

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF SEPTEMBER 10, 2008 AT THE MOOSE HILL**
3 **COUNCIL CHAMBERS**
4

5 7:00 PM: Members Present: Art Rugg; Rick Brideau, Ex-Officio; John Farrell;
6 Kathy Wagner, Ex-Officio; Charles Tilgner, P.E., Ex-Officio; Rob Nichols; Lynn
7 Wiles; Laura El-Azem; Chris Davies, alternate member
8

9 Also Present: André Garron, AICP; Tim Thompson, AICP; Cathy Dirsra, Planning
10 Department Secretary
11

12 A. Rugg called the meeting to order at 7:03 PM. A. Rugg appointed C. Davies to
13 vote for M. Soares.
14

15
16 **Administrative Board Work**
17

18 A. Governmental Land Use Request - DPW - Highway Garage Project
19

20 T. Thompson referenced the letter from Janusz Czyzowski, Director of DPW,
21 with a request under RSA 674:54 for construction of a 50 ft x 88 ft shed with
22 two 36 ft lean-to(s), to replace the existing shed. He said that DPW is asking
23 the Board if they would like a public hearing for this project. He read the
24 letter from Janusz Czyzowski into the record.
25

26 [J. Farrell left the room at 7:12PM]
27

28 The consensus of the Board was not to require a public hearing and have
29 staff review the plans.
30

31 B. Extension Request - Cider Mill Elderly Housing Site Plan - Map 15, Lot 215-1 -
32 Request additional 30 days on Conditional Approval
33

34 T. Thompson referenced the letter from Todd Connors, Sublime Civil
35 Consultants, requesting an additional 30 day extension. He said that staff is
36 comfortable with the extension and would also welcome additional days.
37

38 **R. Brideau made a motion to grant extension of 90 days. C. Tilgner**
39 **seconded the motion.** No discussion. **Vote on the motion: 8-0-0.** 90
40 day extension granted.
41

42 C. Regional Impact Determinations
43

44 T. Thompson stated that Gail H. Seekins & Barbara A. Seekins are proposing
45 a 2 lot subdivision on Map 12, Lot 11 and William Tate is proposing a 2 lot
46 subdivision on Map 2, Lot 28-10. He said that staff recommends these two
47 projects are not developments of regional impact, as they do not meet any of
48 the regional impact guidelines suggested by Southern NH Planning
49 Commission (SNHPC).

1
2 **R. Brideau made a motion to accept staff recommendations that**
3 **these two projects are determined not to be of regional impact under**
4 **RSA 36:56. C. Tilgner seconded the motion.** No discussion. **Vote on the**
5 **motion: 8-0-0.** Regional impact determinations accepted.
6

7 D. Signing of Minutes – August 6 & 13

8
9 Minutes for August 6 and 13 have been signed.

10
11 [J. Farrell returned to the room at 7:16PM]
12

13 E. Discussions with Town Staff

14
15 A. Garron said we have a workshop September 24 and would like input from
16 the residents for the northwest section of town. He said we have not heard
17 any comments regarding the results of the phone survey.
18

19 A. Garron said he will be presenting economic development plans September
20 15 at the Town Council meeting.
21

22 He also said the NHDOT's CTAP was able to set aside \$10,000 for the I-93
23 widening, but that will be used by other communities as well as Londonderry.
24 He said the DOT is hoping to get the exit 5 area completed by fall of next
25 year.
26

27 T. Thompson said they will also be presenting the historic properties overlay
28 district at the Sept 15 Council meeting.
29

30
31 **Public Hearings**
32

33 A. Forest N. Kimball Rev. Trust, Map 11, Lot 55-14 - Continued Public Hearing
34 for a 3 lot subdivision
35

36 Jack Szemplinski said this project is directly across from the Londonderry
37 Country Club. Since the previous meeting they have moved the driveway for
38 better site distance. They propose a detention pond at the intersection of
39 Kimball & Sawgrass roads. They are requesting 3 waivers.
40

41 T. Thompson stated the waiver to roadway side slopes was not applicable, as
42 no new roads are proposed as part of the project. He read all waivers into
43 the record from the Staff Recommendation memo:
44

- 45 1. *The Applicant is requesting a waiver to Section 3.08.G.3 of the regulations.*
46 *The Applicant has provided less than 3 feet of cover over 2 proposed*
47 *drainage pipes, which does not comply with the Regulations. **Staff***
48 ***recommends granting the waiver, as the applicant has provided***
49 *reinforced concrete pipes in the locations where 3' of cover is not provided.*

- 1 2. *The Applicant is requesting a waiver to Section 3.08.H of the regulations.*
2 *The grading in the proposed detention basin is less than 3'H:1'V, which*
3 *does not comply with the Regulations. **Staff recommends denial of the***
4 ***waiver.** While the applicant provides reasonable reasons for not wanting*
5 *to provide 3:1 side slopes, there is nothing preventing the detention basin*
6 *from being constructed in accordance with the requirements of the*
7 *regulations. Staff does not believe that the request is an instance of "a*
8 *case when the strict application of these regulations would cause practical*
9 *difficulty," as required by Section 6.04 of the regulations.*

10
11 T. Thompson summarized the design review items from the DPW/Stantec
12 memo in J. Trottier's absence. He also summarized the staff
13 recommendations and said that staff is recommending conditional approval.

14
15 A. Rugg asked for public input.

16
17 Brian Egan, president of Forest Hills association, asked about the drainage. J.
18 Szemplinski said any extra flow will go into the detention pond. B. Egan also
19 asked how close the closest home will be to the property line. T. Thompson
20 said the applicant is not required to show placement of houses on a
21 subdivision plan.

22
23 Wayne Oprey, member of Board of Directors, said they have a lot of drainage
24 coming down the banking now and he is concerned that it will increase
25 because of this development. He is concerned about possible icing during the
26 winter and the difficulty of their association to maintain the area.

27 J. Szemplinski said the drainage might increase, but it will flow toward the
28 detention pond.

29
30 T. Thompson suggested drawing a phase line around the parcel with access
31 from Sawgrass Circle, so that a certificate of occupancy could be issued prior
32 to completion of the drainage improvements for the 2 lots with access on
33 Kimball Road.

34
35 **J. Farrell made a motion to grant the waiver to section 3.08.G.3 of the**
36 **regulations based on the applicant's letter and staff recommendation.**
37 **R. Brideau seconded the motion. No discussion. Vote on the motion: 9-**
38 **0-0. Waiver granted.**

39
40 **J. Farrell made a motion to deny the waiver to section 3.08.H of the**
41 **regulations. R. Brideau seconded the motion. No discussion. Vote on**
42 **the motion 9-0-0. Waiver denied.**

43
44 **J. Farrell made a motion to conditionally approve this plan with the**
45 **following conditions:**

46
47 "Applicant", herein, refers to the property owner, business owner, or
48 organization submitting this application and to his/its agents, successors, and
49 assigns.
50

1
2 **PRECEDENT CONDITIONS**
3

4 All of the precedent conditions below must be met by the Applicant, at the
5 expense of the Applicant, prior to certification of the plans by the Planning
6 Board. Certification of the plans is required prior to commencement of any
7 site work, any construction on the site or issuance of a building permit.
8

- 9 1. The proposed grading within the proposed detention basin is less
10 than 3H: 1V and does not comply with section 3.08.H. The Applicant
11 shall revise the design to comply with the requirements of the
12 regulations.
13
- 14 2. The Applicant has relocated the proposed driveway serving lot 55-15
15 with grading along the driveways steeper than 3H: 1V. The grading
16 along the driveway serving lot 55-14 is also steeper than 3H: 1V. We
17 understand the Town typically requests slopes steeper than 3H: 1V be
18 riprap and recommend the design be revised accordingly. In
19 addition, the Applicant shall revise the driveway design cross-section
20 be crowned or sloped to direct runoff along the edge of the driveways
21 into swales and not toward Kimball Road. The Applicant shall
22 provide a typical section for the drives. The driveways shall meet the
23 approval of the Department of Public Works.
24
- 25 3. The Applicant has revised the subdivision configuration with this
26 latest submission that includes relocation of the proposed driveway
27 on lot 55-15 with a riprap swale noted along the driveway. Please
28 note that it appears that additional disturbance to the lot for the new
29 driveway location would occur that does not appear to be accounted
30 for since an updated drainage report was not provided with this
31 submission. The Applicant shall provide an updated drainage report
32 consistent with the latest design indicating compliance with the
33 regulations. The Applicant shall review and verify if additional
34 erosion measures, such as a riprap swale, may be need along the
35 driveway serving lot 55-14.
36
- 37 4. The Applicant has included notes on sheet 7 relative to maintenance
38 responsibilities for the private drain system on the plan. The
39 Applicant shall revise the notes to meet the approval of the
40 Department of Public Works.
41
- 42 5. The metes and bounds along the common lot line of lots 55-14 & 55-
43 15 on the updated topographic plan are not complete and
44 inconsistent with those shown on sheet 2. The Applicant shall update
45 the metes and bounds to be consistent.
46
- 47 6. The Applicant shall address the Stantec Consulting Services, Inc.
48 memorandum relative to the submitted traffic report dated
49 September 10, 2008
50

- 1 7. The applicant shall add phasing notes and phasing to the plans as
2 discussed during the hearing.
- 3
- 4 8. Note all waivers granted on the plan.
- 5
- 6 9. The Applicant shall provide a digital (electronic) copy of the complete
7 final plan sent to the Town at the time of signature by the Board in
8 accordance with Section 2.06.N of the regulations.
- 9
- 10 10. The Applicant shall provide a check for \$25 (made payable to the
11 *Rockingham County Registry of Deeds*) to pay for the LCHIP tax that
12 became effective on recording of all plans and documents at the
13 registry on July 1, 2008.
- 14
- 15 11. Outside consultant's fees shall be paid within 30 days of approval of
16 plan.
- 17
- 18 12. Financial guaranty if necessary.
- 19
- 20 13. Final engineering review
- 21

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

28

29 **GENERAL AND SUBSEQUENT CONDITIONS**

30

31 All of the conditions below are attached to this approval.

- 32
- 33 1. **No construction or site work for the amended site plan may be**
34 **undertaken until the pre-construction meeting with Town staff**
35 **has taken place, filing of an NPDES-EPA Permit and the site**
36 **restoration financial guaranty is in place with the Town.** Contact
37 the Department of Public Works to arrange for this meeting.
- 38
- 39 2. The project must be built and executed exactly as specified in the
40 approved application package unless modifications are approved by the
41 Planning Department & Department of Public Works, or if staff deems
42 applicable, the Planning Board.
- 43
- 44 3. All of the documentation submitted in the application package by the
45 Applicant and any requirements imposed by other agencies are part of
46 this approval unless otherwise updated, revised, clarified in some
47 manner, or superseded in full or in part. In the case of conflicting
48 information between documents, the most recent documentation and
49 this notice herein shall generally be determining.
- 50

- 1 4. All site improvements must be completed prior to the issuance of a
2 certificate of occupancy. In accordance with Section 6.01.d of the Site
3 Plan Regulations, in circumstances that prevent landscaping to be
4 completed (due to weather conditions or other unique circumstance),
5 the Building Department may issue a certificate of occupancy prior to
6 the completion of landscaping improvements, if agreed upon by the
7 Planning & Public Works Departments, when a financial guaranty (see
8 forms available from the Public Works Department) and agreement to
9 complete improvements are placed with the Town. The landscaping
10 shall be completed within 6 months from the issuance of the certificate
11 of occupancy, or the Town shall utilize the financial guaranty to
12 contract out the work to complete the improvements as stipulated in
13 the agreement to complete landscaping improvements. **No other**
14 **improvements shall be permitted to use a financial guaranty for**
15 **their completion for purposes of receiving a certificate of**
16 **occupancy.**
17
18 5. As built site plans must to be submitted to the Public Works
19 Department prior to the release of the Applicant's financial guaranty.
20
21 6. All required School, Library, Recreation, Traffic, Police, and Fire impact
22 fees must be paid prior to the issuance of a Certificate of Occupancy.
23
24 7. It is the responsibility of the Applicant to obtain all other local, state,
25 and federal permits, licenses, and approvals which may be required as
26 part of this project (that were not received prior to certification of the
27 plans). Contact the Building Department at extension 115 regarding
28 building permits.
29
30

31 **R. Brideau seconded the motion.** No discussion. **Vote on the motion: 9-**
32 **0-0.** Plan is conditionally approved.

33
34 B. 2010-2015 CIP Workshop Discussion

35
36 T. Thompson and J. Farrell gave an overview of the FY 2010 – 2015 CIP
37 workshop discussion. He said the public hearing will be October 8. (see
38 attachment #1)

39
40 [J. Farrell left at 8:26PM]

41
42 C. Subdivision Regulations (Road Standards) - Public Hearing

43
44 T. Thompson summarized the proposed changes. (see attachment #2)

45
46 A. Rugg asked for public input, but there was none.

47
48 T. Thompson stated that should the Board adopt these changes tonight, they
49 become effective immediately.
50

1 **R. Nichols made a motion to adopt the amendments to the**
2 **Subdivision Regulations as presented by staff. R. Brideau seconded**
3 **the motion. No discussion. Vote on the motion 8-0-0.**

4
5 D. Conservation Subdivision Ordinance - Public Hearing

6
7 T. Thompson mentioned that intern Holly Burbee worked on this project
8 during her summer internship here in 2005.

9
10 T. Thompson summarized the proposed changes. (See attachment #3)

11
12 A. Rugg asked for public input, but there was none.

13
14 **R. Brideau made a motion to recommend the amendments to the**
15 **Town Council. C. Tilgner seconded the motion. No discussion. Vote on**
16 **the motion 8-0-0. A. Rugg said this will be sent to the Town Council for**
17 **adoption.**

18
19 **Other Business**

20
21 None.

22
23 **Adjournment:**

24
25 **C. Tilgner made a motion to adjourn the meeting. R. Brideau seconded the**
26 **motion. No discussion. Vote on the motion: 8-0-0. Meeting adjourned at**
27 **9:05PM.**

28
29
30
31 These minutes prepared by Cathy Dirsra, Planning Division Secretary.

32
33
34
35 Respectfully Submitted,

36
37
38
39 Mary Wing Soares, Secretary
40



Londonderry Capital Improvements Plan FY 2010 – FY 2015

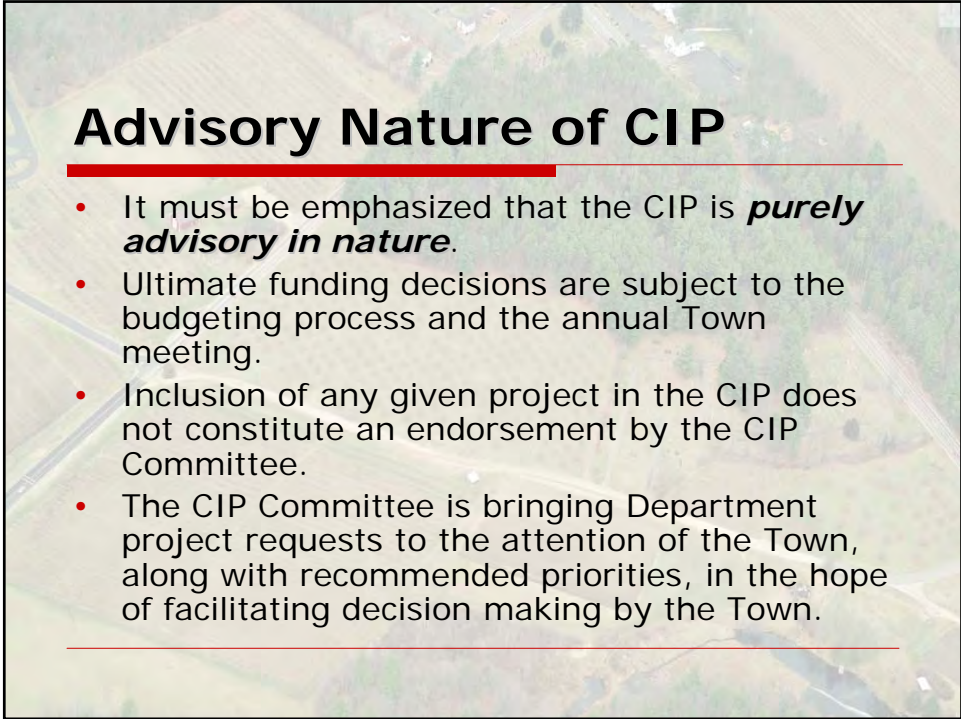
Planning Board Workshop

September 10, 2008



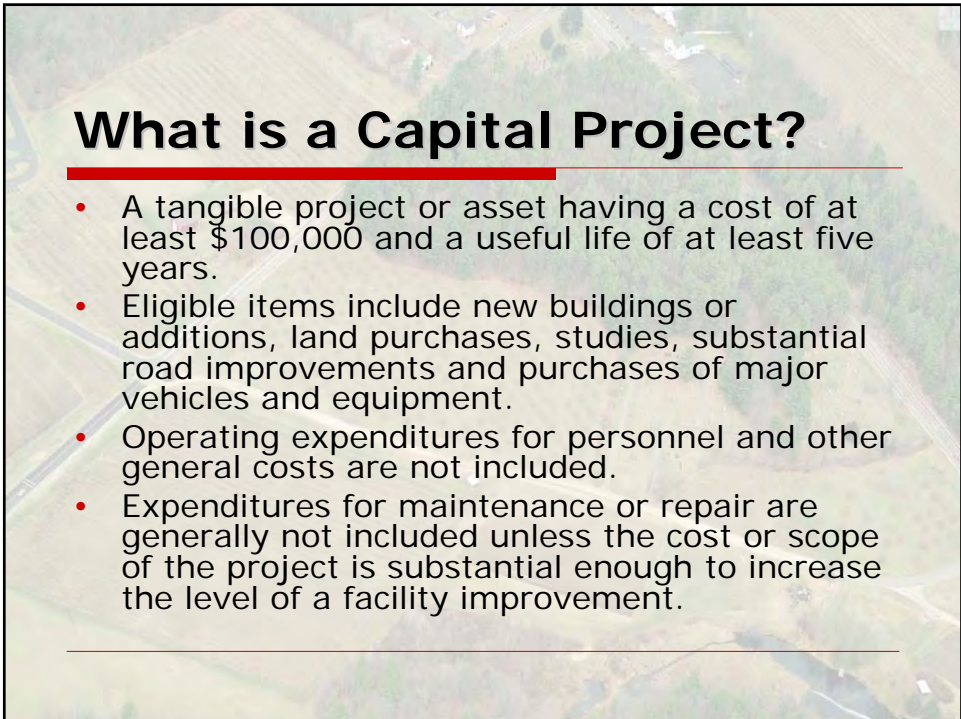
Overview of CIP Process

- **A CIP is an advisory document that can serve a number of purposes, among them to:**
 - Guide the Town Council and the Budget Committee in the annual budgeting process;
 - Contribute to stabilizing the Town's real property tax rate;
 - Aid the prioritization, coordination, and sequencing of various municipal improvements;
 - Inform residents, business owners, and developers of planned improvements;
 - Provide the necessary legal basis for ongoing administration and periodic updates of the Londonderry Growth Management Ordinance;
 - Provide the necessary legal basis continued administration and periodic updates of the Londonderry Impact Fee Ordinance.
-



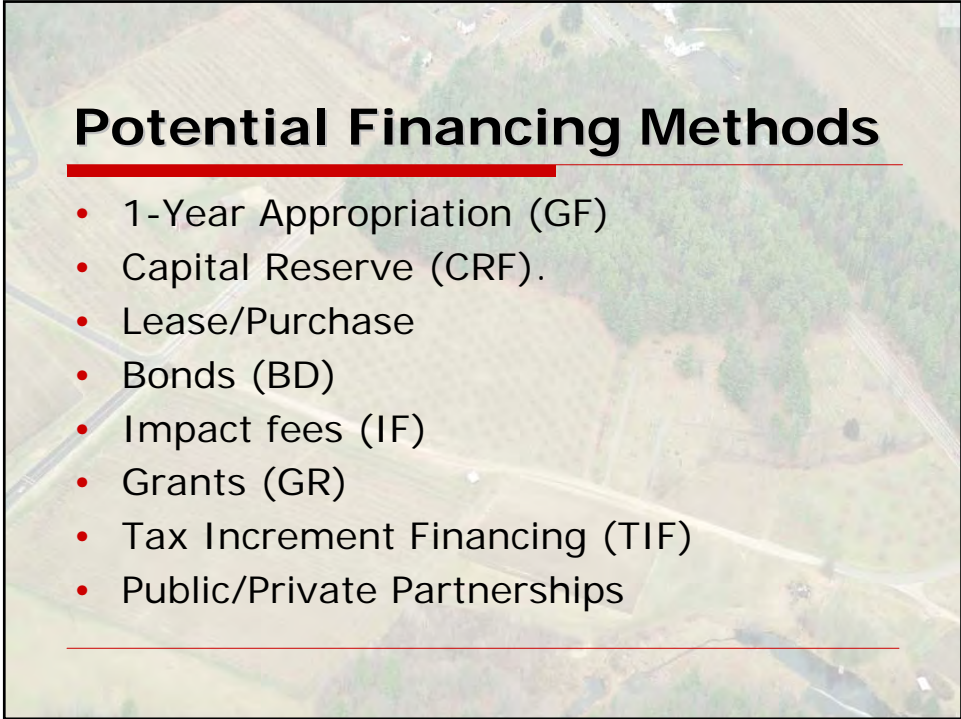
Advisory Nature of CIP

- It must be emphasized that the CIP is *purely advisory in nature*.
 - Ultimate funding decisions are subject to the budgeting process and the annual Town meeting.
 - Inclusion of any given project in the CIP does not constitute an endorsement by the CIP Committee.
 - The CIP Committee is bringing Department project requests to the attention of the Town, along with recommended priorities, in the hope of facilitating decision making by the Town.
-



What is a Capital Project?

- A tangible project or asset having a cost of at least \$100,000 and a useful life of at least five years.
 - Eligible items include new buildings or additions, land purchases, studies, substantial road improvements and purchases of major vehicles and equipment.
 - Operating expenditures for personnel and other general costs are not included.
 - Expenditures for maintenance or repair are generally not included unless the cost or scope of the project is substantial enough to increase the level of a facility improvement.
-



Potential Financing Methods

- 1-Year Appropriation (GF)
 - Capital Reserve (CRF).
 - Lease/Purchase
 - Bonds (BD)
 - Impact fees (IF)
 - Grants (GR)
 - Tax Increment Financing (TIF)
 - Public/Private Partnerships
-



Project Prioritization System

- **Priority 1 – Urgent - Cannot Be Delayed:** Needed immediately for health & safety
 - **Priority 2 - Necessary:** Needed within 3 years to maintain basic level & quality of community services.
 - **Priority 3 - Desirable:** Needed within 4-6 years to improve quality or level of services.
-



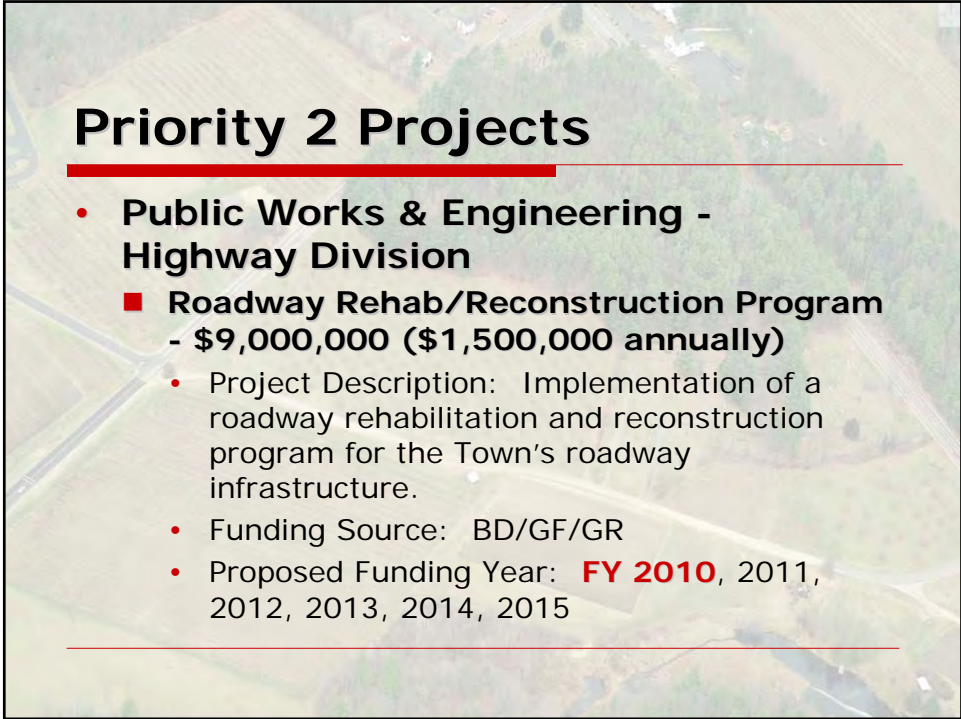
Project Prioritization System

- **Priority 4 - Deferrable:** Can be placed on hold until after 6 year scope of current CIP, but supports community development goals.
 - **Priority 5 - Premature:** Needs more research, planning & coordination
 - **Priority 6 - Inconsistent:** Contrary to land-use planning or community development goals.
-




Priority 1 Projects

- **Fire Department**
 - **North/West Station Replacement - \$1,900,000**
 - **Project Description:** This project will fund the construction of a new North/West Fire Station.
 - **Funding Source:** BD/IF
 - **Proposed Funding Year:** **FY 2010**
-



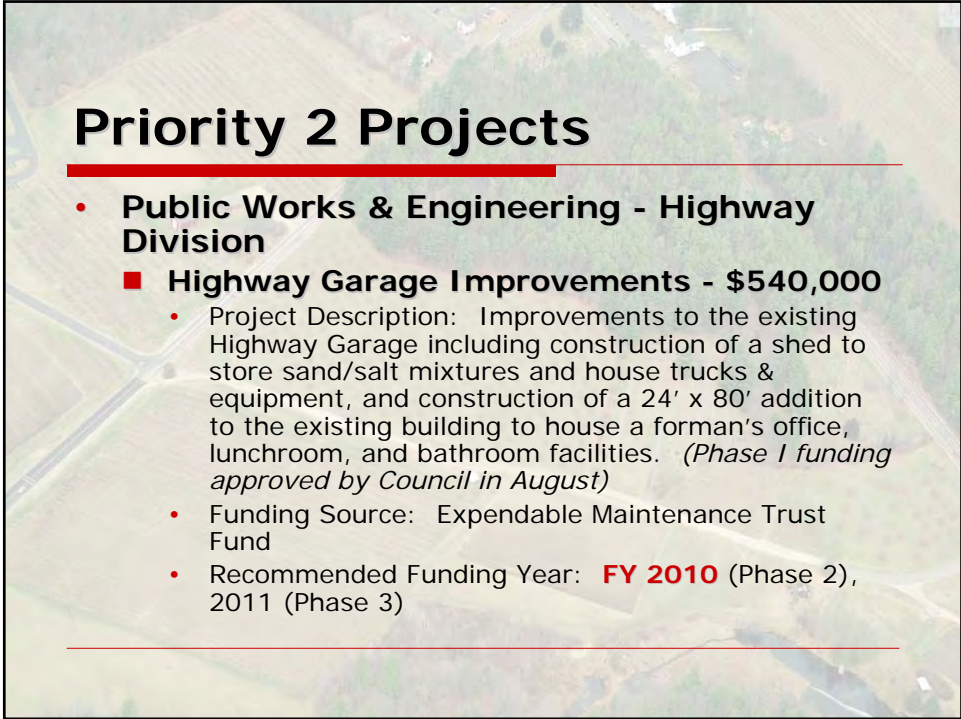
Priority 2 Projects

- **Public Works & Engineering - Highway Division**
 - **Roadway Rehab/Reconstruction Program - \$9,000,000 (\$1,500,000 annually)**
 - Project Description: Implementation of a roadway rehabilitation and reconstruction program for the Town's roadway infrastructure.
 - Funding Source: BD/GF/GR
 - Proposed Funding Year: **FY 2010**, 2011, 2012, 2013, 2014, 2015
-



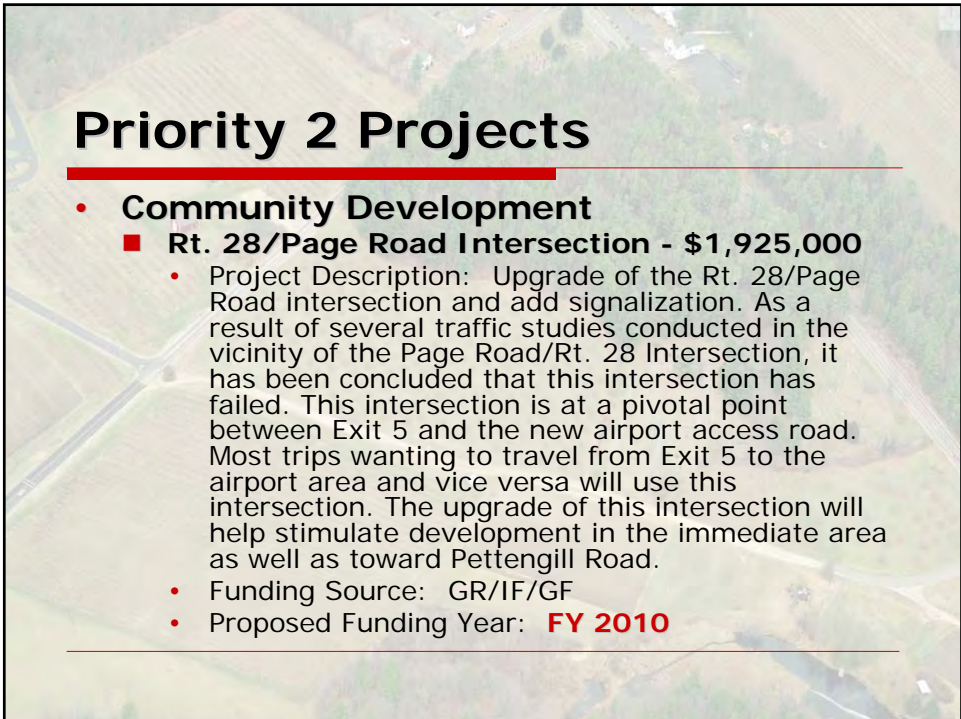
Priority 2 Projects

- **Community Development Department**
 - **Pettingill Road Upgrade - \$12,348,000**
 - Project Description: This project will fund preliminary design plans and construction of the upgrade to Pettingill Road, a Class VI roadway that once upgraded will provide access to the industrial land south of Manchester Airport and connect with the NHDOT Airport Access Road.
 - Funding Source: TIF
 - Proposed Funding Year: FY 2011
-




Priority 2 Projects

- **Public Works & Engineering - Highway Division**
 - **Highway Garage Improvements - \$540,000**
 - Project Description: Improvements to the existing Highway Garage including construction of a shed to store sand/salt mixtures and house trucks & equipment, and construction of a 24' x 80' addition to the existing building to house a forman's office, lunchroom, and bathroom facilities. *(Phase 1 funding approved by Council in August)*
 - Funding Source: Expendable Maintenance Trust Fund
 - Recommended Funding Year: **FY 2010** (Phase 2), 2011 (Phase 3)
-



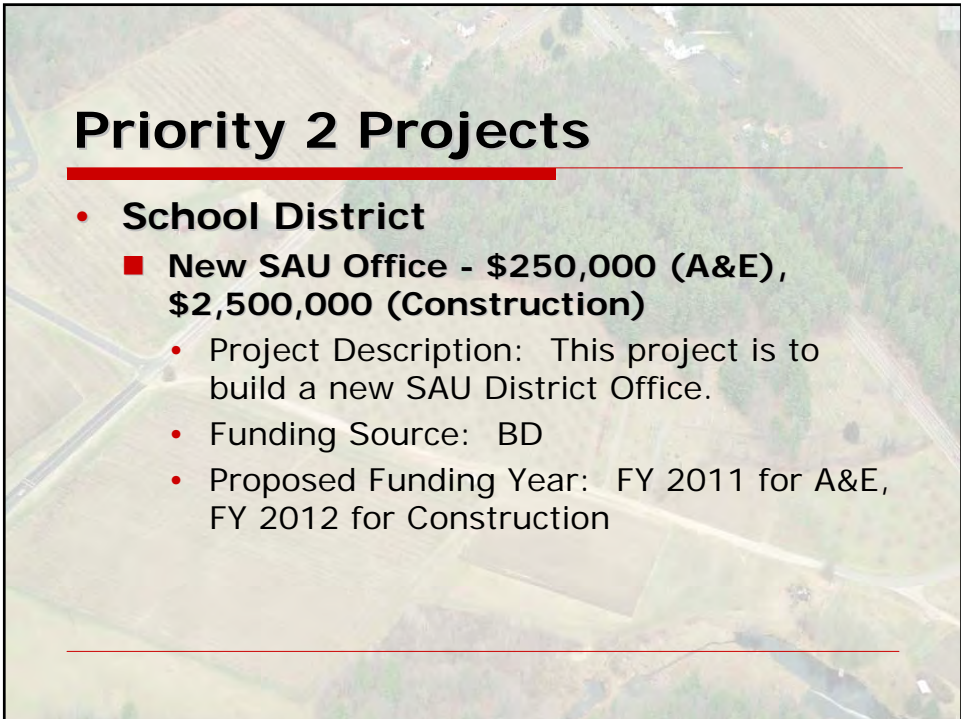
Priority 2 Projects

- **Community Development**
 - **Rt. 28/Page Road Intersection - \$1,925,000**
 - Project Description: Upgrade of the Rt. 28/Page Road intersection and add signalization. As a result of several traffic studies conducted in the vicinity of the Page Road/Rt. 28 Intersection, it has been concluded that this intersection has failed. This intersection is at a pivotal point between Exit 5 and the new airport access road. Most trips wanting to travel from Exit 5 to the airport area and vice versa will use this intersection. The upgrade of this intersection will help stimulate development in the immediate area as well as toward Pettengill Road.
 - Funding Source: GR/IF/GF
 - Proposed Funding Year: **FY 2010**
-



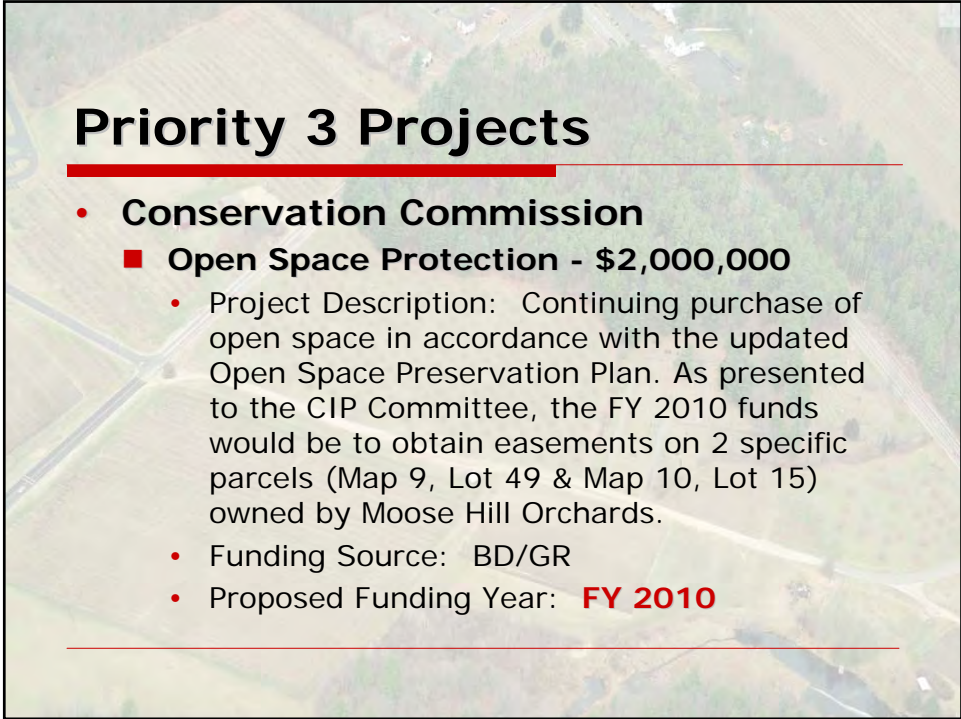
Priority 2 Projects

- **Community Development**
 - **Rt. 28/128 Intersection - \$2,500,000**
 - Project Description: The project proposes to upgrade the Rt. 28/Rt. 128 intersection by adding lanes to the four way approach, realigning the intersection and also signalization.
 - Funding Source: GR/IF/BD
 - Proposed Funding Year: FY 2012 (ROW Acquisition - \$300,000), FY 2015 (Construction - \$2,000,000)
-




Priority 2 Projects

- **School District**
 - **New SAU Office - \$250,000 (A&E), \$2,500,000 (Construction)**
 - Project Description: This project is to build a new SAU District Office.
 - Funding Source: BD
 - Proposed Funding Year: FY 2011 for A&E, FY 2012 for Construction
-



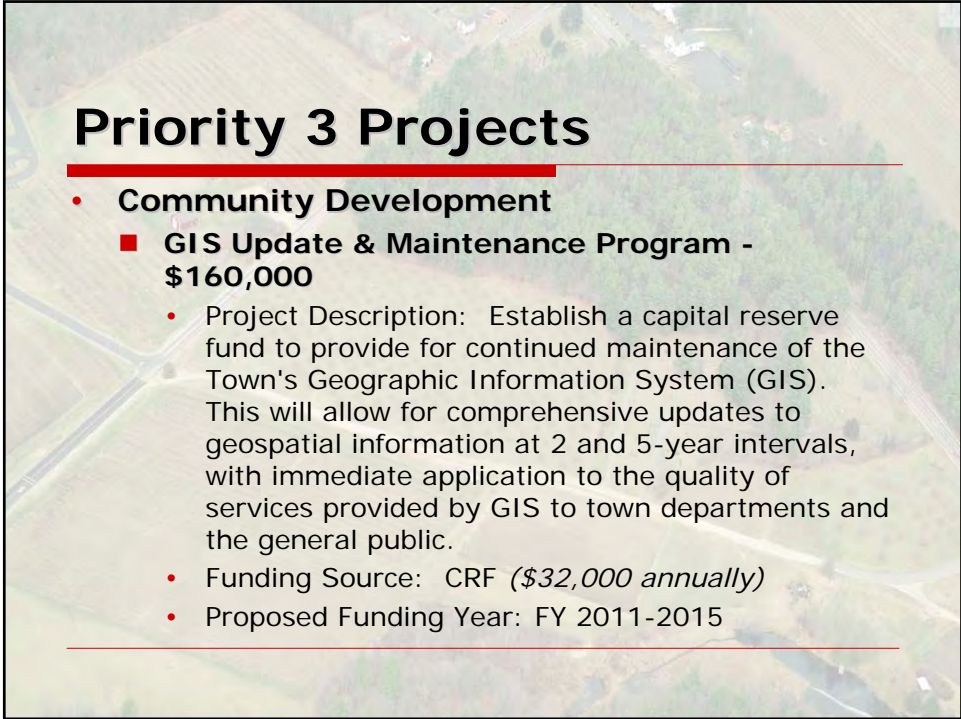
Priority 3 Projects

- **Conservation Commission**
 - **Open Space Protection - \$2,000,000**
 - Project Description: Continuing purchase of open space in accordance with the updated Open Space Preservation Plan. As presented to the CIP Committee, the FY 2010 funds would be to obtain easements on 2 specific parcels (Map 9, Lot 49 & Map 10, Lot 15) owned by Moose Hill Orchards.
 - Funding Source: BD/GR
 - Proposed Funding Year: **FY 2010**
-




Priority 3 Projects

- **Community Development**
 - **Master Plan Update- \$150,000**
 - Project Description: Update to the 2004 Master Plan. The 2011 update will follow closely behind the Decennial Census. The new census information will give us updated population and demographic data.
 - Funding Source: CRF/GF (*\$100,000 allocated to Master Plan at 2008 Town Meeting*)
 - Proposed Funding Year: FY 2011
-



Priority 3 Projects

- **Community Development**
 - **GIS Update & Maintenance Program - \$160,000**
 - Project Description: Establish a capital reserve fund to provide for continued maintenance of the Town's Geographic Information System (GIS). This will allow for comprehensive updates to geospatial information at 2 and 5-year intervals, with immediate application to the quality of services provided by GIS to town departments and the general public.
 - Funding Source: CRF (*\$32,000 annually*)
 - Proposed Funding Year: FY 2011-2015
-



Priority 3 Projects

- **Public Works & Engineering - Solid Waste Division**
 - **Dan Hill Road Drop Off Center Improvements - \$420,000**
 - Project Description: Site improvements to the existing drop-off facility on Dan Hill Road.
 - Funding Source: Reclamation Trust Fund
 - Proposed Funding Year: FY 2011
-



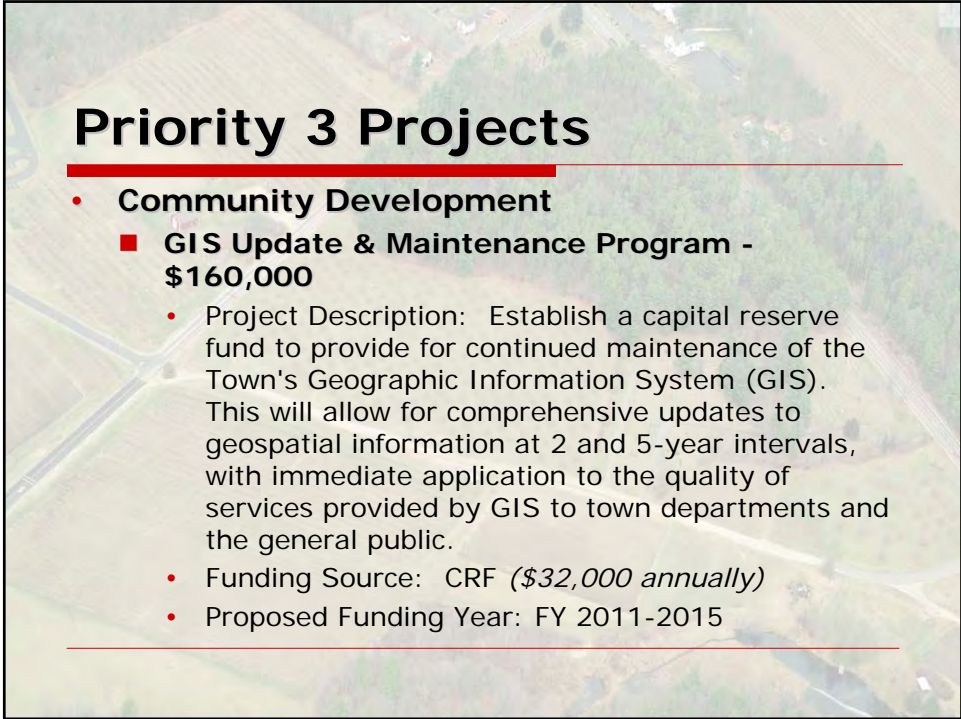
Priority 3 Projects

- **Fire Department**
 - **Central Station Renovations - \$1,150,000**
 - Project Description: General renovations to Central Station to improve efficiency of the building and fire operations.
 - Funding Source: BD
 - Proposed Funding Year: FY 2012 (A&E), FY 2013 (Construction)
-




Priority 3 Projects

- **School District**
 - **Auditorium - \$720,000(A&E), \$1,000,000 (Site Preparation) \$10,280,000 (Construction)**
 - Project Description: Construction of a new auditorium for the needs of the District's music, performing arts programs. Planned seating capacity is under 1,000.
 - Funding Source: BD
 - Proposed Funding Year: FY 2013 (A&E), FY 2014 (Construction)
-



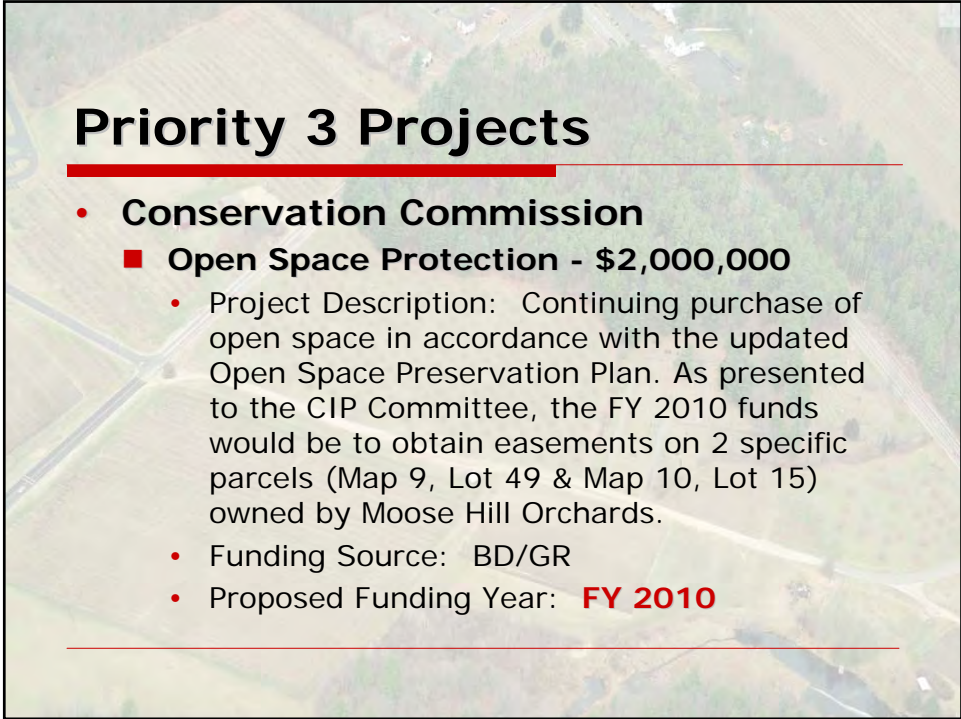
Priority 3 Projects

- **Public Works & Engineering - Sewer Division**
 - **South Londonderry Sewer Phase II - \$2,300,000**
 - Project Description: Construction of the South Londonderry Phase II sewer project, expanding service area to capture a mix of commercial and residential land uses, consistent with the Town's Sewer Facility Plan adopted by the Town in 2005.
 - Funding Source: BD/Private Developer Contribution
 - Proposed Funding Year: FY 2013
-




Priority 3 Projects

- **Public Works & Engineering - Sewer Division**
 - **Mammoth Road Sewer Replacement (portion) - \$350,000**
 - Project Description: Replacement of a section of sewer infrastructure in the Mammoth Road near the intersection of Mammoth and Sanborn, consistent with the 2005 Sewer Facility Plan, and the conditionally approved multi-family development plans on Sanborn Road.
 - Funding Source: BD/AF/Private Developer Contribution
 - Proposed Funding Year: FY 2013
-




Priority 3 Projects

- **Cemetery Trustees of the Trust Funds**
 - **Pillsbury Cemetery Phase II - \$210,000**
 - Project Description: Complete Phase II of Pillsbury Cemetery to include design layout to maximize capacity, drainage & excavation work and road construction. Currently there are a total of 87 burial plots remaining. Of the 87 plots 10 are for cremation only burials. On average there 15 lots sold each year.
 - Funding Source: GF
 - Proposed Funding Year: FY 2011
-



Priority 3 Projects

- **Conservation Commission**
 - **Open Space Protection - \$2,000,000**
 - Project Description: Continuing purchase of open space in accordance with the updated Open Space Preservation Plan.
 - Funding Source: BD/GR
 - Proposed Funding Year: \$1,000,000 in FY 2014 & 2015
-



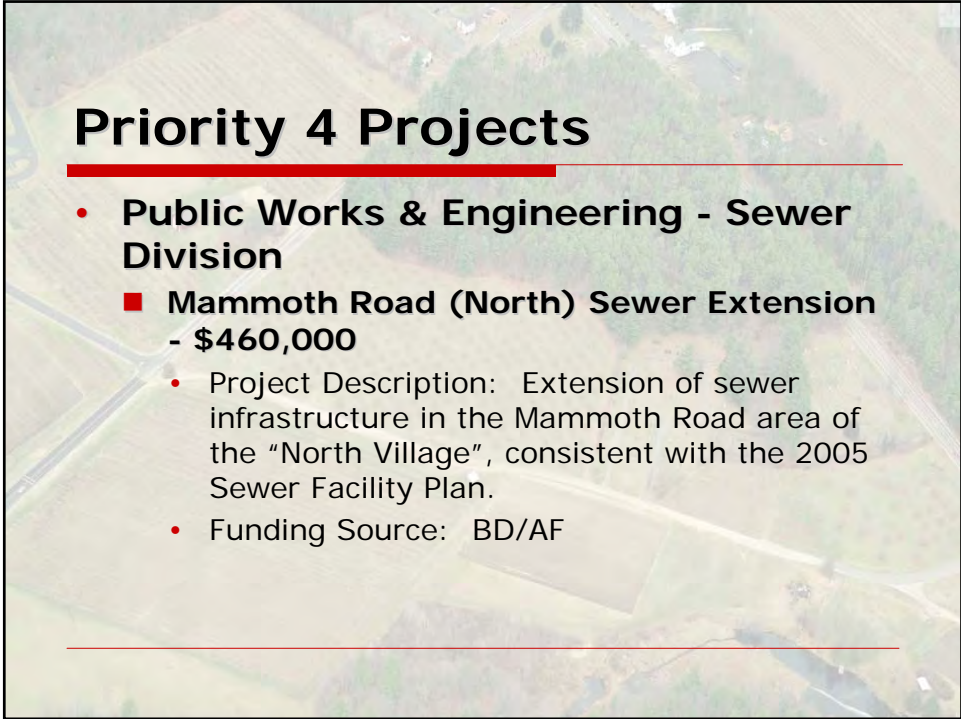
Priority 4 Projects

- **Heritage Commission:**
 - **Historic Property Preservation Program - \$250,000 Annually**
 - Project Description: This project proposes an annual appropriation to address the need to protect Londonderry's diminishing supply of historic homes and barns.
 - Funding Source: GF
-




Priority 4 Projects

- **Public Works & Engineering - Sewer Division**
 - **Plaza 28 Sewer Pump Station Replacement - \$2,000,000**
 - Project Description: Replacement of the existing sewer pump station at Plaza 28, enhancing service area to capture a mix of commercial and industrial land uses in the Jack's Bridge Road TIF District, consistent with the 2005 Sewer Facility Plan.
 - Funding Source: TIF/AF/BD
-



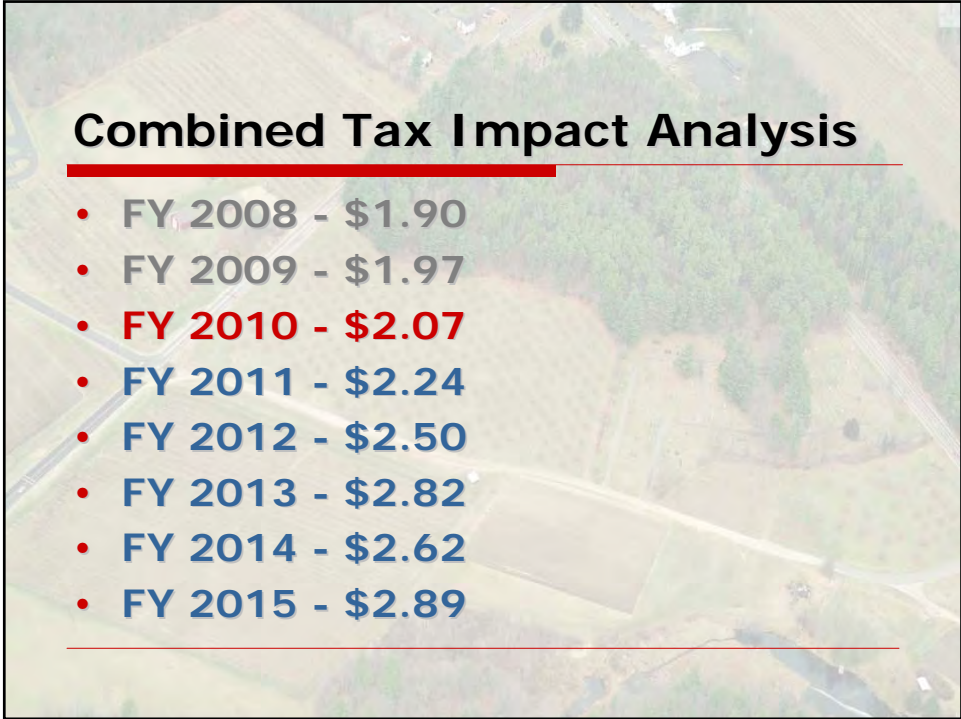
Priority 4 Projects

- **Public Works & Engineering - Sewer Division**
 - **Mammoth Road (North) Sewer Extension**
- \$460,000
 - Project Description: Extension of sewer infrastructure in the Mammoth Road area of the "North Village", consistent with the 2005 Sewer Facility Plan.
 - Funding Source: BD/AF
-



Year by Year Project Cost Totals

- FY 2008 - \$1,727,410 (actual)
 - FY 2009 - \$8,058,000 (actual)
 - **FY 2010 - \$7,972,348 (proposed)**
 - **FY 2011 - \$15,153,000 (proposed)**
 - **FY 2012 - \$4,401,000 (proposed)**
 - **FY 2013 - \$5,860,122 (proposed)**
 - **FY 2014 - \$3,590,000 (proposed)**
 - **FY 2015 - \$13,800,000 (proposed)**
-



Combined Tax Impact Analysis

- FY 2008 - \$1.90
 - FY 2009 - \$1.97
 - **FY 2010 - \$2.07**
 - **FY 2011 - \$2.24**
 - **FY 2012 - \$2.50**
 - **FY 2013 - \$2.82**
 - **FY 2014 - \$2.62**
 - **FY 2015 - \$2.89**
-



Note Regarding Previously Appropriated Exit 4A Project

- The bond for Exit 4A has been approved by a prior Town Meeting, so to that extent, it is an approved project and is not included in the CIP.
 - However, the project's debt service has not yet impacted the community.
 - In order to provide a complete estimation of the fiscal impact of capital projects, 4A has been indicated in the Financing Plan and Net Tax Impact Analysis spreadsheets of the CIP.
 - Currently, there is \$4.5M in un-issued debt authorization. The Town Manager's estimation at this point and that these bonds will be sold as a twenty year note in FY2011, with Principal & Interest payments beginning in FY2012.
-



Conclusion & Recommendations

- The CIP Committee has determined that there is not enough information to make a funding recommendation concerning the Priority 4 projects. These are projects in the opinion of the Committee that should be studied in further detail before funding decisions should be made.
 - The CIP Committee believes that Londonderry has made great strides in process and format of the Capital Improvements Plan, and are hopeful that the improvements have made a difference to the Planning Board, Town Council, School Board, and Budget Committee as they prepare budgets each year.
-



THANK YOU!

- My thanks go out to the CIP Committee and Staff Members that made this project possible:
 - **CIP Committee:**
 - Chair John Farrell
 - Vice Chair Ron Campo
 - Planning Board Rep Rick Brideau
 - Town Council Rep Brian Farmer
 - Budget Committee Rep Tom Freda (Don Jorgenson, Alternate)
 - **Staff:**
 - Sue Hickey, Asst. Town Manager for Finance & Administration
 - Peter Curro, School District Business Administrator
-

DRAFT

***Town of Londonderry, New Hampshire
Capital Improvements Plan
FY2010 - FY2015***

***DRAFT #1 - Planning Board Workshop
September 10, 2008***

***Prepared by the Londonderry
Capital Improvement Planning Committee***

Chair: John Farrell, Planning Board Rep
Vice Chair: Ron Campo, School Board Rep
Brian Farmer, Town Council Rep
Rick Brideau, Planning Board Rep
Tom Freda, Budget Committee Rep
Don Jorgenson, Budget Committee Alternate

Staff:

Timothy J. Thompson, AICP, Town Planner
Susan Hickey, Asst Town Mgr for Finance and Administration
Peter Curro, School Department Business Administrator
Margo Lapietro, Executive Assistant to the Town Manager

***Adopted by the Londonderry
Planning Board on October xx, 2008:***

Art Rugg, Chair
John Farrell, Vice Chair
Mary Wing Soares, Secretary
Robert Nichols, Asst. Secretary
Lynn Wiles
Laura El-Azem
Charles Tilgner, Ex-Officio
Rick Brideau, Ex-Officio
Kathy Wagner, Council Ex-Officio
Melissa Nemon, Alternate
Chris Davies, Alternate
Greg Warner, Alternate

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Introduction

The preparation and adoption of a Capital Improvements Plan (CIP) is an important part of Londonderry's planning process. A CIP aims to recognize and resolve deficiencies in existing public facilities and anticipate and meet future demand for capital facilities. A CIP is a multi-year schedule that lays out a series of municipal projects and their associated costs. Over the six-year period considered by the CIP, it shows how the Town should plan to expand or renovate facilities and services to meet the demands of existing or new population and businesses.

A CIP is an **advisory document** that can serve a number of purposes, among them to:

- Guide the Town Council, School Board, and the Budget Committee in the annual budgeting process;
- Contribute to stabilizing the Town's real property tax rate;
- Aid the prioritization, coordination, and sequencing of various municipal improvements;
- Inform residents, business owners, and developers of planned improvements;
- Provide the necessary legal basis for ongoing administration and periodic updates of the Londonderry Growth Management Ordinance;
- Provide the necessary legal basis continued administration and periodic updates of the Londonderry Impact Fee Ordinance.

It must be emphasized that the CIP is purely advisory in nature. Ultimate funding decisions are subject to the budgeting process and the annual Town meeting. Inclusion of any given project in the CIP does not constitute an endorsement by the CIP Committee. Rather, the CIP Committee is bringing

Department project requests to the attention of the Town, along with recommended priorities, in the hope of facilitating decision making by the Town.

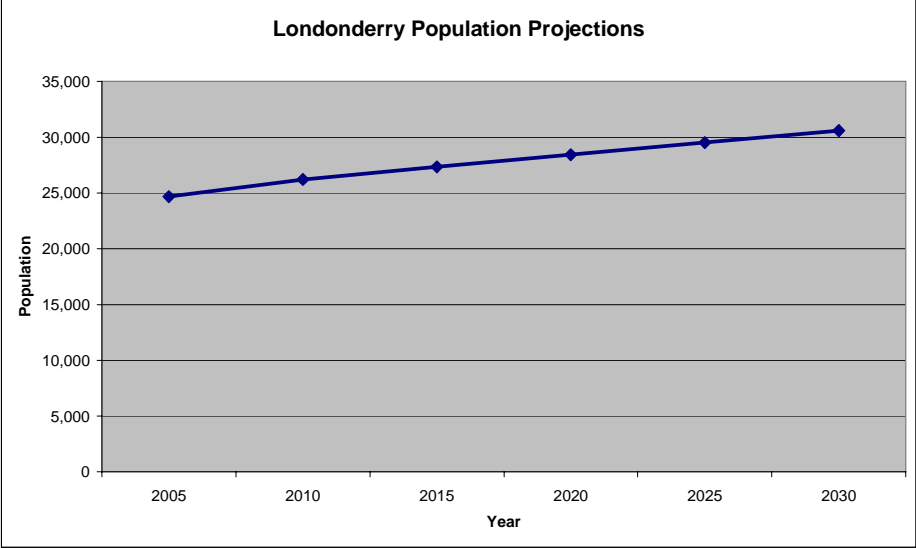
Borrowing from the 2004 Londonderry Master Plan:

Until relatively recent years, Londonderry was a lightly populated rural community with a large number of active agricultural operations (Note: See appendix for a short town history). Even as recently as 1960, when Londonderry's population was less than 2,500 persons, the majority of housing was located along rural roads or in small clusters such as North Londonderry. During the next thirty years, the town underwent a dramatic transformation from an agricultural and rural community to a popular residential town. Between 1960 and 1990, Londonderry's population grew by an astonishing 700 percent, far outpacing growth in the state and county (during the same time New Hampshire and Rockingham County grew by 83 and 148 percent, respectively).

See Chart and Table, next page:

Introduction (Continued)

Chart of Londonderry Population Growth (Source NH OEP Population Projections)



In addition to the data from the State, the Community Development Department has developed a “buildout analysis” using the Town’s GIS System. The Buildout Summary assumes that zoning will remain the same as today and re-development of existing property is excluded. Based on these assumptions, and also assuming that household size remains constant, population at buildout might be 29,607, an increase of 6,371 persons or 27.4% from the year 2000 population of 23,236. Londonderry has a total of 9,181.9 acres available for future development, of which 6,350 acres or 25% is considered buildable. Of this, 4,600.9 acres is zoned AR-I, and might generate 1,984 single family residential housing units and 63.2 acres are zoned R-III and might generate 105 units of multi-family housing. Combined, the total number of units in Londonderry might increase from 8,752 (at the time of the 2000 Census) to 10,841, an increase of 23.8%. See tables below, and map, next page. In addition to the

Top 10 Growing NH Communities 1990-2000 (Source: NH OEP)

Community	NH Municipalities - Rank Order by Numeric Growth						1990 - 2000	
	1960	1970	1980	1990	2000	Change	%	Rank
Community	census	census	census	census	census	1990	Change	Rank
Manchester	88282	87754	90936	99567	107006	7439	7.47	1
Nashua	39096	55820	67865	79662	86605	6943	8.72	2
Bedford	3636	5859	9481	12563	18274	5711	45.46	3
Concord	28991	30022	30400	36006	40687	4681	13.00	4
Derry	6987	11712	18875	29603	34021	4418	14.92	5
Londonderry	2457	5346	13598	19781	23236	3455	17.47	6
Hudson	5876	10638	14022	19530	22928	3398	17.40	7
Merrimack	2989	8595	15406	22156	25119	2963	13.37	8
Hooksett	3713	5564	7303	8767	11721	2954	33.69	9
Hampton	5379	8011	10493	12278	14937	2659	21.66	10

Count of New Buildings at Buildout

	# Existing Units (approx.)*	# New Housing Units at Buildout	#Total Units at Buildout	% Change
AR-I	8,265	1,984	10,249	29.4%
R-III	487	105	592	6.2%
Total	8,572	2,089	10,841	24.7%

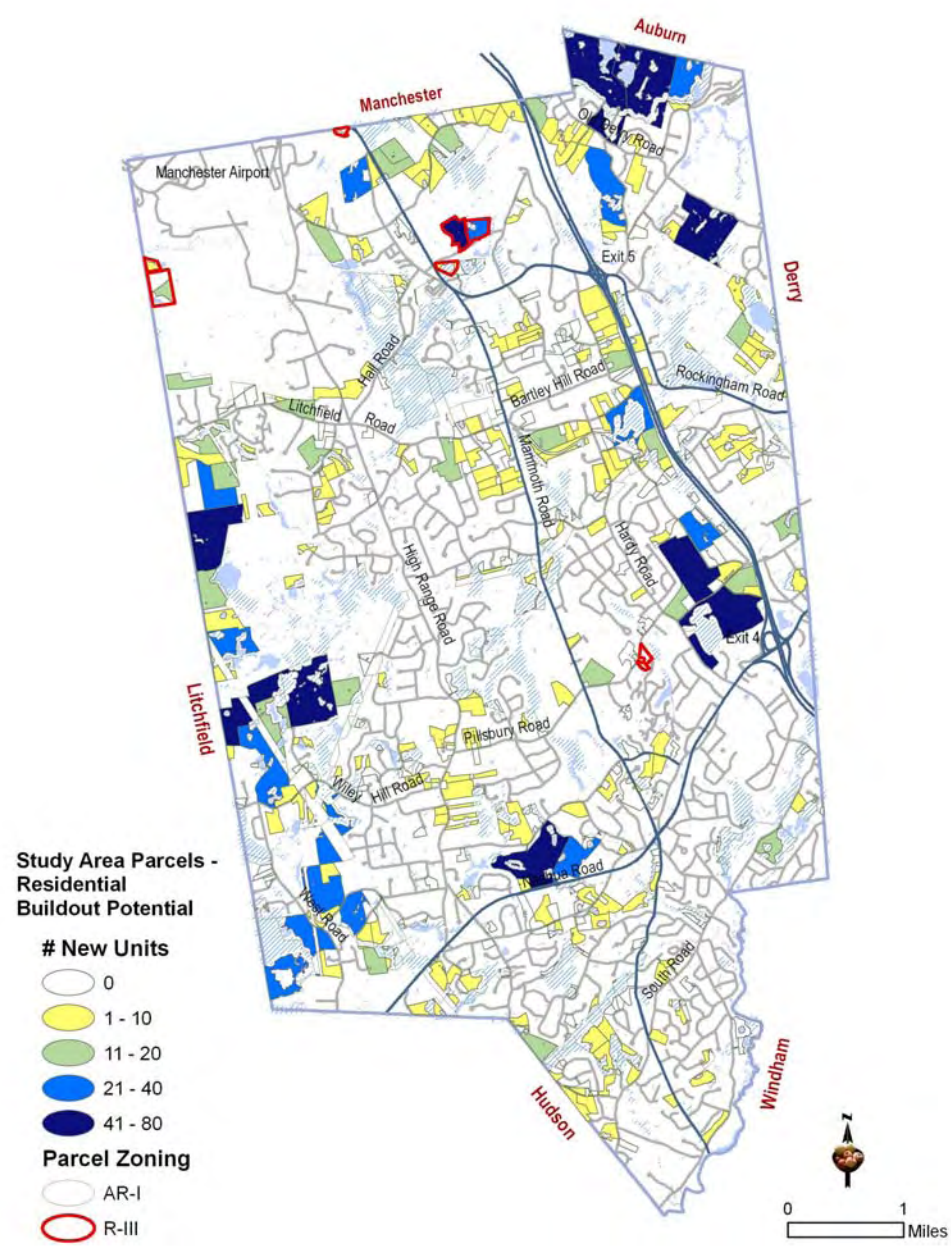
* Count of existing housing units is derived from Londonderry GIS address records.

Population at Buildout

(2000) Population:	23,236
(2000) School Age Population (5-19):	6,500
(2000) Household Size (persons/unit):	3.05
(2000) School Age Percent:	28.0%
Source:	US Census
(Buildout) Housing Units:	10,537 (+2,089)
(Buildout) Population:	29,607 (+6,371)
(Buildout) School Age Population:	8,290 (+1,790)

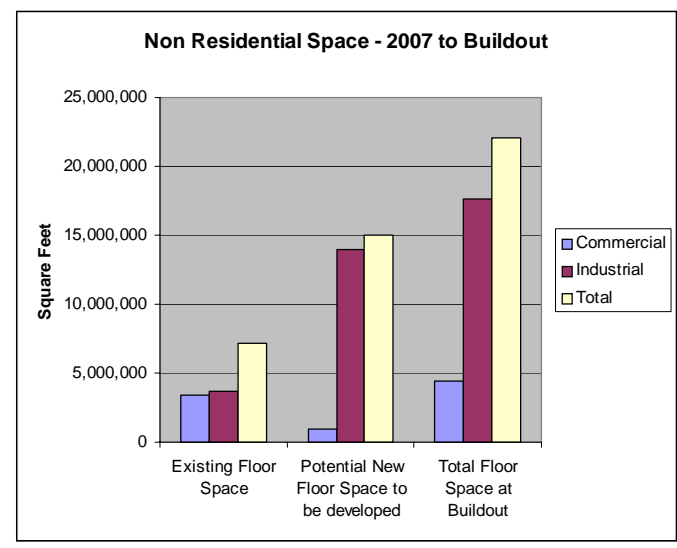
Introduction (Continued)

residential buildout, the analysis looks at non-residential buildout for the Town as well. At buildout, commercial zones might generate 30 new buildings and 990,100 square feet of new space, representing a 29% increase in the total commercial space in Londonderry. Similarly, industrial zones might generate 119 buildings and 13.977 million square feet of new floor space, representing a 378% increase in total industrial floor space in Londonderry. See Table below, and map, next page, for a depiction of buildout potential by parcel.



Floor Space of New Non-Residential Buildings at Buildout

	Existing Floor Space (sq ft)	New Floor Space (sq ft)	Total Floor Space at Buildout	% Change
Commercial	3,425,600	990,100	4,415,700	29%
Industrial	3,699,300	13,977,000	17,676,300	378%
Total	7,124,914	14,967,200	22,092,000	210%

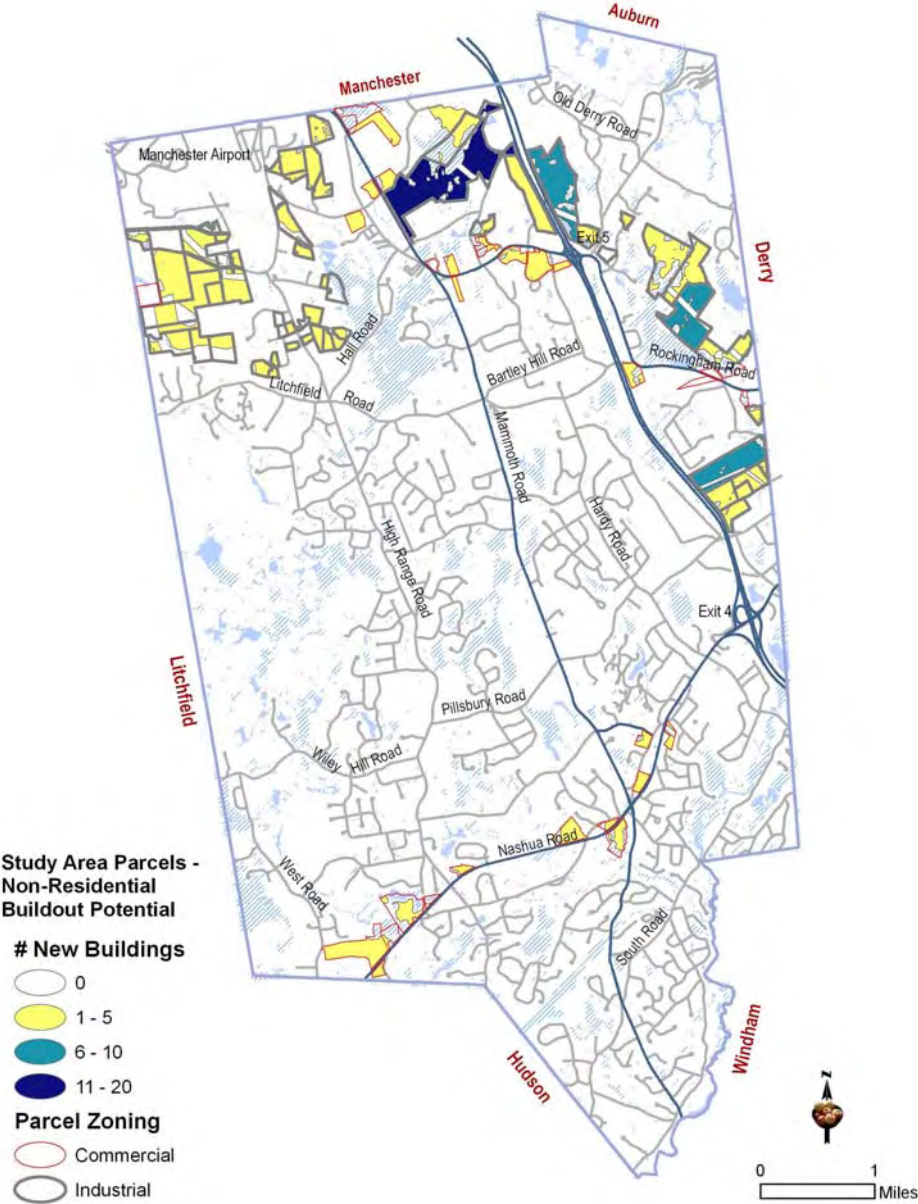


Introduction (Continued)

It is a principal goal of the CIP to increase the predictability and regularity of the Town's budget by planning for routine or anticipated major purchases of capital equipment and determining appropriate methods for meeting the Town's capital facility needs. Possible financing mechanisms and a hypothetical bonding schedules are found at the rear of this report. This financial information is intended solely to assist decision makers in the budget process.

The Londonderry Capital Improvement Planning Committee has prepared this report under the authority of the Planning Board and RSA 674:5-8 (Appendix A). It is the Committee's intention that this report reflects the capital needs of the Town for the period between 2010-2015 and to offer recommendations to the Budget Committee, School Board, and Town Council for consideration as part of the annual budget. Information was submitted to the Committee from the various town Departments, Boards and Committees, which helped form the basis of this document. Although this Capital Improvements Plan includes a six-year period, the CIP will be updated every year to reflect changing demands, new needs, and regular assessment of priorities. This document contains those elements required by law to be included in a Capital Improvements Plan.

For purposes of the CIP, a capital project is defined as a tangible project or asset having a cost of at least \$100,000 and a useful life of at least five years. Eligible items include new buildings or additions, land purchases, studies, substantial road improvements and purchases of major vehicles and equipment. Operating expenditures for personnel and other general costs are not included. Expenditures for maintenance or repair are generally not included unless the cost or scope of the project is substantial enough to increase the level of a facility improvement. A summary of each of the projects included in the 2010 to 2015 CIP is provided in the following section.



Financing Methods

In the project summaries below, there are several different financing methods used. Four methods require appropriations, either as part of the Town's annual operating budget or as independent warrant articles at Town Meeting.

- ❑ The **1-Year Appropriation (GF)** is the most common method, and refers to those projects proposed to be funded by real property tax revenues within a single fiscal year.
- ❑ The **Capital Reserve (CRF)** method requires appropriations over more than one year, with the actual project being accomplished only when the total appropriations meet the project cost.
- ❑ **Lease/Purchase** method has been used by the fire department and other departments for the purchase of major vehicles.
- ❑ **Bonds (BD)** are generally limited to the most expensive capital projects, such as major renovations, additions, or new construction of school or municipal buildings or facilities, and allow capital facilities needs to be met immediately while spreading out the cost over many years in the future.
- ❑ **Impact fees (IF)** are collected from new development to pay for new facility capacity and placed in a fund until they are either expended within six years as part of the project finance or they are returned to the party they were collected from.
- ❑ **Grants (GR)** are also utilized to fund capital projects in Londonderry. Typically, grants will cover a portion of the overall project cost, and the Town is responsible for the remaining percentage of the project cost.
- ❑ **Tax Increment Financing (TIF)**. TIF Districts allow the Town to use increases in valuation of property to directly pay off bonds for infrastructure improvements and capital projects in the district. TIF Districts are set up and administered according to NH RSA's, Chapter 162-K.
- ❑ Lastly, the Town can take advantage of **Public/Private Partnerships**, where a private organization shares the costs of funding a capital project.

Identification of Departmental Capital Needs

The Londonderry CIP Committee uses worksheet forms that are filled-out annually and submitted by department heads and committee chairs to identify potential capital needs and explain these project requests. Forms are tailored by the CIP Committee and the Planning Department to generate information that defines the relative need and urgency for projects, and which also enables long-term monitoring of the useful life and returns from projects. The CIP submittal form is included in Appendix B. After written descriptions of potential capital projects are submitted, department heads or committee chairs are asked to come before the CIP Committee, as needed, to explain their capital needs and priorities and to explore with the CIP Committee the alternative approaches available to achieve the optimum level of capital needs and improvements.

The CIP Committee evaluates requests submitted from Department Heads, Boards & Committees, and assigns them to the 6-year schedule according to the priority of all capital requests. The following pages describe each of the requests that have been placed in the 6-year CIP program, and include: spreadsheets of the schedule, funding sources, tax impacts, and other required information.

Priority System

The Committee has established a system to assess the relative priority of projects requested by the various departments, boards, and committees. Each proposed project is individually considered by the Committee and assessed a priority rank based on the descriptions below:

- ❑ **Priority 1 – Urgent:** Cannot Be Delayed: Needed immediately for health & safety
- ❑ **Priority 2 - Necessary:** Needed within 3 years to maintain basic level & quality of community services.
- ❑ **Priority 3 - Desirable:** Needed within 4-6 years to improve quality or level of services.
- ❑ **Priority 4 - Deferrable:** Can be placed on hold until after 6 year scope of current CIP, but supports community development goals.
- ❑ **Priority 5 - Premature:** Needs more research, planning & coordination
- ❑ **Priority 6 - Inconsistent:** Contrary to land-use planning or community development goals.

Listing & Discussion of Projects by Priority

Priority 1 - Urgent/Cannot Be Delayed: Needed immediately for health & safety

Fire Department

- **North/West Station Replacement - \$1,900,000 (Construction)**

Project Description: This project has been identified in the CIP for the past number of years. Funds were expended for land purchase and major site work is completed. The design of the station was completed but will need to be modified for future needs due to development within that area. North station was built in the 1956 and has serious problems with roof leaks, contamination, mold issues and substandard living conditions. The land that the station currently sits on is not large enough to support on-site renovations or modifications. The station is in need of major repairs of over \$500,000.00 to bring it up to livable standards and within current code. Building a new Station would provide a safe working environment for employees and service the community more effectively from its new location.

Funding Source: BD/IF

Proposed Funding Year: FY 2010

Priority 2 - Necessary: Needed within 3 years to maintain basic level & quality of community services.

Public Works & Engineering - Highway Division

- **Roadway Rehab/Reconstruction Program - \$9,000,000 (\$1,500,000 annually)**

Project Description: Implementation of a roadway rehabilitation and reconstruction program for the Town's roadway infrastructure.

Funding Source: BD/GF/GR

Proposed Funding Year: FY 2010, 2011, 2012, 2013, 2014, 2015

Priority 2 - Necessary: Needed within 3 years to maintain basic level & quality of community services.

Community Development Department

- **Pettengill Road Upgrade - \$12,348,000**

Project Description: This project will fund preliminary design plans and construction of the upgrade to Pettengill Road, a Class VI roadway that once upgraded will provide access to the industrial land south of Manchester Airport and connect with the NHDOT Airport Access Road. Improvement of the roadway to a class V limited access highway will open up the land to development which will help increase Londonderry industrial tax base. This approximately 800 acres of land has the potential for being developed into 3.6 million square feet of commercial and industrial development. This area is one of the key focus areas of the Master Plan, and a significant future contributor to the town's tax base. In May 2003, the Town conducted a design charrette that created a vision for the development of this area. With the airport access road schedule to be completed by 2013, now is Londonderry's opportunity to connect onto this project and open up a significant economic opportunity for the community. (See Appendix E for Cost Breakdown)

Funding Source: TIF

Proposed Funding Year: FY 2011

Public Works & Engineering - Highway Division

- **Highway Garage Improvements - \$540,000 (\$230,000 Phase I - Approved for funding by TC on 8/18/08, \$150,000 Phase II, \$160,000 Phase III)**

Project Description: Improvements to the existing Highway Garage including construction of a shed to store sand/salt mixtures and house trucks & equipment, and construction of a 24' x 80' addition to the existing building to house a forman's office, lunchroom, and bathroom facilities.

Funding Source: Expendable Maintenance Trust Fund
Recommended Funding Year: FY 2010 (Phase 2), 2011 (Phase 3)

Listing & Discussion of Projects by Priority (Continued)

Priority 2 - Necessary: Needed within 3 years to maintain basic level & quality of community services.

Community Development Department

□ **Rt. 28/Page Rd Intersection - \$1,925,000**

Project Description: The project proposes to upgrade the Rt. 28/Page Road intersection and add signalization. As a result of several traffic studies conducted in the vicinity of the Page Road/Rt. 28 Intersection, it has been concluded that this intersection has failed. This intersection is at a pivotal point between Exit 5 and the new airport access road. Most trips wanting to travel from Exit 5 to the airport area and vice versa will use this intersection. The upgrade of this intersection will help stimulate development in the immediate area as well as toward the Pettengill Road.

Funding Source: GR/IF/GF

Proposed Funding Year: FY 2010

Community Development Department

□ **Rt. 28/128 Intersection - \$2,500,000**

Project Description: The project proposes to upgrade the Rt. 28/Rt. 128 intersection by adding lanes to the four way approach, realigning the intersection and also signalization. This is phase I (Preliminary Engineering) of a three phase project. Londonderry was successful in having this project included in the NHDOT 10 Year Transportation Improvements Plan (TIP). It was originally scheduled for implementation FY 2012, but has been moved to FY2015. The preliminary engineering begins in 2009. Given that most of the funding will be provided by the NHDOT, Londonderry has to be ready with its share of the funding.

Funding Source: GR/IF/BD

Proposed Funding Year: FY 2012 (ROW Acquisition - \$300,000), FY 2015 (Construction - \$2,000,000)

Priority 2 - Necessary: Needed within 3 years to maintain basic level & quality of community services.

School Department

□ **New SAU Office - \$250,000 (A&E), \$2,500,000 (Construction)**

Project Description: This project is to build a new SAU District Office. The existing building is severely over capacity. Indoor air quality is measured daily. Readings on a good day are poor. The Current SAU office has undergone many band aid fixes to accommodate new personnel. Storage area located in the old town hall has been eliminated, all storage is now located under the high school. With the increasing population at LEEP, the DW training room may soon be eliminated. Finally, with the construction of the new Police and Town Hall, parking will be very difficult at best.

Funding Source: BD

Proposed Funding Year: FY 2011 for A&E, FY 2012 for Construction

Conservation Commission

□ **Open Space Protection - \$2,000,000**

Project Description: This project implements the Master Plans call for the continued protection of open space. The capital funds requested will be used to acquire conservation easements or fee simple ownership of open space lands identified in the 2006 Londonderry Open Space plan. Please see the plan for details on the natural resource values of the parcels recommended for possible addition to Londonderry's open space network. As presented to the CIP Committee, the FY 2010 funds would be to obtain easements on 2 specific parcels (Map 9, Lot 49 & Map 10, Lot 15) owned by Moose Hill Orchards.

Funding Source: BD/GR

Proposed Funding Year: FY 2010

Listing & Discussion of Projects by Priority (Continued)

Priority 3 - Desirable: Needed within 4-6 years to improve quality or level of services.

Community Development Department

□ **Master Plan Update- \$150,000**

Project Description: The general life of a master plan is typically 6-8 years. The Town of Londonderry currently has a growth management and impact fee ordinance. A prerequisite for both documents is a master plan. The plan should reflect the current and future needs of the community. The 2011 update will follow closely behind the Decennial Census. The new census information will give us updated population and demographic data. At Town Meeting in March 2008, the voters approved utilizing \$100,000 from the former Eco-Park Fund to fund a portion of this project through Capital Reserve.

Funding Source: CRF/GF

Proposed Funding Year: FY 2011

Community Development Department

□ **GIS Update & Maintenance Program - \$160,000**

Project Description: Establish a capital reserve fund to provide for continued maintenance of the Town's Geographic Information System (GIS) by programming money for the purchase of new aerial photography, photogrammetric mapping and Pictometry products. This will allow for comprehensive updates to geospatial information at 2 and 5-year intervals, with immediate application to the quality of services provided by GIS to town departments and the general public.

Funding Source: CRF

Proposed Funding Year: FY 2011-2015 (\$32,000 annually)

Priority 3 - Desirable: Needed within 4-6 years to improve quality or level of services.

Public Works & Engineering - Solid Waste Division

□ **Dan Hill Road Drop Off Center Improvements - \$420,000**

Project Description: Site improvements to the existing drop-off facility on Dan Hill Road.

Funding Source: Reclamation Trust Fund

Proposed Funding Year: FY 2011

Fire Department

□ **Central Station Renovations - \$1,150,000**

Project Description: This project has been identified in the CIP for the past number of years. This renovation will provide much needed improvements inclusive of more energy efficiencies. This station was built in 1978. There is no storage; appropriate living quarters for Firefighters and Office space is extremely limited. The training room is in need for expansion. And the communications Room is completely outdated and proper working conditions need to be addressed.

Funding Source: BD

Proposed Funding Year: FY 2012 (A&E), FY 2013 (Construction)

School Department

□ **Auditorium - \$720,000(A&E), \$1,000,000 (Site Preparation), \$10,280,000 (Construction)**

Project Description: Construction of a a new auditorium for the needs of the District's music, performing arts programs. Planning seating capacity is under 1,000. When available, the building will be open to other community programs and organizations.

Funding Source: BD

Proposed Funding Year: FY 2013 (A&E), FY 2014 (Construction)

Listing & Discussion of Projects by Priority (Continued)

Priority 3 - Desirable: Needed within 4-6 years to improve quality or level of services.

Public Works & Engineering - Environmental Division

❑ **South Londonderry Sewer Phase II - \$2,300,000**

Project Description: Construction of the South Londonderry Phase II sewer project, expanding service area to capture a mix of commercial and residential land uses, consistent with the Town's Sewer Facility Plan adopted by the Town in 2005.

Funding Source: BD/Private Developer Contribution
Proposed Funding Year: FY 2013

Public Works & Engineering - Environmental Division

❑ **Mammoth Road Sewer Replacement (portion) - \$350,000**

Project Description: Replacement of a section of sewer infrastructure in the Mammoth Road near the intersection of Mammoth and Sanborn Road, consistent with the Town's Sewer Facility Plan adopted by the Town in 2005, and the conditionally approved multi-family development plans on Sanborn Road.

Funding Source: BD/AF/Private Developer Contribution
Proposed Funding Year: FY 2013

Cemetery Trustees of the Trust Funds:

❑ **Pillsbury Cemetery Phase II - \$210,000**

Project Description: Complete Phase II of Pillsbury Cemetery to include design layout to maximize capacity, drainage & excavation work and road construction. Currently there are a total of 87 burial plots remaining. Of the 87 plots 10 are for cremation only burials. On average there 15 lots sold each year.

Funding Source: GF
Proposed Funding Year: FY 2011

Priority 3 - Desirable: Needed within 4-6 years to improve quality or level of services.

Conservation Commission

❑ **Open Space Protection - \$2,000,000**

Project Description: This project implements the Master Plans call for the continued protection of open space. The capital funds requested will be used to acquire conservations easements or fee simple ownership of open space lands identified in the 2006 Londonderry Open Space plan. Please see the plan for details on the natural resource values of the parcels recommended for possible addition to Londonderry's open space network.

Funding Source: BD/GR
Proposed Funding Year: \$1,000,000 per year in FY 2014 & 2015

Priority 4 - Can be placed on hold until after 6 year scope of current CIP, but supports community development goals.

Heritage Commission:

❑ **Historic Property Preservation Program - \$250,000 Annually**

Project Description: This project proposes an annual appropriation to address the need to protect Londonderry's diminishing supply of historic homes and barns. The Master Plan makes vague and broad reference to the need to preserve Londonderry's historic resources but gives no practical guidance. This project will provide the long-term financial and administrative tools to protect our town for present and future generations. The Heritage Commission recommends a level effort over the 5-year plan period.

Listing & Discussion of Projects by Priority (Continued)

Priority 4 - Can be placed on hold until after 6 year scope of current CIP, but supports community development goals.

Public Works & Engineering - Sewer Division

- ❑ **Plaza 28 Sewer Pump Station Replacement - \$2,000,000**

Project Description: Replacement of the existing sewer pump station at Plaza 28, enhancing service area to capture a mix of commercial and industrial land uses in the Jack's Bridge Road TIF District, consistent with the Town's Sewer Facility Plan adopted by the Town in 2005.

Funding Source: TIF/AF/BD

Public Works & Engineering - Sewer Division

- ❑ **Mammoth Road (North) Sewer Extension - \$460,000**

Project Description: Extension of sewer infrastructure in the Mammoth Road area of the "North Village", consistent with the Town's Sewer Facility Plan adopted by the Town in 2005.

Funding Source: BD/AF

Priority 5 - Premature: Needs more research, planning & coordination

No Projects

Priority 6 - Inconsistent: Contrary to land use planning or community development goals.

No Projects

Note Regarding Previously Appropriated Exit 4A Project

The bond for Exit 4A has been approved by a prior Town Meeting, so to that extent, it is an approved project and is not included in the CIP. However, the project's debt service has not yet impacted the community. In order to provide a complete estimation of the fiscal impact of capital projects, 4A has been indicated in the Financing Plan and Net Tax Impact Analysis spreadsheets of this CIP. Currently, there is \$4.5M in un-issued debt authorization. The Town Manager's estimation at this point and that these bonds will be sold as a twenty year note in FY2011, with Principal & Interest payments beginning in FY2012.

Listing & Discussion of Projects by Priority (Continued)

Capital Reserve Project Summaries:

Public Works & Engineering - Highway Division

- ❑ **Capital Reserve Program for Highway Trucks & Equipment - See Spreadsheets for Proposed Expenditures**

Project Description: Ongoing Capital Reserve expenditure for replacement of highway trucks and equipment on a ten and seven-year cycle.

Funding Source: CRF/Lease

Fire Department

- ❑ **Capital Reserve Program for Fire Equipment/ Trucks - See Spreadsheets for Proposed Expenditures**

Project Description: Ongoing Capital Reserve expenditure to replace the fleet, as changes in growth have made the 20-year replacement plan obsolete.

Funding Source: CRF/Lease

Fire Department

- ❑ **Capital Reserve Program for Ambulance - See Spreadsheets for Proposed Expenditures**

Project Description: Ongoing Capital Reserve expenditure to replace the fleet, as changes in growth have made the 20-year replacement plan obsolete.

Funding Source: CRF/Lease

Legend For Funding Source	
AF - Access Fee	CRF - Capital Reserve Fund
BD - Bond	IF - Impact Fee
GF - General Fund	GR - Grant
TIF - Tax Increment Financing	

Spreadsheet Legend (Following Pages)

Past Years of CIP
Budget Year of CIP
Program Years of CIP

**Town of Londonderry
SUMMARY OF ALL CAPITAL PROJECTS FY 2010 - 2015**

Department/Project	COST	Funding Source	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
HIGHWAY											
Garage Improvements	\$310,000	GF			\$150,000	\$160,000					\$310,000
Roadway Reconstruction Mgt. Plan	\$11,700,000	BD	\$1,200,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$11,700,000
Dan Hill Rd Drop Off Center Improvements	\$420,000	TF				\$420,000					\$420,000
Mammoth Road Sewer Replacement (portion)	\$350,000	BD						\$350,000			\$350,000
So Londonderry Sewer Phase II	\$2,300,000	BD						\$2,300,000			\$2,300,000
CRF-Hwy. Equipment/Trks	\$845,000	CRF/Lease	\$125,000		\$195,000	\$165,000	\$90,000	\$180,000	\$90,000		\$845,000
Highway Sub-Total	\$15,925,000		\$1,325,000	\$1,500,000	\$1,845,000	\$2,245,000	\$1,590,000	\$4,330,000	\$1,590,000	\$1,500,000	\$15,925,000
PLANNING DEPARTMENT											
CMAQ Sidewalk Project - Pillsbury & Rt.128		GF/GR									\$0
Planning Sub-Total	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FIRE DEPARTMENT											
CRF-Ambulance	\$302,470	CRF/Lease			\$142,348			\$160,122			\$302,470
CRF-Fire Equip/Trks	\$828,410	CRF/Lease	\$187,410		\$160,000	\$160,000	\$161,000	\$160,000			\$828,410
Fire Dispatch Software	\$115,000	GF	\$115,000								\$115,000
Fire Improvement (South Station)	\$0	BD									\$0
Fire Improvement (Central)	\$1,150,000	BD					\$150,000	\$1,000,000			\$1,150,000
Fire Improvement (North/West Station)	\$1,900,000	GF			\$1,900,000						\$1,900,000
Fire Sub-Total	\$4,295,880		\$302,410	\$0	\$2,202,348	\$160,000	\$311,000	\$1,320,122	\$0	\$0	\$4,295,880
POLICE DEPARTMENT											
Facility Communications Room	\$0	GF									\$0
Police Sub-Total	\$0					\$0	\$0				\$0
GENERAL GOVERNMENT											
Emergency Generator	\$100,000	GF		\$100,000							\$100,000
Bartley Hill/Mammoth Intersection	\$758,000	GF		\$758,000							\$758,000
Route 28/128 Intersection	\$500,000	GR		200,000						\$300,000	\$500,000
Route 28/Page Road Intersection	\$1,925,000	GR			\$1,925,000						\$1,925,000
Master Plan	\$150,000	GF				\$150,000					\$150,000
Historic / Morrison House	\$100,000	GF	\$100,000								\$100,000
Pillsbury Cemetery - Phase II	\$210,000	GF						\$210,000			\$210,000
Pettingill Road Upgrade	\$12,348,000	TIF				\$12,348,000					\$12,348,000
Open Space Protection	\$4,000,000	GF/GR			\$2,000,000				\$1,000,000	\$1,000,000	\$4,000,000
Sub-Total - General Gov't	\$20,091,000		\$100,000	\$1,058,000	\$3,925,000	\$12,498,000	\$0	\$210,000	\$1,000,000	\$1,300,000	\$20,091,000
Grand Total - Town Projects	\$40,311,880		\$1,727,410	\$2,558,000	\$7,972,348	\$14,903,000	\$1,901,000	\$5,860,122	\$2,590,000	\$2,800,000	\$40,311,880
Summary - ALL CAPITAL PROJECTS											
Town Projects	\$40,311,880		\$1,727,410	\$2,558,000	\$7,972,348	\$14,903,000	\$1,901,000	\$5,860,122	\$2,590,000	\$2,800,000	\$40,311,880
School Projects	\$20,250,000		\$0	\$5,500,000	\$0	\$250,000	\$2,500,000	\$0	\$1,000,000	\$11,000,000	\$20,250,000
New Field	\$0										\$0
TOTAL - ALL CAPITAL PROJECTS	\$60,561,880		\$1,727,410	\$8,058,000	\$7,972,348	\$15,153,000	\$4,401,000	\$5,860,122	\$3,590,000	\$13,800,000	\$60,561,880
LAND VALUATION											
			\$3,310,852,213	\$3,377,069,257	\$3,444,610,642	\$3,513,502,855	\$3,583,772,912	\$3,655,448,371	\$3,728,557,338	\$3,803,128,485	
TAX RATE IMPACT											
			\$0.52	\$2.39	\$2.31	\$4.31	\$1.23	\$1.60	\$0.96	\$3.63	

**Town of Londonderry
SUMMARY OF SCHOOL CAPITAL PROJECTS FY 2010 - 2015**

PROJECT DESCRIPTION	SCHOOL	COST	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
Maint. Trust Fund	Maint Trust Fund										\$0
Addition/Renovations	North/South Schools	\$0									\$0
Educational Space	School Space Needs	\$5,500,000		\$5,500,000							\$5,500,000
District Office Renovations	District Office	\$2,750,000				\$250,000	\$2,500,000				\$2,750,000
Total:		\$8,250,000	\$0	\$5,500,000	\$0	\$250,000	\$2,500,000	\$0			\$8,250,000
Auditorium	General Use	\$12,000,000						\$720,000	\$11,280,000		\$12,000,000
GRAND TOTAL -SCHOOL PROJECTS		\$20,250,000	\$0	\$5,500,000	\$0	\$250,000	\$2,500,000	\$720,000	\$11,280,000	\$0	\$20,250,000

Financing Plan for CIP Municipal Projects FY 2010 - 2015 (Part 1)

DEPARTMENT	CAPITAL PROJECT	COST	SOURCES OF	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
HIGHWAY											
	Expansion of Garage	\$310,000	Project Cost			\$150,000	\$160,000				
			Outside Revenues			-\$150,000	-\$160,000				
			Net Payout			\$0	\$0				
	Roadway Reconstruction Mgmt Program	\$11,700,000	Project Cost	\$1,200,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
			Notes	-\$1,200,000	-\$1,200,000	-\$1,500,000	-\$1,500,000	-\$1,500,000	-\$1,500,000	-\$1,500,000	-\$1,500,000
			Net Payout	\$24,000	\$198,000	\$403,200	\$602,400	\$795,600	\$982,800	\$1,164,000	\$1,339,200
	Dan Hill Rd Drop Off Center Improvements	\$420,000	Project Cost				\$420,000				
			Revenue Applied				-\$420,000				
			Net Payout				\$0				
	Mammoth Road Sewer Replacement (portion)	\$350,000	Project Cost						\$350,000		
			Revenue Applied						-\$350,000		
			Net Payout						\$0		
	So Londonderry Sewer Phase II	\$2,300,000	Project Cost						\$2,300,000		
			Notes						-\$2,300,000		
			Net Payout						\$57,500	\$230,000	\$224,250
	CRF - Highway Equipment	\$845,000	Project Cost	\$125,000		\$195,000	\$165,000	\$90,000	\$180,000	\$90,000	
			Capital Reserve Funds	-\$125,000		-\$195,000	-\$165,000	-\$90,000	-\$180,000	\$90,000	
			Net Payout			\$0	\$0	\$0	\$0	\$0	
PLANNING											
	CMAQ Sidewalk Project - Pillsbury & Rt.128	\$0	Project Cost								
	CMAQ PATHWAY PROJECT		Grant								
			Net Payout								
FIRE DEPARTMENT											
	Ambulance - CRF	\$302,470	Project Cost			\$142,348			\$160,122		
			Capital Reserve Funds			-\$142,348			-\$160,122		
			Net Payout			\$0			\$0		
	Pumper/Tanker/Ladder/CRF	\$828,410	Project Cost	\$187,410		\$160,000	\$160,000	\$161,000	\$160,000		
			Capital Reserve Funds	-\$187,410		-\$160,000	-\$160,000	-\$161,000	-\$160,000		
			Net Payout			\$0	\$0	\$0	\$0		
	Fire Dispatch Software	\$115,000	Project Cost	\$115,000							
			Revenue Applied	-\$115,000							
			Net Payout								
	Fire Improvement Project South Replace	\$0	Project Cost								
			Notes								
			Net Payout								
	Fire Improvement Project Central Station	\$1,150,000	Project Cost					\$150,000	\$1,000,000		
			Notes					-\$150,000	-\$1,000,000		
			Net Payout					\$0	\$25,000	\$100,000	\$97,500
	Fire Improvement Project North/West Replace	\$1,900,000	Project Cost			\$1,900,000					
			Notes			-\$1,900,000					
			Net Payout			\$47,500	\$190,000	\$185,250	\$180,500	\$175,750	\$171,000

Financing Plan for CIP Municipal Projects FY 2010 - 2015 (Part 2)

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POLICE DEPARTMENT																				
	Facility Communications Room	\$0	Project Cost																	
			Notes																	
			Net Payout																	
GENERAL GOVERNMENT																				
	Route 28/128 Intersection	\$500,000	Project Cost		\$200,000															\$300,000
			Grant		-\$200,000															-\$300,000
			Net Payout																	
	Route 28/Page Road Intersection	\$1,925,000	Project Cost			\$1,925,000														
			Grant			-\$1,925,000														
			Net Payout																	
	Emergency Generator	\$100,000	Project Cost		\$100,000															
			Revenue Applied		-\$100,000															
			Net Payout																	
	Bartley Hill/Mammoth Intersection	\$758,000	Project Cost		\$758,000															
			Revenue Applied		-\$758,000															
			Net Payout																	
	Master Plan	\$150,000	Project Cost						\$150,000											
			Revenue Applied						-\$100,000											
			Net Payout						\$50,000											
	Pillsbury Cemetery - Phase II	\$210,000	Project Cost																	\$210,000
			Revenue Applied																	-\$210,000
			Net Payout																	
	Morrison House	\$100,000	Project Cost	\$100,000																
			Revenue Applied	-\$100,000																
			Net Payout																	
	Pettingill Road Upgrade	\$12,348,000	Project Cost						\$12,348,000											
			Revenue Bond						-\$12,348,000											
			Net Payout						\$308,700	\$1,234,800	\$1,203,930	\$1,173,060	\$1,142,190							
	Open Space Protection	\$4,000,000	Project Cost			\$2,000,000														\$1,000,000
			Notes			-\$2,000,000														-\$1,000,000
			Net Payout			\$50,000			\$200,000	\$195,000	\$190,000	\$210,000	\$280,000							
MUNICIPAL GOV'T		\$40,311,880																		
			Project Cost	\$1,727,410	\$2,558,000	\$7,972,348	\$14,903,000	\$1,901,000	\$5,860,122	\$2,590,000	\$1,800,000									
			Applied Revenues	-\$1,727,410	-\$2,258,000	-\$7,972,348	-\$14,853,000	-\$1,901,000	-\$5,860,122	-\$2,410,000	-\$1,800,000									
			Net Payout	\$24,000	\$198,000	\$500,700	\$1,351,100	\$2,410,650	\$2,639,730	\$3,052,810	\$3,254,140									
			Tax Rate Impact	\$0.01	\$0.06	\$0.15	\$0.38	\$0.67	\$0.72	\$0.82	\$0.86									
ADDITIONAL PROJECT - PREVIOUSLY APPROVED																				
	Exit 4A - ****	\$5,000,000	Project Cost						\$4,500,000											
			Notes						-\$4,500,000											
			Net Payout						\$101,250	\$427,500	\$417,375	\$407,250								

*** This project has been approved at the 1992 Annual Town Meeting. As stated in the narrative section, it is anticipated to begin in FY11 with payments beginning in FY12. Since this project has been approved at Town Meeting, the debt payments are located in the "approved" debt section, which is the top of page 15 and NOT in the "Debt Schedule as Proposed in CIP" section where other debt projects on this page are located. The project released a BAN in the amount of \$500,000, which has been paid in full since 2002.

Financing Plan for CIP School Projects FY 2010 - 2015

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PROJECT	School	COST	FY 2008	FY 2009	FY 2010	FY 2011	FY2012	FY2013	FY2014	FY 2015
Maint. Trust Fund	Admin									
School Renov	School Renov	\$5,500,000		\$5,500,000						
	State Aid			\$1,650,000						
	Bonds/Notes			-\$5,500,000						
	Net Impact			\$96,250	\$385,000	\$375,375	\$365,750	\$356,125	\$346,500	\$336,875
District Office Reno.	District Office	\$2,750,000				\$250,000	\$2,500,000			
	State Aid						\$750,000			
	Bonds/Notes						-\$1,650,000			
	Net Impact						\$41,250	\$165,000	\$160,875	\$156,750
Arts Center/Auditorim	General Use	12,000,000						720,000	\$11,280,000	
	State Aid								\$3,384,000	
	Bonds/Notes								-\$12,000,000	
	Net Impact								\$300,000	\$1,200,000
GR.TOTAL-SCHOOL	Project Cost	\$20,250,000		\$5,500,000	\$0	\$250,000	\$2,500,000	\$720,000	\$11,280,000	\$0
	Applied Revenues			-\$5,500,000	\$0	\$0	-\$2,400,000	\$0	-\$12,000,000	\$0
	Net Payout			\$96,250	\$385,000	\$375,375	\$407,000	\$521,125	\$807,375	\$1,693,625
Total - All School Proj.		\$20,250,000	\$0	\$5,500,000	\$0	\$250,000	\$2,500,000	\$720,000	\$11,280,000	\$0
TAX RATE IMPACT			\$0.00	\$0.03	\$0.11	\$0.11	\$0.11	\$0.14	\$0.22	\$0.45
LAND VALUATION			\$3,310,852,213	\$3,377,069,257	\$3,444,610,642	\$3,513,502,855	\$3,583,772,912	\$3,655,448,371	\$3,728,557,338	\$3,803,128,485

**Net Tax Impact Analysis
Municipal Government
Current Debt Schedule (Part 1)**

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
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MUNICIPAL GOVERNMENT

Principle	\$1,865,000	2,075,000	2,109,000	1,963,600	2,083,200	2,062,800	2,052,400	1,707,000
Interest	\$805,336	826,302	761,666	797,462	837,726	770,221	704,827	637,743
Total Debt Pmts	\$2,670,336	\$2,901,302	\$2,870,666	\$2,761,062	\$2,920,926	\$2,833,021	\$2,757,227	\$2,344,743
Revenues Applied to Debt								
Net Current Debt Ann.Paymts	\$2,670,336	\$2,901,302	\$2,870,666	\$2,761,062	\$2,920,926	\$2,833,021	\$2,757,227	\$2,344,743
Net Tax Impact	\$0.81	\$0.86	\$0.83	\$0.79	\$0.82	\$0.78	\$0.74	\$0.62
Debt Schedule as Proposed in CIP	\$24,000	\$198,000	\$500,700	\$1,301,100	\$2,410,650	\$2,639,730	\$3,052,810	\$3,254,140
Proposed Debt Schedule	\$2,694,336	\$3,099,302	\$3,371,366	\$4,062,162	\$5,331,576	\$5,472,751	\$5,810,037	\$5,598,883
Net Tax Impact	\$0.81	\$0.92	\$0.98	\$1.16	\$1.49	\$1.50	\$1.56	\$1.47

PAY AS YOU GO PROJECTS

Capital Reserve Funds:								
Contributions:								
Highway	\$224,250	\$90,000	\$110,000	\$130,000	\$140,000	\$150,000	\$165,000	\$180,000
Ambulance	\$123,143	\$40,000	\$50,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Fire	\$0	\$0	\$160,000	\$160,000	\$200,000	\$200,000	\$200,000	\$200,000
GIS Maintenance Program	\$0	\$0	\$0	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000
Master Plan Update	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total CRFs	\$347,393	\$130,000	\$320,000	\$382,000	\$432,000	\$442,000	\$457,000	\$472,000
Net Tax Impact	\$0.10	\$0.04	\$0.09	\$0.11	\$0.12	\$0.12	\$0.12	\$0.12
CIP Projects-Pay As You Go	\$215,000	\$300,000	\$0	\$50,000	\$0	\$560,000	\$0	\$300,000
Total Municipal Capital Outlay	\$3,256,729	\$3,529,302	\$3,691,366	\$4,494,162	\$5,763,576	\$6,474,751	\$6,267,037	\$6,370,883
Net Tax Impact	\$0.98	\$1.05	\$1.07	\$1.28	\$1.61	\$1.77	\$1.68	\$1.68

**Net Tax Impact Analysis
Municipal Government
Current Debt Schedule (Part 2)**

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SCHOOL DISTRICT

School Current Debt:									
Total Principle	\$1,505,000	\$1,495,000	\$1,740,000	\$1,735,000	\$1,725,000	\$1,715,000	\$1,705,000	\$1,700,000	
Total Interest	\$825,608	\$876,541	\$922,695	\$859,799	\$796,295	\$733,889	\$667,119	\$595,956	
Total Gross Debt	\$2,330,608	\$2,371,541	\$2,662,695	\$2,594,799	\$2,521,295	\$2,448,889	\$2,372,119	\$2,295,956	
Deduct State Reimb	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	
Lease	\$304,389	\$365,375	\$236,852	\$120,000	\$0	\$0	\$0	\$0	
Total Net Debt	\$2,484,997	\$2,586,916	\$2,749,547	\$2,564,799	\$2,371,295	\$2,298,889	\$2,222,119	\$2,145,956	
Net Tax Impact	\$0.75	\$0.77	\$0.80	\$0.73	\$0.66	\$0.63	\$0.60	\$0.56	
Add:									
Proposed CIP Debt									
Add: CIP Proposed Debt Pmts	\$0	\$96,250	\$385,000	\$375,375	\$407,000	\$521,125	\$807,375	\$1,693,625	
Tax Impact CIP Proposed Debt	\$0.00	\$0.03	\$0.11	\$0.11	\$0.11	\$0.14	\$0.22	\$0.45	
Adjusted Net Debt Pmts	\$2,484,997	\$2,683,166	\$3,134,547	\$2,940,174	\$2,778,295	\$2,820,014	\$3,029,494	\$3,839,581	
Adjusted Debt Schedule	\$2,484,997	\$2,683,166	\$3,134,547	\$2,940,174	\$2,778,295	\$2,820,014	\$3,029,494	\$3,839,581	
Adjusted Debt Tax Impact	\$0.75	\$0.79	\$0.91	\$0.84	\$0.78	\$0.77	\$0.81	\$1.01	

SCHOOL DISTRICT - PAY AS YOU GO PROJECTS

Electrical Upgrade								
New School								
Additional Parking District Wide								
Arch & Eng Fees								
District Office Renovations								
Maintenance Cap.Reserve Fund								
Kindergarten								
Total Pay As You Go	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tax Impact Pay As You Go	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL SCHOOL	\$2,484,997	\$2,683,166	\$3,134,547	\$2,940,174	\$2,778,295	\$2,820,014	\$3,029,494	\$3,839,581
TAX IMPACT	\$0.75	\$0.79	\$0.91	\$0.84	\$0.78	\$0.77	\$0.81	\$1.01
COMBINED DEBT PMTS	\$5,741,726	\$6,212,468	\$6,825,913	\$7,434,336	\$8,541,871	\$9,294,765	\$9,296,531	\$10,210,464
COMBINED PAY AS YOU GO	\$562,393	\$430,000	\$320,000	\$432,000	\$432,000	\$1,002,000	\$457,000	\$772,000
COMBINED TAX IMPACT	\$1.90	\$1.97	\$2.07	\$2.24	\$2.50	\$2.82	\$2.62	\$2.89
Tax Base	\$3,310,852,213	\$3,377,069,257	\$3,444,610,642	\$3,513,502,855	\$3,583,772,912	\$3,655,448,371	\$3,728,557,338	\$3,803,128,485

Conclusions & Recommendations

The Program of Capital Expenditures herein provides a guide for budgeting and development of Londonderry's public facilities. The Planning Board will review and update the CIP each year prior to budget deliberations. The CIP may be modified each year based on changes in needs and priorities. As noted in the Plan, there are projects proposed where the CIP Committee has determined that there is not enough information to make a recommendation concerning a proposed capital project. These are topics in the opinion of the Committee that should be studied in further detail before funding decisions should be made.

The Capital Improvements Planning Committee has worked hard over the past 4 years to improve the effectiveness of capital facilities programming in Londonderry. It is hoped that the improvements made in the past 4 years can continue to be refined and evaluated for their effectiveness in future years. The CIP Committee believes that Londonderry has made great strides in process and format of the Capital Improvements Plan, and are hopeful that the improvements have made a difference to the Planning Board, Town Council, School Board, and Budget Committee as they prepare budgets each year.

Appendix A: Relevant State Statutes

CHAPTER 674 LOCAL LAND USE PLANNING AND REGULATORY POWERS

Capital Improvements Program

674:5 Authorization. – In a municipality where the planning board has adopted a master plan, the local legislative body may authorize the planning board to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least 6 years. As an alternative, the legislative body may authorize the governing body of a municipality to appoint a capital improvement program committee, which shall include at least one member of the planning board and may include but not be limited to other members of the planning board, the budget committee, or the town or city governing body, to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least years. The capital improvements program may encompass major projects being currently undertaken or future projects to be undertaken with federal, state, county and other public funds. The sole purpose and effect of the capital improvements program shall be to aid the mayor or selectmen and the budget committee in their consideration of the annual budget.

Source. 1983, 447:1, eff. Jan. 1, 1984. 2002, 90:1, eff. July 2, 2002.

674:6 Purpose and Description. – The capital improvements program shall classify projects according to the urgency and need for realization and shall recommend a time sequence for their implementation. The program may also contain the estimated cost of each project and indicate probable operating and maintenance costs and probable revenues, if any, as well as existing sources of funds or the need for additional sources of funds for the implementation and operation of each project. The program shall be based on information submitted by the departments and agencies of the municipality and shall take into account public facility needs indicated by the prospective development shown in the master plan of the municipality or as permitted by other municipal land use controls.

Source. 1983, 447:1, eff. Jan. 1, 1984.

674:7 Preparation. –

I. In preparing the capital improvements program, the planning board or the capital improvement program committee shall confer, in a manner deemed appropriate by the board or the committee, with the mayor or the board of selectmen, or the chief fiscal officer, the budget committee, other municipal officials and agencies, the school board or boards, and shall review the recommendations of the master plan in relation to the proposed capital improvements program.

II. Whenever the planning board or the capital improvement program committee is authorized and directed to prepare a capital improvements program, every municipal department, authority or agency, and every affected school district board, department or agency, shall, upon request of the planning board or the capital improvement program committee, transmit to the board or committee a statement of all capital projects it proposes to undertake during the term of the program. The planning board or the capital improvement program committee shall study each proposed capital project, and shall advise and make recommendations to the department, authority, agency, or school district board, department or agency, concerning the relation of its project to the capital improvements program being prepared.

Source. 1983, 447:1. 1995, 43:1, eff. July 2, 1995. 2002, 90:2, eff. July 2, 2002.

674:8 Consideration by Mayor and Budget Committee. – Whenever the planning board or the capital improvement program committee has prepared a capital improvements program under RSA 674:7, it shall submit its recommendations for the current year to the mayor or selectmen and the budget committee, if one exists, for consideration as part of the annual budget.

Source. 1983, 447:1, eff. Jan. 1, 1984. 2002, 90:3, eff. July 2, 2002.

Appendix B: Capital Project Request Form



Department:	Department Priority: _____ of _____ projects
Type of Project: (check one)	Primary Effect of Project is to: <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
Service Area of Project: (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
Project Description:	
Rationale for Project: (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input type="checkbox"/> Improves the quality of existing services <input type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
Narrative Justification:	

Appendix B: Capital Project Request Form (Continued)

<p>Cost Estimate:</p> <p>(itemize as Necessary)</p> <p>Capital Costs</p> <p>Dollar Amount (In current \$)</p> <p>\$ _____ Planning/Feasibility Analysis</p> <p>\$ _____ Architecture & Engineering Fees</p> <p>\$ _____ Real Estate acquisition</p> <p>\$ _____ Site preparation</p> <p>\$ _____ Construction</p> <p>\$ _____ Furnishings & equipment</p> <p>\$ _____ Vehicles & capital equipment</p> <p>\$ _____</p> <p>\$ _____</p> <p>\$ _____</p> <p>\$ _____</p> <p>Total Project Cost</p> <p>\$ _____</p>	<p>Impact on Operating & Maint. Costs or Personnel Needs</p> <p><input type="checkbox"/> Add Personnel</p> <p><input type="checkbox"/> Increased O&M Costs</p> <p><input type="checkbox"/> Reduce Personnel</p> <p><input type="checkbox"/> Decreased O&M Costs</p> <p>Dollar Cost of Impacts if known:</p> <p>+ \$ _____ Annually</p> <p>(-) \$ _____ Annually</p>
---	--

Source of Funding:

Grant From: _____ \$ _____ (show type)

Loan From: _____ \$ _____ (show type)

Donation/Bequest/private _____ \$ _____

User Fees & Charges _____ \$ _____

Capital Reserve Withdrawal _____ \$ _____

Impact Fee Account _____ \$ _____

Current Revenue _____ \$ _____

General Obligation Bond _____ \$ _____

Revenue Bond _____ \$ _____

Special Assessment _____ \$ _____

_____ \$ _____

_____ \$ _____

Total Project Cost: \$ _____

Form Prepared By:

Signature: _____

Title: _____

Dept./Agency: _____

Date Prepared: _____

Appendix C: Capital Project Scoring Sheet



Londonderry Capital Improvement Plan
Capital Project Scoring Sheet



Department:	Project Name:
-------------	---------------

<u>Evaluation Criteria</u>	<u>Point Score</u>
• Addresses an emergency or public safety need	5 4 3 2 1 0
• Addresses a deficiency in service or facility	5 4 3 2 1 0
• Provides capacity needed to serve existing population or future growth	5 4 3 2 1 0
• Results in long-term cost savings	5 4 3 2 1 0
• Supports job development/increased tax base	5 4 3 2 1 0
• Furthers the goals of the 2004 Master Plan	5 4 3 2 1 0
• Leverages the non-property tax revenues	5 4 3 2 1 0
• Matching funds available for a limited time	5 4 3 2 1 0

Total Project Score: ____ of a possible 40 points

Appendix D: Project Scoring & Priority Summary

2010-2015 CIP Project Submissions - 8/21 Meeting Worksheet

Project	Department	Cost	Placement in 2009-2014 CIP	Dep/Board Score	CIP Committee Score	CIP Committee Priority Assignment	CIP Committee Placement in 10-15 CIP
New SAU Office	School District	\$250,000 (A&E), \$2.5 million (Construction) \$720,000 (A&E), \$1 million (Site Prep), \$10.28 million (construction)	Priority 2, FY 10-11	28	24	2	FY 11 & 12
Auditorium	School District	\$1.9 Million - Construction	Priority 3, FY 12-13 Priority 1, FY 09 (not placed on ballot by Council)	20	18	3	FY 13 & 14
North/West Fire Station	Fire	\$100,000 (A&E), \$1 million (Construction), \$50,000 (Furn/Equip)	Priority 3, FY 11-12	24	28	1	FY 10
Central Fire Station Renovations	Fire	\$160,000 (Capital Reserve)	Priority 3, FY 11-12	23	17	3	FY 12 & 13
Pettingill Road Upgrade	Community Development	\$12,348,000	Priority 2, FY 10	24	24	2	FY 11
GIS Maintenance Program	Community Development	\$1,925,000 (\$1,289,750 State Aid Grant, \$200,000 Impact Fees, \$435,250 GF)	Not in 09-14 CIP	18	18	3	CRF FY 11 to 15
Rt. 28/Page Road Intersection	Community Development	\$150,000 (\$100,000 already in CRF from TM 2008)	Not in 09-14 CIP	35	35	2	FY 10
Master Plan Update	Community Development	\$2,500,000 (\$200,000 grant in FY09, \$300,000 in FY 15, \$2,000,000 in FY 17)	Priority 3, FY 11	10	10	3	FY 11
Rt. 28/128 Intersection	Community Development	\$6 million (request \$2 million in FY10, \$1 million in FY 11-14)	Priority 2, FY 09	31	31	2	FY 15
Open Space Protection Roadway Rehab/Reconstruction Program	Conservation Commission	\$1.5 Million per year (FY 10-15) \$540,000 (\$230,000 Phase I - Approved for funding by TC on 8/18/08, \$150,000 Phase II, \$160,000 Phase III)	Priority 3, FY 11	31	28	2 (for FY 10), 3 for other years	FY 10 (2m), FY 14 & 15 (1m)
Highway Garage Improvements	DPW - Highway	\$420,000	Priority 2, FY 09-10	13	22	2	FY 10 to 15
Dan Hill Road Drop Off Center Improvements	DPW - Solid Waste		Priority 3, FY 11	15	19	3	FY 11
South Londonderry Sewer Phase II	DPW - Environmental	\$2.3 Million	Priority 3, FY 13	15	15	3	FY 13
Mammoth Road Sewer Replacement (portion)	DPW - Environmental	\$350,000	Priority 3, FY 13	13	13	3	FY 13
Plaza 28 Sewer Pump Station Replacement	DPW - Environmental	\$3 Million	Priority 4, not in 6 year program	14	14	4	n/a
Mammoth Road (North) Sewer Extension	DPW - Environmental	\$680,000	Priority 4, not in 6 year program	12	12	4	n/a
Historic Property Protection Program Phase II Pillsbury Cemetery	Heritage Commission Cemeterly Trustees	\$250,000 per year \$210,000	Priority 4, not in 6 year program Not in 09-14 CIP	28	20	4	n/a

Subdivision Regulations

Road Standards

Public Hearing

September 10, 2008

Summary of Proposed Changes

- Amend the Standards & Specifications section to refer to most recent reference documents.
 - Create Definition of "Minor Street."
 - Develop standards, exhibits, and requirements for "Minor Streets."
-



Section 3.01.C

- Amend sub-sections 4, 7, & 8 to refer to most recently updated reference documents.



Section 3.09.E

- Create new subsection 4, defining minor streets
 - Streets used primarily for access to abutting properties which have been proven to carry less than 400 vehicles per day, both present day and in the future, as determined by a traffic impact analysis approved by the Planning Board.
- Renumber remainder of section accordingly.

Section 3.09.G & 3.09.I

- 3.09.G: Add following sentence to end of paragraph:
 - For minor streets, sidewalks if constructed, shall be in accordance with the typical Minor Roadway Section – Exhibit D7.
- 3.09.I
 - Revise section to differentiate between curbing requirements on local streets (required) vs. minor streets (not required).

Section 3.09.K & 3.09.P

- 3.09.K
 - Revise section to clarify requirements for cut/fill for all streets.
- 3.09.P
 - Clarify section relative to placement of guardrail for all streets.

TABLE 1					
Arterial	Collector	Local	Minor		
				Deleted: Private	
<p>1. <u>Vertical Curves</u>: A vertical curve shall be introduced between tangents where the algebraic difference in grade is in excess of one percent (1%);</p> <p>2. <u>Horizontal Curves</u>: Where street lines intersect at angle points, a curve of appropriate radius shall be introduced between horizontal tangents <u>and in accordance with the latest edition of AASHTO, "A Policy for Geometric Design of Highways and Streets" and shall be based upon typical normal crown cross roadway section (no super-elevation)</u>; and</p> <p>3. <u>Maximum Grade on Local Streets</u>: Where, in the opinion of the Board, and where it has been demonstrated to the satisfaction of the Board by the Applicant, that adherence to the maximum grade specified above will cause local streets to be constructed in what the Board considers to be excessive cuts or fills, a waiver from the above specified maximum grade may be granted, provided:</p> <ol style="list-style-type: none"> the maximum allowable grade be eight percent (8%); the maximum length of such grade, measured between vertical points of intersection (PVI) is five-hundred (500) feet; no other such slope greater than six percent (6%) occurs within five-hundred (500) feet measured along the centerline of the road from PVI; and the Applicant provide written justification to the Board for the design of a street grade greater than six percent (6%). <p>4. <u>Maximum Grade on Minor Streets</u>: <u>Where, in the opinion of the Board, and where it has been demonstrated to the satisfaction of the Board by the Applicant, that adherence to the maximum grade specified above will cause minor streets to be constructed in what the Board considers to be excessive cuts or fills, a waiver from the above specified maximum grade may be granted, provided:</u></p> <ol style="list-style-type: none"> <u>the maximum allowable grade be eight percent (8%);</u> <u>the maximum length of such grade, measured between vertical points of intersection (PVI) is five-hundred (500) feet;</u> <u>no other such slope greater than four percent (4%) occurs within five-hundred (500) feet measured along the centerline of the road from PVI; and</u> <u>the Applicant provide written justification to the Board for the design of a street grade greater than four percent (4%) and justify the design properly addresses crosson.</u> <p>5. <u>Sight Distance</u>: Minimum sight distance shall be designed <u>in accordance with the latest edition of AASHTO, "A Policy for Geometric Design of Highways and Streets."</u></p>					Formatted: Bullets and Numbering
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Section 3.09.T

- Revise Table of Structural Sections to add Minor Streets.

Exhibits

- Make Minor Revisions to Exhibit D5 referencing new exhibit for Minor Streets, and clarifying guardrail placement.
 - Create New Exhibit D7 for the Typical Section for Minor Streets.
 - Create New Exhibit D8 for the Cul-De-Sac Terminus Layout for Minor Streets
-

Town Of Londonderry, New Hampshire

LEGAL NOTICE OF PUBLIC HEARING ON SUBDIVISION REGULATION AMENDMENTS

A public hearing will be held at the Moose Hill Council Chambers, 268B Mammoth Road on the 10th day of September, 2008, at 7:00 PM on proposed amendments to the Londonderry Subdivision Regulations.

The proposed amendments were prepared by the Planning Division of the Community Development Department, the Department of Public Works & Engineering, and Planning Board to create a new "minor street" standard for roads carrying less than 400 vehicle trips per day.

The proposed ordinance changes are summarized as follows:

- Amend the Standards & Specifications section (3.01.C) to refer to most recent reference documents.
- Amend Section 3.09, various subsections to:
 - Create Definition of "Minor Street."
 - Develop standards, exhibits, and requirements for "Minor Streets."

Copies of the full text of the proposed amendments are available at the Planning & Economic Development Office, 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

3.01 GENERAL

- A. **Approval of Improvements:** All improvements shall be designed and constructed in accordance with the Town of Londonderry regulations and standards, and shall be subject to the approval of the Board.

- B. **Installation and Maintenance:** The Applicant is responsible for the satisfactory installation of all required improvements and maintenance of these improvements in a satisfactory condition without cost to the Town of Londonderry until their acceptance by the Town of Londonderry.

- C. **Standards and Specifications:** The following standards and specifications shall include but not be limited to the following in the design and construction of all improvements:
 - 1. ZONING ORDINANCE - Town of Londonderry, current edition;
 - 2. MANUAL ON DRAINAGE DESIGN FOR HIGHWAYS - State of New Hampshire, Department of Public Works and Highways, current edition;
 - 3. MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - U.S. Department of Transportation, Federal Highway Administration, current edition;
 - 4. STANDARDS SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION - State of New Hampshire, Department of Transportation, ~~current edition~~;
 - 5. HIGHWAY DESIGN MANUAL - State of New Hampshire, Highway Design Division, current edition;
 - 6. HIGH INTENSITY SOILS MAPS FOR New Hampshire STANDARDS AND ORIGINS - Society of Soil Scientists of Northern New England, Special Publication No. 1 - ~~current edition~~;
 - 7. A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS - AASHTO ~~current edition~~;
 - 8. STORMWATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL HANDBOOK FOR URBAN AND DEVELOPING AREAS IN NEW HAMPSHIRE - ~~current edition~~, prepared by Rockingham County Conservation District (Green Book);
 - 9. STATE OF NEW HAMPSHIRE STANDARDS OF DESIGN AND CONSTRUCTION FOR SEWERAGE AND WASTEWATER TREATMENT FACILITIES - New Hampshire Department of Environmental Services, Code of Administrative Rules, Env-ws 700, September 1997 (or latest revision);
 - 10. SUBDIVISION AND INDIVIDUAL SEWAGE DISPOSAL SYSTEM DESIGN RULES - New Hampshire Department of Environmental Services, Code of Administrative Rules, Env-ws 1000, August 1999 (or latest revision); and
 - 11. STATE OF NEW HAMPSHIRE DEPARTMENT OF ENVIRONMENTAL SERVICES, DESIGN STANDARDS FOR SMALL PUBLIC DRINKING WATER SYSTEMS, Env-ws 372, June 1997 (or latest revision).
 - 12. Other standards and specifications as approved by the Town of Londonderry.

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3.09 STREETS

- A. General:** All subdivisions shall have adequate provision for a safe and suitable access to a Class V or better road or shall make provisions for the construction and dedication of a Class V or better road in order to obtain safe and suitable access to the subdivision. Where an adjacent existing street from which access is gained is deemed to be substandard, the upgrading of said street shall be provided for, as may be required by the Town of Londonderry Department of Public Works. Where traffic from a proposed subdivision will adversely impact a nearby street or intersection, provisions shall be made for the mitigation of said impacts. Proposed streets, whether to be dedicated as public streets or retained as private streets, shall be of suitable location, width, grade, and improvement to accommodate prospective traffic and afford satisfactory access to police, fire fighting, emergency equipment, snow removal, sanitation, and road maintenance equipment. The arrangement and character of all streets in a subdivision shall conform to the Master Plan, and shall compose a safe and convenient system in relation to other existing and planned streets, to topographical conditions, and to the proposed uses of land to be served by street. Existing stone walls shall be retained where possible or relocated and restored as required by the Board.
1. No person shall deface, alter the location of, or remove any stone wall which was made for the purpose of marking the boundary of, or borders, any road in the Town of Londonderry, except upon written consent of the Planning Board with written comments from the Heritage Commission.
 - i. The Heritage Commission will use the following guidelines for making recommendations to the Planning Board for the reconstruction of stone walls disturbed by construction activity:
 - a. Reconstruction should be done in a fieldstone farm-style wall.
 - b. Use of existing boulders and fieldstone already in place is strongly recommended.
 - c. Walls should be drystacked with a rustic level top line.
 - d. The center of the wall should be filled with smaller native stone.
 - e. Stone should be used from the property and mixed as needed with native New England fieldstone.
 - f. Walls should be no higher than 3 feet in height, and approximately 3-6 feet deep.
 - g. The Heritage Commission recommends applicants refer to Chapter 8 of "The Granite Kiss", by Kevin Gardner, Susan Allport, and Guillermo Nunez (ISBN# 0881505463, © 2003, Countryman Press)
 - ii. The Applicant shall take photographs of existing stone walls that are proposed to be disturbed by development. These photographs will be made part of the project file, and can be utilized by the Heritage Commission as they make recommendations on stone wall disturbances.
- B. Access:** No subdivision shall be approved unless the property to be subdivided shall have frontage on and access from an existing Class V or better road. Each lot shall have a safe, independent and direct access from a Class V or better road. Where warranted, the Board may require that a driveway be shared by two (2) lots. All portions of such a drive which are commonly shared shall be improved to facilitate two (2)-way traffic flow beyond Town right-of-way. Rights of passage over and across such a driveway shall be established by easement for each of the lots so served.
- C. Right-of-way:** The Board may require greater width of right-of-way where, in its judgement, the width is warranted due to present or future demands.
- D. Arrangement:** All streets shall be integrated with the existing and proposed street system. The Applicant shall provide for a circular terminus at the end of all proposed roads for all phases and situations where thru streets are not provided in the design. Where extension of existing roadways is proposed, the existing turnaround shall be removed in its entirety.
- E. Classification:**

1. Arterial street: Streets intended to carry traffic from collector streets to the system of highways. A street intended to move through traffic to and from major attracters;
2. Collector street: Streets which carry traffic from local streets to the major system of arterial streets and highways. A street intended to collect and distribute traffic in minor traffic generating areas;
3. Local street: Streets used primarily for access to abutting properties, designed and intended to carry through traffic;
4. Minor Street: Streets used primarily for access to abutting properties which have been proven to carry less than 400 vehicles per day, both present day and in the future, as determined by a traffic impact analysis approved by the Planning Board.
5. Cul-de-sac: Streets, including loop streets, with only one point of access from an approved street with multiple points of access; and
6. Private street: All streets on property held under private ownership and not maintained by the Town.

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F. Driveways:

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1. When a proposed driveway is located on a State road, the Applicant is responsible for obtaining the necessary approval and permits from the State. A copy of the permit shall be submitted to the Town of Londonderry and the New Hampshire Department of Transportation approval number shall be shown on the plan;
2. When a proposed driveway is located on a Town road, the Applicant is responsible for certifying that the proper sight distances are provided at the location indicated on the plans. For all residential driveways serving one or two single family or one duplex lot, the minimum all season sight distance shall be two-hundred fifty (250) feet in all directions meeting the requirements of Exhibit D2. For all other driveways (common, commercial, industrial, multi-family, etc.), the minimum all season sight distance shall be three-hundred sixty-five (365) feet in all directions meeting the requirements for roadway intersections and Exhibit D3. For purposes of sight distance requirements, the term "common driveway" is defined to be a driveway from which three (3) or more dwelling units obtain access to a Town road. Proper visibility easements shall be provided to meet the sight distance requirements. The Applicant is responsible for obtaining a driveway permit from the Town of Londonderry Department of Public Works prior to issuance of a building permit; and
3. Driveway width for commercial and industrial subdivisions shall be in accordance with the Town of Londonderry Zoning Ordinance. Maximum driveway width for residential single family and duplex lots shall be twelve (12) feet at the right-of-way with five (5)-foot radius at the edge of pavement of the street.

G. Sidewalks: The Board may require the construction of sidewalks for pedestrian access to schools, parks, shopping areas and transit stops or where population density and/or traffic volume conditions are such that the Board determines the construction of sidewalks to be prudent. In commercial and industrial districts, sidewalks may be required on both sides of the street. In residential districts, sidewalks may be required on one side of the street. Sidewalks shall be designed and constructed in accordance with Exhibit D4 - Sidewalk & Curb Detail. For minor streets, sidewalks if constructed, shall be in accordance with the typical Minor Roadway Section – Exhibit D7.

H. Walking Trails: The Board may require the construction of walking trails for projects where the Board determines the construction of trails will connect to existing or planned trail systems and be desirable to the character and nature of the neighborhood.

I. Curbs: All roadways shall be curbed on both sides, except for those roads determined to qualify as Minor Streets. Roads without sidewalks shall be curbed with cape cod-type bituminous berm. Roads with sidewalks shall be curbed with vertical granite curbing on both sides of the roadway. Minor Streets shall not be curbed.

- J. **Roadside drainage:** Roadside drainage shall be maintained by roadside swales, as required to control runoff and directed by the Town of Londonderry Department of Public Works. Street drainage shall be maintained by closed drainage system.
- K. **Streets in cut/fill:** Side slopes in fills shall be no steeper than 4 horizontal to 1 vertical (4H:1V), graded, loamed and seeded as required to match to original ground with appropriate slope easements outside of the roadway right of way (R.O.W.). Typical section shall match Exhibit D5. Minor cuts are typically six feet or less. All slopes in ledge cut shall be no steeper than 1H:1V and provide for a fall zone (max slope at 4H:1V) with a width equal to fifty percent (50%) of the height of the cut. A chain link fence shall be provided at the top of the ledge cut and a minimum of 3 feet from the top of cut. The fall zone shall not be located in the roadway R.O.W. The Applicant shall provide proper construction details to show the required information. Underdrain shall be provided in all roadway cut sections.
- L. **Easements:** Slope, visibility, sewer, and/or drainage easements shall be provided to the Town of Londonderry for proper maintenance.
- M. **Street Signs:** The location and type of sign to be installed shall be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).
- N. **Street Light:** Street lights shall be provided if required by the Board.
- O. **Street Name:** No street name shall be used which will duplicate or be confused with any street name already in use. Street names shall be subject to the approval of the Board.
- P. **Guardrail:** Guardrail shall be metal beam on wood posts, meeting the New Hampshire Department of Transportation Standards and Specifications. All guardrail installation must end safely using a MELT-type terminal unit. FLEAT or ELT-type units may be permitted by the Department of Public Works. Guardrail shall be used in locations where the New Hampshire Department of Transportation's typical warrant for guardrail is met and/or as required by the Board. A minimum of three (3) feet is required from the back of curb/edge of pavement to the face of guardrail.
- Q. **Underdrain:** Underdrain shall be provided in all roadway cut sections and where the seasonal high water table is within four (4) feet of finished grade.
- R. **Roadway Design Standards:** The standards for roadway design shall be in accordance with Exhibit D5 - Typical Roadway Section or Exhibit D7 – Typical Minor Roadway Section, as appropriate, and Table 1. All design shall be in accordance with the latest edition of AASHTO, "A Policy for Geometric Design of Highways and Streets."

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TABLE 1				
	Arterial <u>(Public)</u>	Collector <u>(Public)</u>	Local <u>(Public or Private)</u>	Minor <u>(Public or Private)</u>
Right-of-way	80 feet	60 feet	50 feet	50 feet
Pavement width	52 feet	36 feet	28 feet	24 feet
Shoulder width/ Curb plateau	= 8 feet	6 feet (cut) 3 feet (fill)	6 feet (cut) 3 feet (fill)	6 3
<u>Shoulder Width</u>	=	=	=	<u>2 feet</u>

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Deleted: 6 feet (cut)

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Sidewalk width	6 feet	6 feet	6 feet	6 feet
Grade: Minimum	1%	1%	1%	1%
Maximum	4%	6%	6%	4%
Cross-slope	2%	2%	2%	2%
Maximum length*	-	-	1200 feet	1200 feet
Minimum length*	-	-	450 feet	450 feet
Minimum tangent length between reverse curves	800 feet	200 feet	100 feet	100 feet
Design Speed	35 MPH	35 MPH	35 MPH	35 MPH
Cul-de-sac terminus center-line radius			50 feet**	50 feet***

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* roadway with one point of access (measured along the centerline from the farthest point of the street to the centerline of the nearest multiple access approved street)

** see Exhibit D6 for required cul-de-sac terminus layout

*** see Exhibit D8 for required cul-de-sac terminus layout

1. Vertical Curves: A vertical curve shall be introduced between tangents where the algebraic difference in grade is in excess of one percent (1%);
2. Horizontal Curves: Where street lines intersect at angle points, a curve of appropriate radius shall be introduced between horizontal tangents and in accordance with the latest edition of AASHTO, "A Policy for Geometric Design of Highways and Streets" and shall be based upon typical normal crown cross roadway section (no super-elevation); and
3. Maximum Grade on Local Streets: Where, in the opinion of the Board, and where it has been demonstrated to the satisfaction of the Board by the Applicant, that adherence to the maximum grade specified above will cause local streets to be constructed in what the Board considers to be excessive cuts or fills, a waiver from the above specified maximum grade may be granted, provided:
 - i. the maximum allowable grade be eight percent (8%);
 - ii. the maximum length of such grade, measured between vertical points of intersection (PVI) is five-hundred (500) feet;
 - iii. no other such slope greater than six percent (6%) occurs within five-hundred (500) feet measured along the centerline of the road from PVIs; and
 - iv. the Applicant provide written justification to the Board for the design of a street grade greater than six percent (6%).
4. Maximum Grade on Minor Streets: Where, in the opinion of the Board, and where it has been demonstrated to the satisfaction of the Board by the Applicant, that adherence to the maximum grade specified above will cause minor streets to be constructed in what the Board considers to be excessive cuts or fills, a waiver from the above specified maximum grade may be granted, provided:
 - i. the maximum allowable grade be eight percent (8%);
 - ii. the maximum length of such grade, measured between vertical points of intersection (PVI) is five-hundred (500) feet;
 - iii. no other such slope greater than four percent (4%) occurs within five-hundred (500) feet measured along the centerline of the road from PVIs; and
 - iv. the Applicant provide written justification to the Board for the design of a street grade greater than four percent (4%) and justify the design properly addresses erosion.

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5. Sight Distance: Minimum sight distance shall be designed in accordance with the latest edition of AASHTO, "A Policy for Geometric Design of Highways and Streets."

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S. Intersections:

1. Offset intersections: Streets intersecting from opposite sides shall have their centerlines meet, or the offset between intersections shall be a minimum of one-hundred fifty (150) feet. The offset shall be measured from centerline to centerline.
2. Angles at intersections: Streets shall be designed to intersect at right angles with a fifty (50)-foot minimum tangent section. The centerlines of no more than two streets shall intersect at one point.
3. Right-of-way radii: Minimum right-of-way radii for intersection corner roundings shall be:

TABLE 2	
Street R.O.W. Width	R.O.W. radii
50 feet	25 feet
60 feet	30 feet
80 feet	40 feet

4. Pavement corner radii: Minimum edge of pavement radii for intersection corner roundings shall be:

TABLE 3	
Street R.O.W. Width	E.P. radii
50-feet	36 feet
60 feet	42 feet
80 feet	54 feet

5. When streets of different widths intersect, the radius of the wider street shall apply;
6. Sight distance: Streets shall not be designed with intersections on the inside of curves or at any location where sight distance will be inadequate for drivers to tell if they can safely enter the traffic flow. The minimum sight distance shall be designed in accordance with Exhibit D3;
7. Visibility easements: Visibility easements shall describe an area to be maintained clear of any and all obstructions and which provide sight distance in accordance with these regulations. No sign, hedge, structure, natural growth, fence or other obstruction of any kind which obstructs sight distance shall be installed or maintained within the visibility easement; and
8. Grades at street intersections: When two streets intersect, neither street shall have a grade greater than three percent (3%) for a minimum distance of fifty (50) feet measured from the edge of pavement of the intersecting street. The minimum vertical curve length allowable at the intersection shall be fifty (50) feet.

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T. Structural sections: Structural sections shall be as shown below:

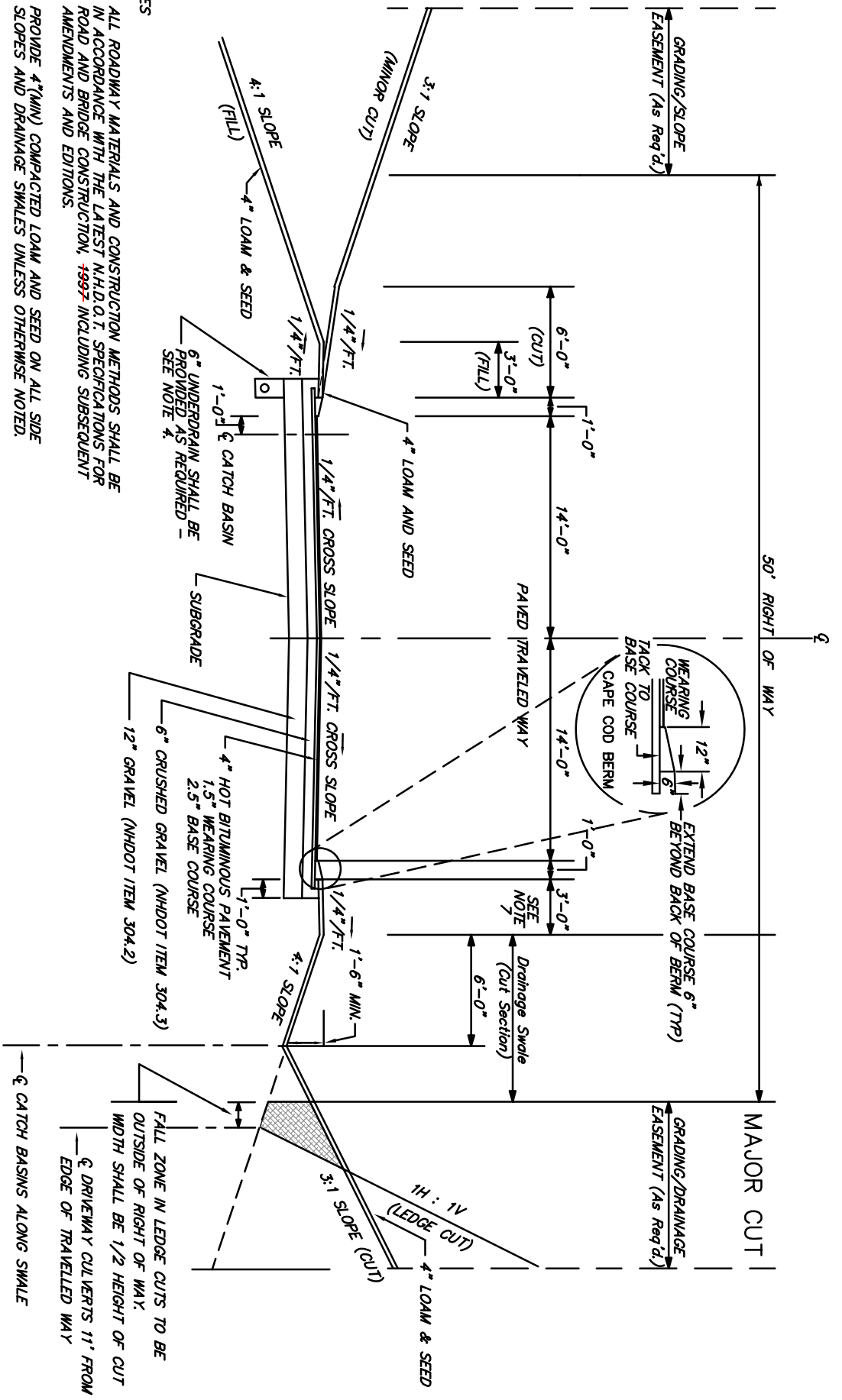
TABLE 4					
	Arterial	Collector	Local	Minor	Sidewalks
	(Public)	(Public)	(Public/Private)	(Public/Private)	

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TABLE 4					
Road base	18 inches	18 inches	18 inches	18 inches	-
Gravel	12 inches	12 inches	12 inches	12 inches	-
Crushed gravel	6 inches	6 inches	6 inches	6 inches	8 inches
Base course	2 ½ inches	2 ½ inches	2 ½ inches	2 ½ inches	-
Wearing course	1 ½ inches	1 ½ inches	1 ½ inches	1 ½ inches	-
Wearing course	-	-	-	-	2 inches

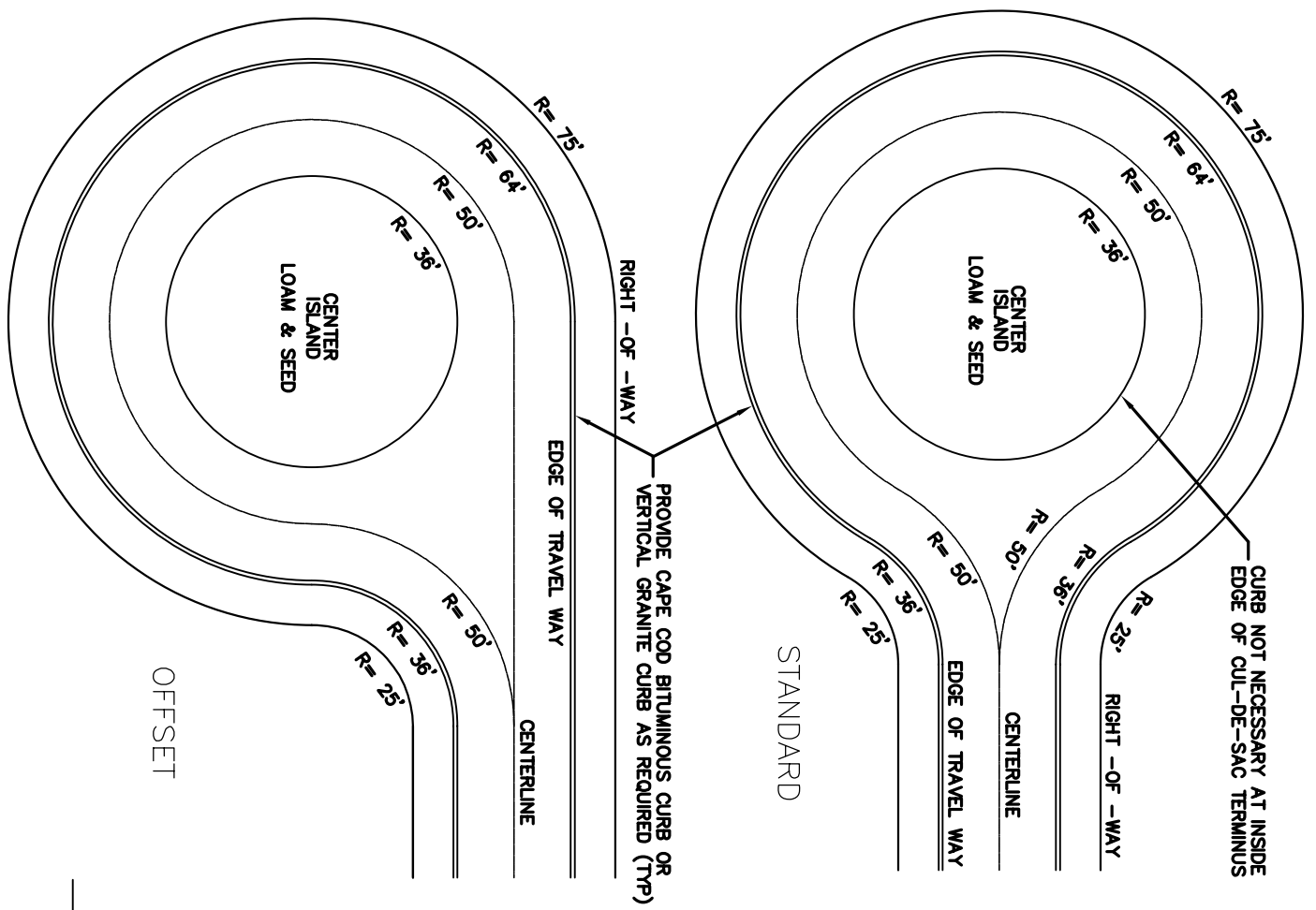
All road materials and construction methods shall be in accordance with latest edition of the State of New Hampshire, Department of Transportation, Specifications for Road and Bridge Construction.

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1. ALL ROADWAY MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH THE LATEST N.H.D.O.T. SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 1997 INCLUDING SUBSEQUENT AMENDMENTS AND EDITIONS.
2. PROVIDE 4" (MIN) COMPACTED LOAM AND SEED ON ALL SIDE SLOPES AND DRAINAGE SWALES UNLESS OTHERWISE NOTED.
3. ALL LEDGE SHALL BE REMOVED TO 6" BELOW SUBGRADE.
4. ROADWAY UNDERDRAIN SHALL BE PROVIDED IN ALL CUT SECTIONS (AT SIDE WITH CUT) AND WHERE SEASONAL HIGH WATER IS WITHIN FOUR (4) FEET OF FINISHED GRADE IN ALL OTHER AREAS. UNDERDRAIN SHALL HAVE A MINIMUM OF FOUR (4) FEET OF COVER.
5. GRANITE CURB SHALL BE PROVIDED WHERE SIDEWALK IS REQUIRED IN ACCORDANCE WITH EXHIBIT D4. FOR MINOR ROADWAYS SEE EXHIBIT D7 AND SECTION 3.09.
6. DIMENSIONS ARE FOR LOCAL ROADWAYS. SEE SECTION 3.09 - TABLE 1 FOR OTHER ROADWAY DIMENSIONS.
7. WHERE GUARDRAIL IS USED, MINIMUM WIDTH OF SHOULDER SHALL BE 6'-0" WITH FACE OF GUARDRAIL AT 4'-0" FROM EDGE OF TRAVELED WAY.

TYPICAL ROADWAY SECTION
NOT TO SCALE
EXHIBIT D5

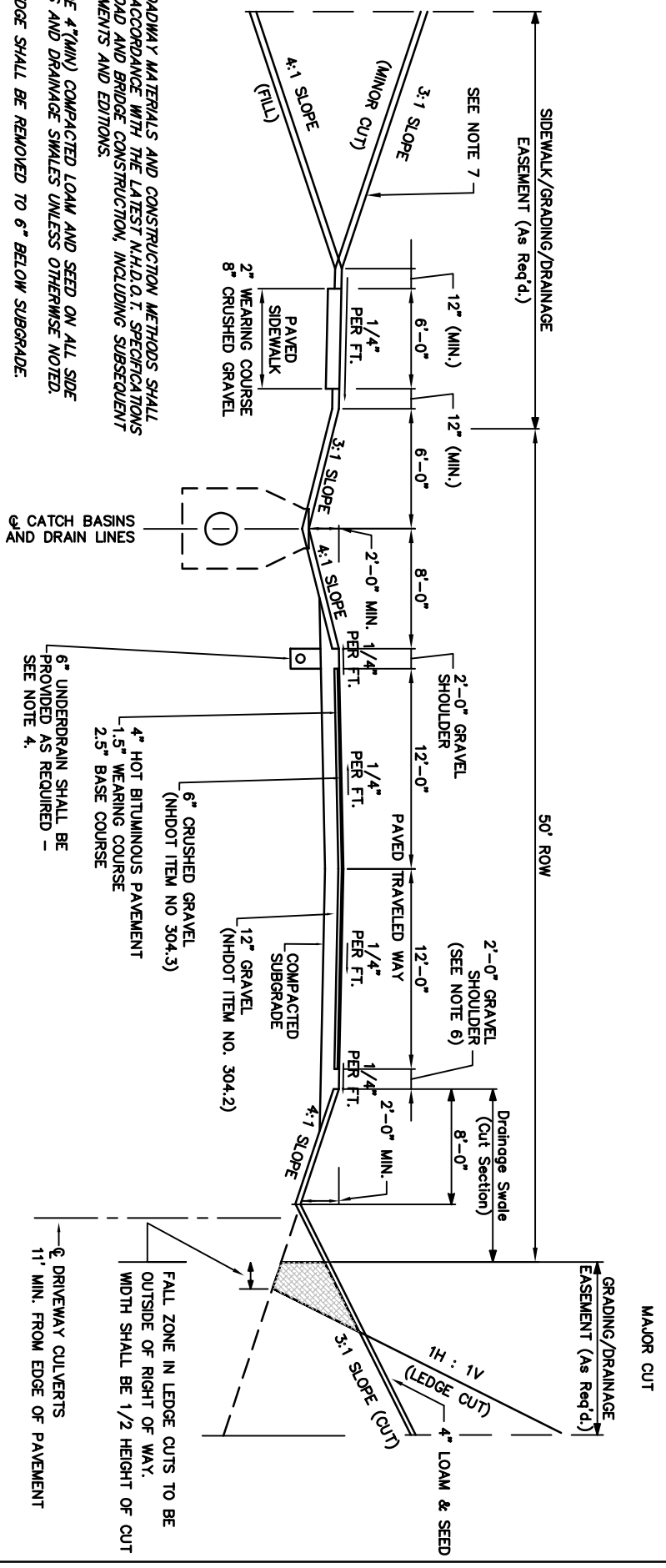


NOTES

1. ROADWAY SHALL HAVE NORMAL CROWN SECTION AROUND CUL-DE-SAC TERMINUS.
2. ROADWAY CENTERLINE PROFILE SLOPE IN CUL-DE-SAC TERMINUS SHALL NOT TO EXCEED FOUR(4)X
3. WHERE INSIDE EDGE OF CUL-DE-SAC TERMINUS IS NOT CURBED, INSTALL CATCHBASIN IN THE CENTER ISLAND AND GRADE ACCORDINGLY.
4. WHERE INSIDE EDGE OF CUL-DE-SAC TERMINUS IS CURBED, PROVIDE CATCHBASIN AT SAG AND GRADE CENTER ISLAND TO DRAIN TO CURBLINE.
5. GRANITE CURB SHALL BE PROVIDED WHERE SIDEWALK IS REQUIRED IN ACCORDANCE WITH EXHIBIT D3.
6. RADIUS SHOWN FOR CUL-DE-SAC TERMINUS WITH 28' PAVEMENT AND 50' ROW WIDTH. ADJUST RADIUS BASED UPON DIMENSION FOR WIDER ROW WIDTHS.

CUL-DE-SAC TERMINUS LAYOUT

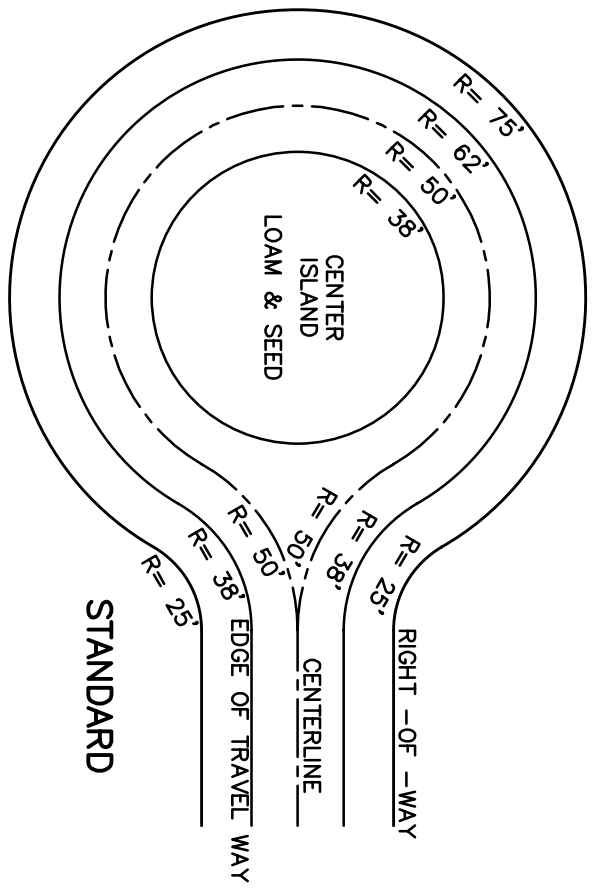
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EXHIBIT D6



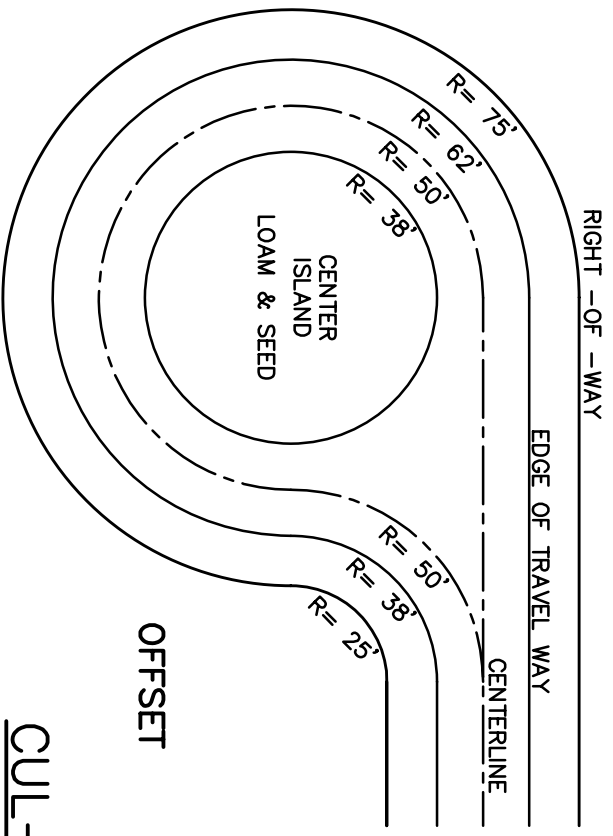
- NOTES**
1. ALL ROADWAY MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH THE LATEST N.H.D.O.T. SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, INCLUDING SUBSEQUENT AMENDMENTS AND EDITIONS.
 2. PROVIDE 4" (MIN) COMPACTED LOAM AND SEED ON ALL SIDE SLOPES AND DRAINAGE SWALES UNLESS OTHERWISE NOTED.
 3. ALL LEDGE SHALL BE REMOVED TO 6" BELOW SUBGRADE.
 4. ROADWAY UNDERDRAIN SHALL BE PROVIDED IN ALL CUT SECTIONS (AT SIDE WITH CUT) AND WHERE SEASONAL HIGH WATER IS WITHIN FOUR (4) FEET OF FINISHED GRADE IN ALL OTHER AREAS. UNDERDRAIN SHALL HAVE A MINIMUM OF FOUR(4) FEET OF COVER. DIMENSIONS ARE FOR MINOR ROADWAYS. SEE SECTION 3.09 - TABLE 1 FOR OTHER ROADWAY DIMENSIONS.
 5. WHERE GUARDRAIL IS USED, MINIMUM WIDTH OF SHOULDER SHALL BE 6'-0" WITH FACE OF GUARDRAIL AT 3'-0" FROM EDGE OF TRAVELED WAY.
 6. DRAINAGE SWALE REQUIRED ADJACENT TO SIDEWALK ALONG ALL MAJOR CUTS.

TYPICAL MINOR ROADWAY SECTION

NOT TO SCALE
EXHIBIT D7



STANDARD



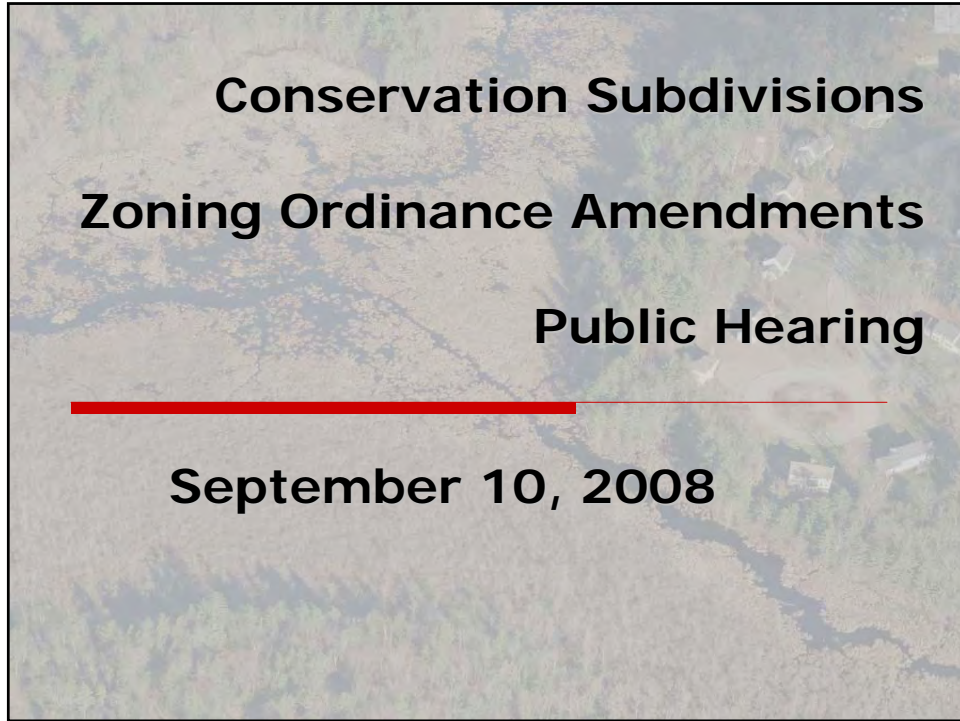
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- NOTES**
1. ROADWAY SHALL HAVE NORMAL CROWN SECTION AROUND CUL-DE-SAC TERMINUS.
 2. ROADWAY CENTERLINE PROFILE SLOPE IN CUL-DE-SAC TERMINUS SHALL NOT TO EXCEED FOUR(4)%
 3. INSTALL CATCHBASIN IN THE CENTER ISLAND AND GRADE ACCORDINGLY.
 4. WHERE SIDEWALK IS REQUIRED, IT SHALL BE IN ACCORDANCE WITH EXHIBIT D7.
 5. RADIUS SHOWN FOR CUL-DE-SAC TERMINUS WITH 24' PAVEMENT AND 50' ROW WIDTH. ADJUST RADIUS BASED UPON DIMENSION FOR WIDER PAVEMENT WIDTHS IF APPLICABLE.

MINOR ROADWAY
CUL-DE-SAC TERMINUS LAYOUT

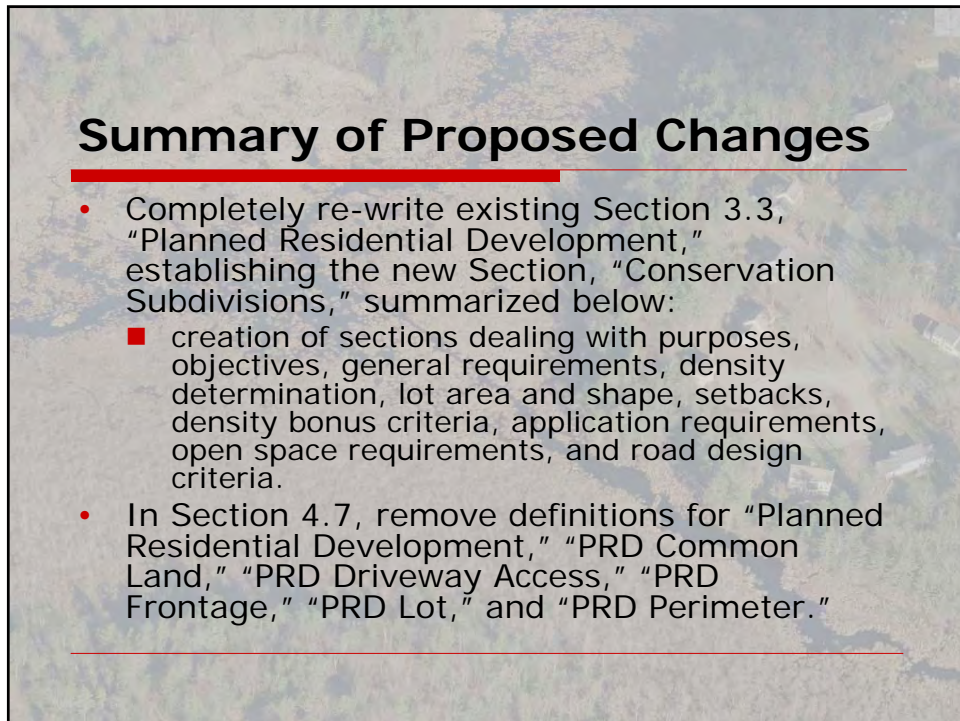
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EXHIBIT D8



Conservation Subdivisions
Zoning Ordinance Amendments
Public Hearing

September 10, 2008

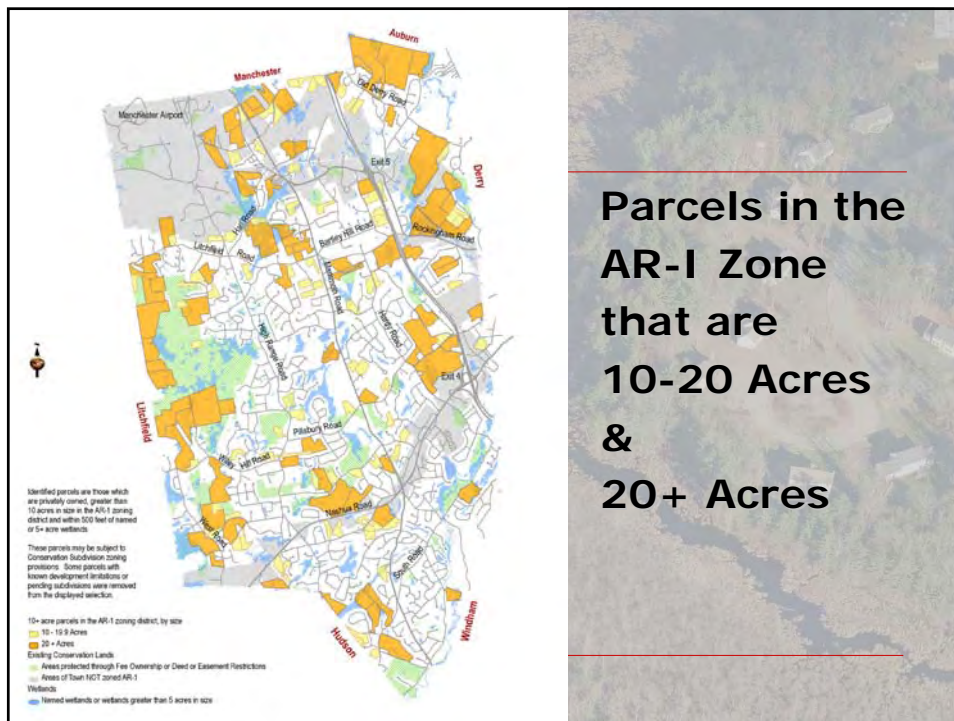
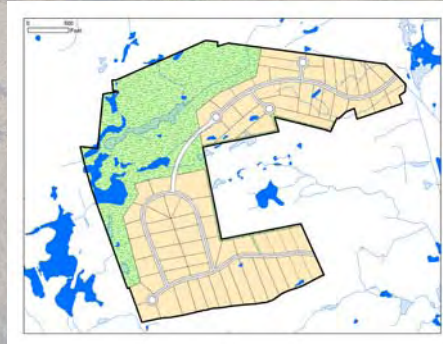
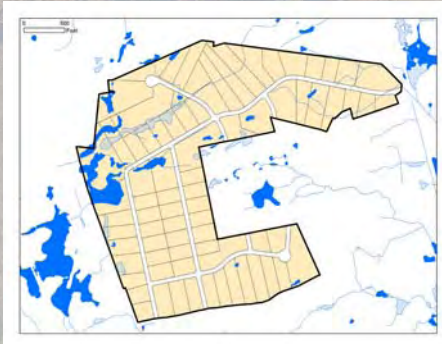


Summary of Proposed Changes

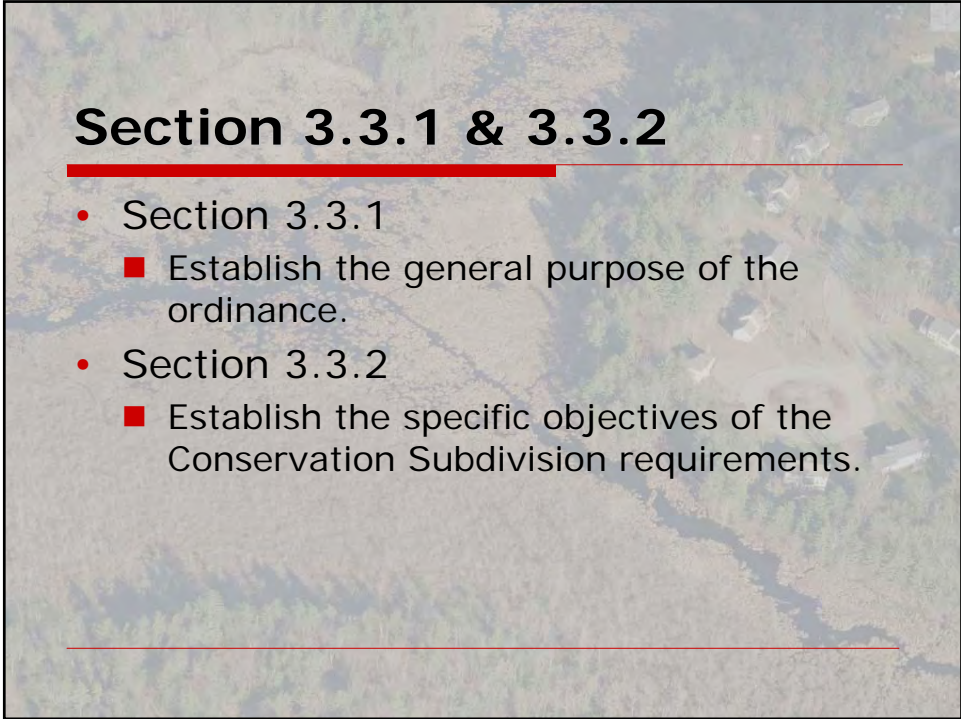
- Completely re-write existing Section 3.3, "Planned Residential Development," establishing the new Section, "Conservation Subdivisions," summarized below:
 - creation of sections dealing with purposes, objectives, general requirements, density determination, lot area and shape, setbacks, density bonus criteria, application requirements, open space requirements, and road design criteria.
- In Section 4.7, remove definitions for "Planned Residential Development," "PRD Common Land," "PRD Driveway Access," "PRD Frontage," "PRD Lot," and "PRD Perimeter."

Subdivision Alternatives

- Conventional
- Conservation

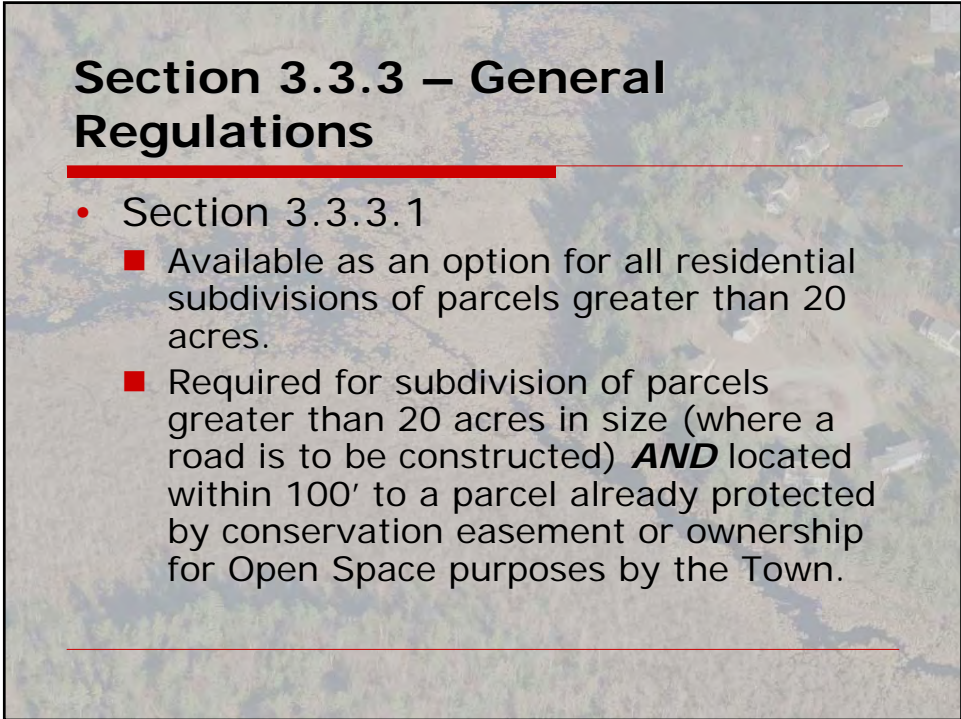


Parcels in the
AR-I Zone
that are
10-20 Acres
&
20+ Acres



Section 3.3.1 & 3.3.2

- Section 3.3.1
 - Establish the general purpose of the ordinance.
 - Section 3.3.2
 - Establish the specific objectives of the Conservation Subdivision requirements.
-



Section 3.3.3 – General Regulations

- Section 3.3.3.1
 - Available as an option for all residential subdivisions of parcels greater than 20 acres.
 - Required for subdivision of parcels greater than 20 acres in size (where a road is to be constructed) **AND** located within 100' to a parcel already protected by conservation easement or ownership for Open Space purposes by the Town.
-

Section 3.3.3 – General Regulations

- 3.3.3.2.1.1 Calculation Method: the maximum number of lots is determined by dividing the area of the tract of land by the minimum lot size specified in the underlying zoning.
- 3.3.3.2.1.2 Where public sewer is not available, the maximum density for a Conservation Subdivision using the calculation method will be established by using Table 2 in Section 2.3.1.3 of this ordinance, and computing a total soil carrying capacity of all allowed soils found in the parcel proposed for subdivision. The soil carrying capacity of any soil is to be calculated by
- 3.3.3.2.2 Yield Plan Method: The maximum number of lots is based on a conventional subdivision design plan, prepared by the applicant, in which the tract of land is subdivided in a manner intended to yield the highest number of lots possible. The plan does not have to meet formal requirements for a site design plan, but the design must be capable of being constructed given site feature and all applicable regulations
- 3.3.3.2.1.4 In using the Calculation Method for determining the maximum number of lots, the following shall not be included in the total area of the parcel:
 - 3.3.3.2.1.4.1 Slopes over 25% of at least 5000 square feet contiguous area;
 - 3.3.3.2.1.4.2 The 100-year floodplain;
 - 3.3.3.2.1.4.3 Drainage Easements; and
 - 3.3.3.2.1.4.4 Wetlands that meet the definition of this ordinance.

Section 3.3.3 – General Regulations

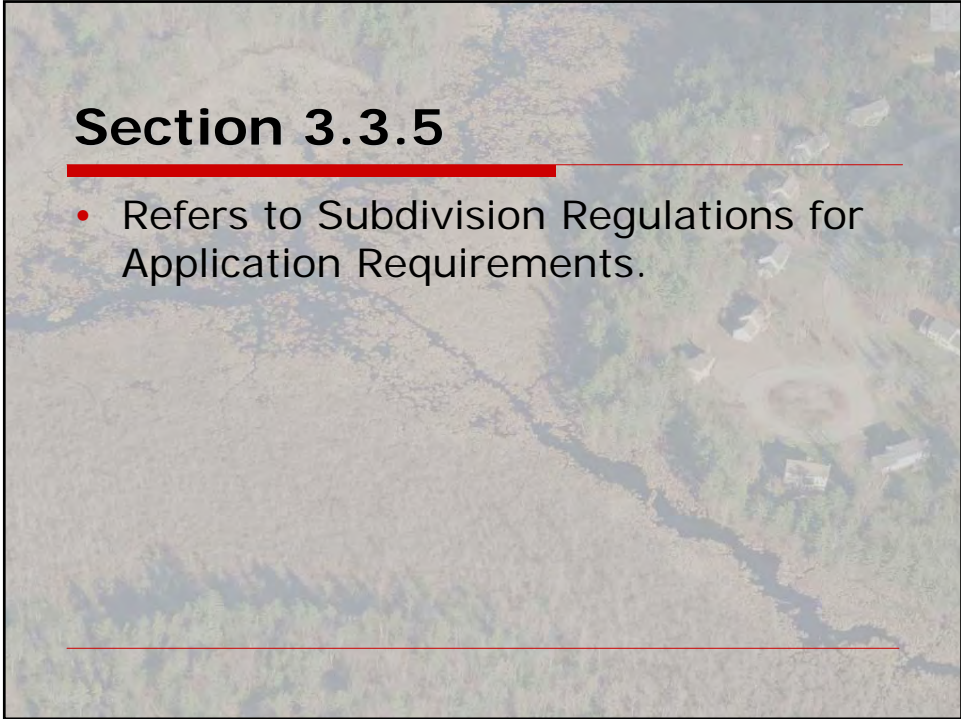
- Section 3.3.3.3 – Lot Area & Shape, Minimum Lot Sizes
 - For lots connected to public or community water and sewer: one half (½) acre.
 - For lots connected to public or community sewer, but utilizing an onsite well for water service: one half (½) acre.
 - For lots connected to public or community water, but utilizing an onsite septic system: one half (½) of the total calculated minimum lot size using Table 2 of Section 2.3.1.3.1 or ½ acre, whichever is greater.
 - For lots serviced by an onsite well and an onsite septic system: the total calculated minimum lot size using Table 2 of Section 2.3.1.3.1 or 1 acre, whichever is greater.

Section 3.3.3 – General Regulations

- Section 3.3.3.3.3 – Minimum Frontage of 50'
 - Section 3.3.3.4 – Setbacks
 - 25 feet from exterior of parent lot (prior to subdivision).
 - Individual lot setbacks:
 - Front – 30'
 - Side – 15'
 - Rear – 15'
-

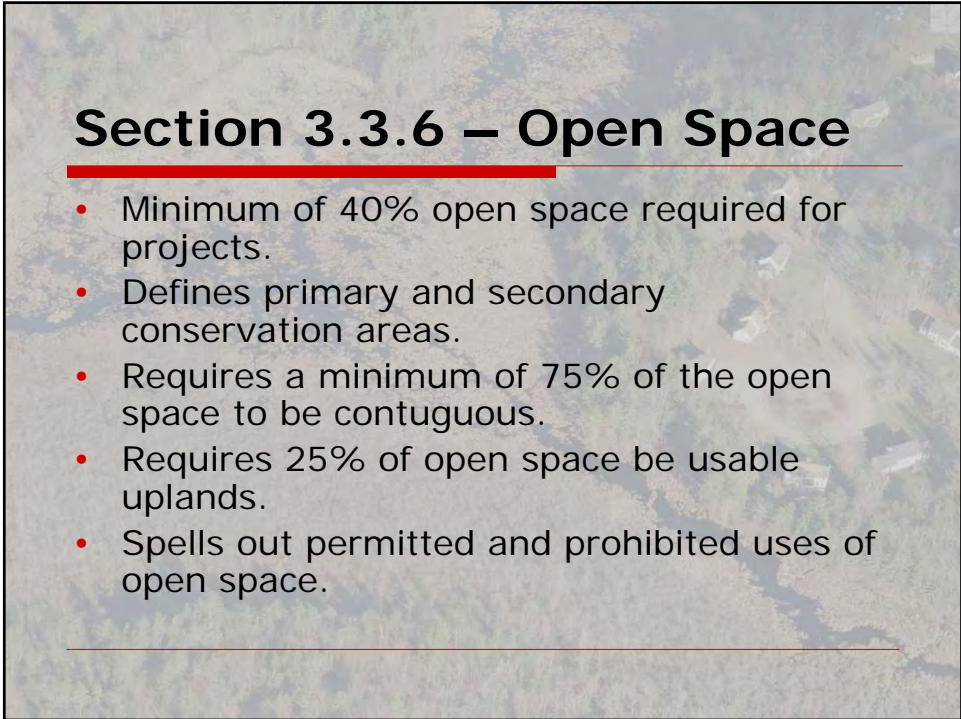
Section 3.3.4 – Density Bonus Criteria

- 10% bonus for protecting 50% of the parcel as open space.
 - 5% bonus for public pedestrian access to open space.
 - Up to 10% bonus for protection of agriculturally viable soils/land
 - Up to 10% bonus for protecting viewsheds, historically significant buildings or landscapes, wildlife habitat, linking of trail corridors, protection of land in the Open Space Plan.
 - Bonus Multiplier for Yield Plan
 - 4 bedroom units= (yield plan + bonuses) /1.00
 - 3 bedroom units= (yield plan + bonuses) / 0.85
 - 1 & 2 bedroom units= (yield plan + bonuses) /0.65
 - Density Bonus Cap - **No Conservation Subdivision shall be granted bonuses totaling greater than 20% when combined.**
-



Section 3.3.5

- Refers to Subdivision Regulations for Application Requirements.
-



Section 3.3.6 – Open Space

- Minimum of 40% open space required for projects.
 - Defines primary and secondary conservation areas.
 - Requires a minimum of 75% of the open space to be contiguous.
 - Requires 25% of open space be usable uplands.
 - Spells out permitted and prohibited uses of open space.
-

Section 3.3.6 – Open Space (Cont'd)

- Requirements for open space layout.
 - Requirements for ownership and Management of open Space.
 - Town of Londonderry
 - State of NH
 - Private non-profit (ie, Audobon Society, SPNHF, etc)
 - Homeowners Association
 - Private Landowner (farmer or forest manager)
 - Requirements for legal instruments to ensure protection of open space.
-

Section 3.3.7

- Refers to the Subdivision Regulations for Road Design Standards (including the Low Volume Road Standards adopted earlier tonight).
-



Section 4.7

- Remove all definitions related to PRD's:
 - "Planned Residential Development"
 - "PRD Common Land"
 - "PRD Driveway Access"
 - "PRD Frontage"
 - "PRD Lot"
 - "PRD Perimeter"
-

Town Of Londonderry, New Hampshire

LEGAL NOTICE OF PUBLIC HEARING ON ZONING ORDINANCE AMENDMENTS

A public hearing will be held at the Moose Hill Council Chambers, 268B Mammoth Road on the 10th day of September, 2008, 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 replace the current "Planned Residential Development" section of the Zoning Ordinance (Section 3.3) in its entirety with a new section entitled "Conservation Subdivisions". Additionally, the proposed changes include removing definitions related to PRD's from Section 4.7 of the Zoning Ordinance.

The proposed ordinance changes are summarized as follows:

- Rewrite Section 3.3, "Planned Residential Development," establishing the new Section, "Conservation Subdivisions," summarized below:
 - creation of sections dealing with purposes, objectives, general requirements, density determination, lot area and shape, setbacks, density bonus criteria, application requirements, open space requirements, and road design criteria.
- Remove definitions for "Planned Residential Development," "PRD Common Land," "PRD Driveway Access," "PRD Frontage," "PRD Lot," and "PRD Perimeter."

Copies of the full text of the proposed amendments are available at the Planning & Economic Development Office, 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

3.3 CONSERVATION SUBDIVISIONS

3.3.1 Purposes. A Conservation Subdivision represents a form of residential development where, instead of subdividing an entire tract of land into lots of conventional size and arrangement, a similar number of lots can be arranged on the land in a more innovative fashion which better fits the topography and natural attributes of the site. The remaining land in the tract that has not been built upon shall be set aside for open space or integrated among the housing units and reserved for usable common open space. This open space designation shall be held in a form of ownership that will prevent it from being further subdivided or developed.

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The purpose for establishing this section is to promote a development pattern that creates areas of useable and accessible open space, provides land for open space, prevents disruption of natural topography and drainage systems, maintains the rural and open character of the undeveloped area of the Town; protects historically significant buildings, resources, and/or landscapes; protects valuable wildlife areas; allows for attractive site design; encourages a more environmentally practical utility and street network; and assists the Town in the goals of protecting open space and providing housing alternatives as outlined in the Master Plan.

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3.3.2 Objectives

- 3.3.2.1 To provide a residential zoning district that permits flexibility of design in order to promote environmentally sensitive and efficient uses of land.
- 3.3.2.2 To preserve in perpetuity unique or sensitive natural resources such as groundwater, floodplains, wetlands, streams, steep slopes, woodlands, and wildlife habitat
- 3.3.2.3 To permit clustering of houses and structures on less environmentally sensitive soils, which will reduce the amount of infrastructure, including paved surfaces and utility easements, necessary for residential development.
- 3.3.2.4 To reduce soil erosion and sedimentation by minimizing land disturbance and removal of vegetation in residential development.
- 3.3.2.5 To encourage interconnected greenways and corridors throughout the community.
- 3.3.2.6 To encourage contiguous green space with adjacent jurisdictions.
- 3.3.2.7 To encourage interaction in the community by clustering houses and orienting them closer to the street, providing public gathering places and encouraging use of parks and community facilities as focal points in the neighborhood.
- 3.3.2.8 To encourage street design that reduces traffic speeds and reliance on main arteries.
- 3.3.2.9 To encourage construction of convenient landscaped walking trails and bike paths both within the subdivision and connected to neighboring communities, businesses, and facilities to reduce reliance on automobiles.
- 3.3.2.10 To conserve scenic views and reduce perceived density by maximizing the number of houses with direct access to and views of open space.
- 3.3.2.11 To protect prime agricultural land and preserve farming as an economic activity.
- 3.3.2.12 To preserve important historic and archaeological sites.

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3.3.3 General Regulations

3.3.3.1 Applications of Regulations. This Conservation Subdivision option is available as a use by right in the AR-I Zoning District. The Applicants shall comply with all other provisions

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of the zoning ordinance and all other applicable regulations, except those that are incompatible with the provisions contained herein.

3.3.3.1.1 Lots greater than 20 acres in the AR-I Zone that are located closer than 100 feet to a parcel already protected by the Town of Londonderry by easement or ownership for Open Space purposes, and which require the construction of a new roadway to access newly subdivided lots, shall be required to utilize the Conservation Subdivision requirements of this section for any subdivision of the land for housing development.

3.3.3.2 **Housing Density Determination.** The maximum number of lots in the Conservation Subdivision shall be determined by either of the following methods, at the discretion of the applicant:

3.3.3.2.1.1 **Calculation Method:** the maximum number of lots is determined by dividing the area of the tract of land by the minimum lot size specified in the underlying zoning.

3.3.3.2.1.2 Where public sewer is not available, the maximum density for a Conservation Subdivision using the calculation method will be established by using Table 2 in Section 2.3.1.3 of this ordinance, and computing a total soil carrying capacity of all allowed soils found in the parcel proposed for subdivision. The soil carrying capacity of any soil is to be calculated by dividing the given area of any soil type by the required area for that soil type found in Table 1. The resulting number shall be multiplied by 85 percent to obtain the maximum number of dwelling lots permitted in the Conservation Subdivision.

3.3.3.2.1.3 Where public sewer is available, the maximum density will be established by using Table 1 of Section 2.3.1.3 of this ordinance, divided by the total area of the entire parcel to be subdivided.

3.3.3.2.1.4 In using the Calculation Method for determining the maximum number of lots, the following shall not be included in the total area of the parcel:

3.3.3.2.1.4.1 Slopes over 25% of at least 5000 square feet contiguous area;

3.3.3.2.1.4.2 The 100-year floodplain;

3.3.3.2.1.4.3 Drainage Easements; and

3.3.3.2.1.4.4 Wetlands that meet the definition of this ordinance.

3.3.3.2.2 **Yield Plan Method:** The maximum number of lots is based on a conventional subdivision design plan, prepared by the applicant, in which the tract of land is subdivided in a manner intended to yield the highest number of lots possible. The plan does not have to meet formal requirements for a site design plan, but the design must be capable of being constructed given site feature and all applicable regulations

3.3.3.3 **Lot Area and Shape**

3.3.3.3.1 The minimum lot size (prior to subdivision) for a Conservation Subdivision is 20 acres in common beneficial ownership. The minimum frontage for the development shall be a contiguous 100 feet and of sufficient length to provide safe access for a right-of-way of at least 50 feet.

3.3.3.3.2 **Minimum Lot Size**

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Deleted: <#>Purpose¶
<#>The purpose of a Planned Residential Development (PRD) is to encourage the preservation of open space, encourage flexibility in residential development design, promote more efficient use of land areas, and preserve the rural environment and open spaces of this community.¶
<#>General Requirements¶
<#>The tract of land in a single or consolidated ownership at the time of application shall be at least twenty (20) acres in size and the plan of which shall be subject to approval by the Planning Board under the Londonderry Subdivision Regulations.¶
<#>PRD Frontage: Minimum frontage of the PRD shall be one hundred (100) feet which may consist of two separate fifty (50) foot public rights-of-way onto an existing public street or streets.¶
<#>Residential Uses: Resident [1]

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- 3.3.3.3.2.1 For lots connected to public or community water and sewer: The minimum lot size in a Conservation Subdivision shall be one half (½) acre in size.
- 3.3.3.3.2.2 For lots connected to public or community sewer, but utilizing an onsite well for water service: The minimum lot size in a Conservation Subdivision shall be one half (½) acre in size.
- 3.3.3.3.2.3 For lots connected to public or community water, but utilizing an onsite septic system: The minimum lot size in a Conservation Subdivision shall be one half (½) of the total calculated minimum lot size using Table 2 of Section 2.3.1.3.1 of this ordinance or ½ acre, whichever is greater.
- 3.3.3.3.2.4 For lots serviced by an onsite well and an onsite septic system: The minimum lot size in a Conservation Subdivision shall be the total calculated minimum lot size using Table 2 of Section 2.3.1.3.1 of this ordinance or 1 acre, whichever is greater.

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3.3.3.3.3 Frontage: Every building lot in the Conservation Subdivision shall have a minimum frontage of fifty (50) feet along a street providing access exclusively to the Conservation Subdivision and situated entirely within the Conservation Subdivision.

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3.3.3.4 Setbacks.

- 3.3.3.4.1 Setbacks from exterior property lines of the entire development parcel (the lot as it existed prior to subdivision) shall be 25 feet.
- 3.3.3.4.2 Minimum Setback for Structures from Property Lines:
 - Front 30 feet
 - Side 15 feet
 - Back 15 feet

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3.3.4 Density Bonus Criteria. All density bonuses are subject to approval of a Conditional Use Permit from the Planning Board and each bonus is computed on the base density as defined in Section 3.3.3.3 above. (For example, if a Conservation Subdivision was approved for 100 units and had two density bonuses of 10% each, the total authorized units would be 120, not 100 x 1.1 x 1.1 = 121.)

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3.3.4.1 Where the proposed Conservation Subdivision plan shows 50% or more of the total parcel as open space protected as such in perpetuity, the development may be awarded a density bonus of 10%.

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3.3.4.2 Public Access Bonus- Where the public is granted access to the open space or a small (5 spaces or less) off-street gravel parking area for people to access open space is provided, the development may be awarded a density bonus of 5%. The intent of the bonus is permit pedestrian use, the Planning Board, may reasonably restrict the use of motorized vehicles.

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3.3.4.3 Agricultural Lands and Use Bonus- Where the development protects agriculturally valuable lands and provides for their use as such in perpetuity, the development may be awarded a density bonus of up to 10%. The Planning Board shall, on a case-by-case basis, determine the bonus percentage by considering the size of the project, the quality of the soils, and the number of acres of farmland preserved. The open space portion preserved for agricultural use must be at least three and one-half (3.5) contiguous acres and must be reasonably accessible. To receive the maximum bonus it must either have

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been historically farmed, or contain prime, statewide or locally significant agricultural soils, as shown on NRCS soil maps

3.3.4.4 Additional Protection Bonus - Where the development is able to protect unique characteristics, including the following, it may be awarded a total density bonus under this section 3.3.4.4 of up to 10%, in the sole discretion of the Planning Board. The development must provide for the protection of these resources in perpetuity and trail corridor protection must allow for reasonable public access:

3.3.4.4.1 Viewsheds, which are lands or corridors of land that contribute to the visual landscape of the town, including items such as open fields containing stone walls, mature forests, visible water bodies and their buffers.

3.3.4.4.2 Historically significant buildings and landscapes identified by the Heritage/Historic District Commission.

3.3.4.4.3 Valuable wildlife habitat and exemplary natural communities confirmed by the Conservation Commission.

3.3.4.4.4 Linking open space parcels or trail corridors through the site with existing trails or open space networks located off the subject parcel.

3.3.4.4.5 Including land identified as part of the Londonderry Open Space Plan.

3.3.4.5 Bonus Multiplier for projects using Development Yield Method. The yield for residential Conservation Subdivision development shall be determined by total bedrooms and shall not exceed the following:

3.3.4.5.1 4 bedroom units= (yield plan + bonuses) /1.00

3.3.4.5.2 3 bedroom units= (yield plan + bonuses) / 0.85

3.3.4.5.3 1 & 2 bedroom units= (yield plan + bonuses) /0.65

3.3.4.6 Density Bonus Cap: No Conservation Subdivision shall be granted bonuses totaling greater than 20% when combined.

3.3.5 Application Requirements: Refer to the Londonderry Subdivision Regulations for specific application requirements.

3.3.6 Open Space

3.3.6.1 Definition. For purposes of this section of the Zoning Ordinance, open space is the portion of the conservation subdivision that has been set aside for permanent protection. Activities within the Open Space are restricted in perpetuity through the use of a legal instrument approved by the Planning Board for the subdivision.

3.3.6.2 Standards to Determine Open Space.

3.3.6.2.1 The minimum restricted Open Space shall comprise at least 40% of the gross tract area.

3.3.6.2.2 The following are considered Primary Conservation Areas and are required to be included within the Open Space, unless the Applicant demonstrates that this provision would constitute an unusual hardship and be counter to the purposes of this section:

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- 3.3.6.2.2.1 The regulatory 100-year floodplain;
 - 3.3.6.2.2.2 Conservation Overlay (CO) District areas;
 - 3.3.6.2.2.3 Slopes above 25 percent of at least 5,000 square feet contiguous area;
 - 3.3.6.2.2.4 Habitat areas of endangered or threatened species; and
 - 3.3.6.2.2.5 Archaeological sites, cemeteries, and burial grounds.
 - 3.3.6.2.2.6 Land included within the Londonderry Open Space Plan, to the extent the subject tract has sufficient acreage outside the town-designated goal for open space to meet the minimum requirements for a Conservation Subdivision.
 - 3.3.6.2.2.7 Lands containing prime agricultural soils as shown on NRCS soils maps that are at least three and one-half (3.5) acres in size.
- 3.3.6.2.3 The following are considered Secondary Conservation Areas and should be included within the Open Space to the maximum extent feasible.
- 3.3.6.2.3.1 Important historic sites;
 - 3.3.6.2.3.2 Existing healthy, native forests of at least one acre contiguous area;
 - 3.3.6.2.3.3 Individual existing healthy trees greater than 8 inches caliper, as measured from their outermost drip line;
 - 3.3.6.2.3.4 Other significant natural features and scenic view sheds such as ridge lines, peaks and rock outcroppings, particularly those that can be seen from public roads;
 - 3.3.6.2.3.5 Lands containing statewide significant agricultural soils as shown on NRCS soils maps that are at least three and one-half (3.5) acres in size.; and,
 - 3.3.6.2.3.6 Existing trails that connect the tract to neighboring areas.
- 3.3.6.2.4 Above-ground utility rights-of-way and small areas of impervious surface (for use in trails) may be included within the protected Open Space but cannot be counted towards the 40 percent minimum area requirement (exception: historic structures and existing trails may be counted). Large areas of impervious surface shall be excluded from the Open Space.
- 3.3.6.2.5 At least 75 percent of the Open Space shall form a contiguous area of land. The Open Space should adjoin any neighboring areas of Open Space, other protected areas, and non-protected natural areas that would be candidates for inclusion as part of a future area of protected Open Space.
- 3.3.6.2.6 The Open Space shall be directly accessible to the largest practicable number of lots within the subdivision. Non-adjoining lots shall be provided with safe, convenient access to the Open Space.
- 3.3.6.2.7 A minimum of 25% of the total required open space land must be useable uplands and reasonably available for recreational purposes, provided however, that no more than 50% of the total required open space shall be utilized for such purpose in order to preserve a reasonable proportion of natural area on the site.
- 3.3.6.2.7.1 The minimum required Open Space shall not contain more than 50% of the sum of the following kinds of unbuildable land:

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- 3.3.6.2.7.1.1 CO District Areas and Wetlands as defined in Section 4.7;
- 3.3.6.2.7.1.2 Slopes exceeding a grade of 25% of at least 5,000 square feet contiguous area;
- 3.3.6.2.7.1.3 Drainage facilities/Drainage Easements;
- 3.3.6.2.7.1.4 Land used for septic systems;
- 3.3.6.2.7.1.5 Floodways, as shown on official FEMA maps.

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3.3.6.2.8 Permitted Uses of Open Space. Uses of Open Space may include the following:

- 3.3.6.2.8.1 Conservation of natural, archeological or historical resources;
- 3.3.6.2.8.2 Meadows, woodlands, wetlands, wildlife corridors, or similar conservation-oriented areas;
- 3.3.6.2.8.3 Walking or bicycle trails, provided they are constructed of porous paving materials;
- 3.3.6.2.8.4 Passive recreation areas that only minimally disturb the natural vegetation, e.g. walking trails;
- 3.3.6.2.8.5 Active recreation areas, provided that they are limited to no more than 10 percent of the total Open Space and are not located within Primary Conservation Areas. Active recreation in excess of this limit must be located outside of the protected Open Space;
 - 3.3.6.2.8.5.1 Uses customarily accessory to permitted outdoor-recreational uses such as small clubhouses (less than 1,500 square feet), maintenance facilities, or gazebos shall be permitted by Conditional Use Permit.
- 3.3.6.2.8.6 Community gardens, agriculture, horticulture or silviculture uses, provided that all applicable best management practices are used to minimize environmental impacts, and such activities are not conducted within Primary Conservation Areas;
- 3.3.6.2.8.7 Stormwater best management practices (may not encompass more than 5% of the protected open space);
- 3.3.6.2.8.8 Easements for drainage, access, and underground utility line; or
- 3.3.6.2.8.9 Other conservation-oriented uses compatible with the purposes of this ordinance.

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3.3.6.2.9 Prohibited uses of Open Space.

- 3.3.6.2.9.1 Golf courses;
- 3.3.6.2.9.2 Roads, parking lots and impervious surfaces, except as specifically authorized in the previous sections;
- 3.3.6.2.9.3 Agricultural and forestry activities not conducted according to accepted Best Management Practices; and
- 3.3.6.2.9.4 Other activities as determined by the Applicant and recorded on the legal instrument providing for permanent protection.

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3.3.6.2.10 Open Space Layout. Open space land shall be platted as undivided parcels to facilitate easement monitoring, enforcement, maintenance, and to promote appropriate management by a single entity exercising single or common ownership according to this Section, and the approved plans.

- 3.3.6.2.10.1 As part of the application an open space plan shall be submitted showing a clear delineation of parcels of open space land that is not to be developed.

- The open space plan shall be recorded at the Registry of Deeds and shall indicate that development is restricted in perpetuity.
- 3.3.6.2.10.2 Open space shall be directly accessible to the largest possible number of lots within the development and to town officials or designees for monitoring purposes.
- 3.3.6.2.10.3 Safe and convenient pedestrian access to open space shall be provided from all lots not adjoining the open space.
- 3.3.6.2.11 **Ownership and Management of Open Space.**
- 3.3.6.2.11.1 Ownership of Open Space. Conservation Areas provided by open space subdivisions shall be permanently protected as open space and shall be conveyed in one of the following ways subject to the approval of the Planning Board:
- 3.3.6.2.11.1.1 To the Town of Londonderry and accepted by the Town Council for park, open space or other specified conservation uses;
- 3.3.6.2.11.1.2 To the State of New Hampshire for permanent open space uses; To a private non-profit organization whose principal purposes is the conservation of open space with the financial and organizational means for perpetual stewardship, such as the Audubon Society of New Hampshire, the Society for the Protection of New Hampshire Forests, or other land trust that has adopted the Land Trust Alliance Standards and Practices;
- 3.3.6.2.11.1.3 To a corporation or trust, such as a homeowner's association owned or to be owned by the owners of lots or dwelling units within the subdivision, or to owners of shares within a cooperative development, by incorporation of appropriate restrictions in the instrument of conveyance, enforceable by the town of Londonderry;
- 3.3.6.2.11.1.4 A private landowner such as a farmer or forest manager that will manage it for the uses consistent with the purposes of this Article by incorporation of appropriate restrictions in the instrument of conveyance, enforceable by the town of Londonderry;
- 3.3.6.2.11.2 The applicant must identify the owner of the Open Space who shall responsible for maintaining the Open Space and facilities located thereon. If a Homeowners Association is the owner, membership in the association shall be mandatory and automatic for all homeowners of the subdivision and their successors. If a Homeowners Association is the owner, the Homeowners' Association shall have lien authority to ensure the collection of dues from all members. The responsibility for maintaining the Open Space, for continued compliance with the use limitations of the Conservation Subdivision regulations, and for any facilities located thereon shall be borne by the owner.
- 3.3.6.2.11.3 Management Plan. Applicant shall submit a Plan for Management of Open Space and Common Facilities ("Plan") that:
- 3.3.6.2.11.3.1 Allocates responsibility and guidelines for the maintenance and operation of the Open Space and any facilities located thereon.

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including provisions for ongoing maintenance and for long-term capital improvements;

3.3.6.2.11.3.2 Estimates the costs of staffing requirements needed for maintenance and operation of, and insurance for, the Open Space and outlines the means by which such funding will be obtained or provided;

3.3.6.2.11.3.3 Provides that any changes to the Plan be approved by the Planning Board; and.

3.3.6.2.11.3.4 Provides for enforcement of the Plan.

3.3.6.2.11.4 In the even the party responsible for maintenance of the Open Space fails to maintain all or any portion in reasonable order and condition, the Town of Londonderry may assume responsibility for its maintenance and may enter the premises and take corrective action, including the provision of extended maintenance. The costs of such maintenance may be charged to the owner, Homeowner's Association, or to the individual property owners that make up the Homeowner's Association, and may include administrative costs and penalties. Such costs shall become a lien on all subdivision properties.

3.3.6.2.12 Legal Instrument for Permanent Protection.

3.3.6.2.12.1 The Open Space shall be protected in protected in perpetuity by a binding legal instrument that is recorded with the deed. The instrument shall be one of the following:

3.3.6.2.12.1.1 A permanent conservation easement in favor of either:

3.3.6.2.12.1.1.1 A land trust or similar conservation-oriented non-profit organization with legal authority to accept such easements that has adopted the Land Trust Alliance Standards and Practices. The organization shall be bona fide and in perpetual existence and the conveyance instruments shall contain an appropriate provision for retransfer in the event the organization becomes unable to carry out its functions; or

3.3.6.2.12.1.1.2 A governmental entity with an interest in pursuing goals compatible with the purposes of this ordinance.

3.3.6.2.12.1.2 A permanent restrictive covenant for conservation purposes in favor of a governmental entity; or

3.3.6.2.12.1.3 An equivalent legal tool that provides permanent protection, if approved by the Town of Londonderry.

3.3.6.2.12.2 The instrument for permanent protection shall include clear restrictions on the use of the Open Space. These restrictions shall include all restrictions contained in this article, as well as any further restrictions the Applicant chooses to place on the use of the Open Space.

3.3.7 Road Design Criteria. Roads in Conservation Subdivisions shall be designed, to the appropriate road design criteria found in the Subdivision Regulations, as most recently amended.

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4.7 DEFINITIONS
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PERMANENT MANUFACTURING PLANT: A rock crushing plant that operates for more than 60 days. It is usually set on a concrete foundation. Permanent Manufacturing Plants are to operate in compliance with the excavation regulations adopted by the Town of Londonderry Planning Board on January 26, 1994, on file with the Town of Londonderry Planning Department.

PRESITE BUILT HOUSING: Any structure designed primarily for residential occupancy which is wholly or in substantial part made, fabricated, formed or assembled in off-site manufacturing facilities. For the purposes of this subsection, presite built housing shall not include manufactured housing as defined in this Ordinance.

PRINCIPAL USE: The primary purpose for which a lot or structure is used.

PROFESSIONAL OFFICE: offices for doctors, dentists, lawyers, engineers, planners, architects, attorneys, insurance, real estate, or investment agencies, or any similar type of profession.

PUBLIC FACILITIES: any facility including but not limited to buildings, property, recreation areas, and roads, which are leased or otherwise operated or funded by a governmental body

PUBLIC UTILITIES: all lines and facilities related to the provision, distribution, collection, transmission, or disposal of water, storm and sanitary sewage, oil, gas, power, information, telecommunication and telephone cable, and includes facilities for the generation of electricity.

RECREATION, COMMERCIAL: recreation facilities operated as a business and open to the general public for a fee including but not limited to indoor theaters, bowling alleys, golf courses, racquet clubs, and health facilities.

RECREATION FACILITIES, PUBLIC: publicly owned or operated recreation facilities

RELIGIOUS FACILITIES: a building or buildings used for public worship by a congregation. Religious facilities include churches, synagogues, temples, mosques, and other places of religious worship.

Deleted: PLANNED RESIDENTIAL DEVELOPMENT (PRD): An alternative to conventional development, sometimes referred to as Cluster Development, consisting of individual lots occupied by one family dwelling units, situated around a road or road system, providing access exclusively to dwellings in the PRD, and common land held in combined ownership by all PRD unit owners.¶

¶
PRD COMMON LAND: The land of a PRD held in combined ownership by all PRD lot owners.¶

¶
PRD DRIVEWAY ACCESS: Private access to one dwelling unit in a PRD. The words "in the PRD" shall mean inside the legal boundary of a PRD.¶

¶
PRD FRONTAGE: The length of the tract, developed or to be developed as a PRD, bordering any highway or right-of-way approved and maintained by the Town or state.¶

¶
PRD LOT: Single parcel of land in PRD with ascertainable boundaries in single or joint ownership, undivided by a street and established by deed(s) of record.¶

¶
PRD PERIMETER: The line along the outermost legal boundary of the tract of land developed as PRD.¶

¶

~~3.3 PLANNED RESIDENTIAL DEVELOPMENT~~

~~3.3.1 Planned Residential Development (PRD)~~

~~3.3.1.1 Purpose~~

~~The purpose of a Planned Residential Development (PRD) is to encourage the preservation of open space, encourage flexibility in residential development design, promote more efficient use of land areas, and preserve the rural environment and open spaces of this community.~~

~~3.3.1.2 General Requirements~~

~~3.3.1.2.1 The tract of land in a single or consolidated ownership at the time of application shall be at least twenty (20) acres in size and the plan of which shall be subject to approval by the Planning Board under the Londonderry Subdivision Regulations.~~

~~3.3.1.2.2 PRD Frontage: Minimum frontage of the PRD shall be one hundred (100) feet which may consist of two separate fifty (50) foot public rights of way onto an existing public street or streets.~~

~~3.3.1.2.3 Residential Uses: Residential uses in a PRD shall be limited to single family dwellings and manufactured housing.~~

~~3.3.1.2.4 All Zoning Regulations of Londonderry apply except as specified herein.~~

~~3.3.1.3 Specific Design Requirements~~

~~3.3.1.3.1 A site plan of the entire tract shall be presented to the Planning Board. A site and orientation of each proposed structure shall be accurately delineated on the plan.~~

~~3.3.1.3.2 Dwelling Lots~~

~~3.3.1.3.2.1 The maximum number of dwelling lots permitted in the PRD will be established by using Table 2 in Section 2.3.1.3 of this ordinance, and computing a total soil carrying capacity of all allowed soils found in the parcel proposed for subdivision. The soil carrying capacity of any soil is to be calculated by dividing the given area of any soil type by the required area for that soil type found in Table 1. The resulting number shall be multiplied by seventy (70) percent to obtain the maximum number of dwelling lots permitted in the PRD.~~

~~3.3.1.3.2.2 A larger number of dwelling lots may be allowed by the Planning Board if it is clearly shown that a larger number of dwelling lots than in (a.) above would result by a conventional subdivision of the tract. A preliminary subdivision plan by the method outlined in Section 403 shall be submitted to substantiate the above.~~

~~3.3.1.3.3 Open Space: A minimum of 25% of the PRD site area shall remain as open space. A minimum of 50% of the Open Space shall be useable uplands (land which is not a utility right of way, water body, wetland, or steep slopes above 25%). Up to 50% of the required open space can be wetlands or water bodies. Parking areas, streets, driveways and other vehicle access facilities shall not be considered in calculating open space.~~

~~3.3.1.3.4 The Water Supply and Waste Treatment System for a PRD shall be designed in accordance with the standards and requirements of the New Hampshire Water Supply and Pollution Control Commission and the Town of Londonderry.~~

~~3.3.1.3.5 Structure Setbacks: No building or structure in the PRD shall be located closer than one hundred fifty (150) feet to the PRD perimeter.~~

~~3.3.1.3.6 Structure Heights: Heights of structures shall not exceed those permitted for the district in which the PRD is located.~~

~~3.3.1.3.7 PRD Lot Requirements~~

- ~~3.3.1.3.7.1 Minimum Size: No lot in the PRD shall be smaller than a half (1/2) acre in size.~~
- ~~3.3.1.3.7.2 Frontage: Every building lot in the PRD shall have a minimum frontage of fifty (50) feet along a street providing access exclusively to the PRD and situated entirely within the PRD.~~
- ~~3.3.1.3.7.2.1 Minimum Setback Distances for Structures from Property Line:

 - ~~Front 30 feet~~
 - ~~Side 15 feet~~
 - ~~Back 15 feet~~
 - ~~If a property abuts more than one existing and/or proposed right-of-way, the building setback will be 30 feet from each right-of-way. The Planning Board, during the site plan review, may allow certain signs, utility systems (including power and communication), or related facilities within the setback areas.~~~~
- ~~3.3.1.3.7.3 Off-Street Parking: There shall be a minimum of two (2) off-street parking spaces per dwelling unit.~~
- ~~3.3.1.3.7.4 Individual driveway access to each PRD lot shall be provided through the frontage of the lot.~~
- ~~3.3.1.3.7.5 Each dwelling unit shall have reasonable access to the common use land but need not abut directly on such land.~~

~~3.3.1.4 Common-Use Land~~

~~In a PRD, open space, outdoor recreational areas and recreational facilities are to be held as common use land under the following requirements:~~

- ~~3.3.1.4.1 The area of any PRD not used for individual lots, construction of buildings, roads and other areas for vehicular traffic shall be permanently maintained as common land for the purposes of recreation, conservation and/or agriculture.~~
- ~~3.3.1.4.2 The common use land or any portion thereof shall be held, managed and maintained by the developer until such time as the developer of an individual lot in the PRD shall include an undivided interest in and to the common use land, which undivided interest shall be taxed with the lot to which it appertains, so that the interest(s) in the common use land shall be held in common by all the owners of lots in the PRD. The owner(s) of each individual lot(s) may create a Homeowner's Association, for regulating, controlling and maintaining the common use land.~~
- ~~3.3.1.4.3 The proposed use of common use land from the time of subdivision approval until the transfer of ownership shall be in a manner approved by the Planning Board and agreed to in writing by the developer.~~
- ~~3.3.1.4.4 Any proposed improvement and facilities on the common use land shall be completed in phase with the constructions of dwelling units, on a schedule approved by the Planning Board.~~
- ~~3.3.1.4.5 All agreements, deed restrictions, organizational provisions for a Homeowner's Association or any other method of management of the common use land shall be approved by the Planning Board of Londonderry.~~

~~3.3.1.5 Road Construction~~

~~All collector roads within a PRD will be designed and built to the standards specified in the Town's Subdivision Regulation. All other street design and construction is subject to the approval of the Planning Board.~~