had applied the per trip cost for a project outside the studied corridor of \$522, resulting in an impact fee of \$33,408. In reexamining the traffic impact fee, staff found that the owners' lots were identified as part of a development area, specifically development area 5. Several significant changes have occurred since 1997. One, the Liberty Drive Extension was built; and two, the NHDOT I-93 Widening project includes rebuilding a portion of Rockingham Road consists with Londonderry's Northeast Sub-Area Study which includes adding a signal at Rt.28 and Liberty Drive Extension.

Based on the applicant's traffic study, the proposed project will have an impact on the following intersections:

1. Rt. 28 and Stonehenge Road
2. Rt. 28 and Season Land
3. Auburn Road and Wilson Drive
4. Auburn Road and Old Derry Road

Deducting for the Rt. 28 corridor improvement work that NHDOT is scheduled to complete within the study area, staff has revised the traffic impact fee from \$33,408 to \$9,919.

Staff recommends a reduction of the traffic impact fee for the 124-126 Rockingham Road proposal to the Londonderry Planning Board of \$9,919. Staff also recommends that the Northeast Londonderry Sub-Area Study be amended to reflect the significant changes currently being made to this section of the Rt. 28 corridor by NHDOT and amend the cost allocation accordingly on an interim basis until such time the Planning Board can complete a comprehensive update.