

**LONDONDERRY, NH PLANNING BOARD
MINUTES OF THE MEETING OF AUGUST 2, 2017 AT THE MOOSE HILL
COUNCIL CHAMBERS**

I. Call to Order

Members Present: Art Rugg, Chair; Rick Brideau, Ex-Officio – Town Employee; Giovanni Verani, Ex-Officio – Town Manager Appt; Leitha Reilly, member; Al Sypek, member; Ann Chiampa (alternate member); Roger Fillio (alternate member); Peter Commerford (alternate member)

Also Present: Colleen Mailloux, Town Planner; John R. Trottier, P.E., Assistant Director of Public Works and Engineering; Laura Gandia, Associate Planner; Beth Morrison, Recording Secretary

Chairman Rugg called the meeting to order at 7:00 PM, explained the exit and emergency procedures, and began with the Pledge of Allegiance. He appointed alternate member A. Chiampa to vote for member M. Wing Soares, alternate member R. Fillio to vote for member C. Davies and alternate member P. Commerford to vote for member S. Benson.

II. ADMINISTRATIVE BOARD WORK

A. APPROVAL OF MINUTES:

Member L. Reilly made a motion to approve the minutes of July 5, 2017, as presented.

R. Brideau seconded the motion.

The motion was granted 8-0-0.

The Chair voted in the affirmative.

Member L. Reilly made a motion to approve the minutes of July 12, 2017, as presented.

R. Brideau seconded the motion.

The motion was granted 6-0-2, with members A. Rugg and A. Sypek abstaining.

The Chair voted in the affirmative.

- B. REGIONAL IMPACT DETERMINATIONS:** Town Planner Mailloux stated that first she would go over what a regional impact determination was for the Board. She stated that a regional impact determination is a determination that the Planning Board needs to make under RSA 35:56 explaining that any

application that comes before the Board has to be examined to see if it will be a regional impact on other abutting communities or towns. She pointed out that the Southern New Hampshire Planning Commission has a list of seven criteria that are used as guidelines to determine if an application constitutes regional impact. She explained that if an application does constitute a regional impact the Planning Board treats the abutting community as an abutter as well as the Southern New Hampshire Planning Commission being notified and receives a copy of the plans. She stated that this determination is done early on when a project is first received for a design review application because if there have to be abutter notifications to the Southern New Hampshire Regional Planning Commission or an abutting community, there is time built into the schedule. She informed the Board that she had three projects for their consideration. She described the projects as follows and noted that none of the projects meet the criteria set forth by the SNHPC for developments of regional impact:

Application for Design Review of a five lot subdivision, 152 South Road, Map 007 Lot 109, Zoned AR-1, Garabedian Properties (Applicant) and Charles P. Garabedian Trust (Owner)

Application for Design Review of a site plan for the construction of an office/manufacturing facility and associated site improvements, 44 Wentworth Avenue, Map 014 Lot 44-34, Zoned IND-II, Lyimo Construction Co., Inc. (Owner & Applicant)

Application for Design Review of a site plan for the construction of a self-storage facility and associated site improvements, 76 Perkins Road, Map 015 Lot 52, Zoned C-II, Equity Alliance (Applicant) and Bluebird Londonderry, LLC (Owner)

Member A. Sypek made a motion to find that all three projects are not of regional impact.

R. Brideau seconded the motion.

The motion was granted, 8-0-0.

The Chair voted in the affirmative.

- C. DISCUSSIONS WITH TOWN STAFF: A. Rugg informed the Board that the Capital Improvement Plan Committee (CIP) would be meeting on August 21, 2017, at 6 p.m. He noted that this was the opportunity for boards and committees that review the town infrastructural needs make presentation the CIP committee. He noted then the CIP puts a report together and then presents it before the Planning Board in a workshop session in September and then a hearing in October.

III. Old Business- N/A

IV. New Plans/Conceptual/Non-binding Discussions

A. Public hearing on an application for formal review of a five lot residential subdivision, 24 Griffin Road, Map 1 Lot 26, Zoned AR-1, Chestnut Realty Partners, LLC (Owner & Applicant) - continued from the July 5, 2017 meeting.

Chairman Rugg read the case into record. L. Reilly and A. Chiampa recused themselves from this case. A. Rugg stated that there are now 6 voting members. J. Trottier stated there was one outstanding checklist item for which the applicant has submitted a waiver request for acceptance purposes only. He stated that if the Board waives this item, Staff recommends the application be accepted as complete. The waiver request is to section 4.1.4. of the subdivision regulations and checklist item 11.3, wetlands permit. Staff supports granting the waiver for acceptance purposes only as the applicant has indicated it is not the intent to develop the lot as shown in plans but is shown to demonstrate that the lot is buildable, in compliance with the zoning ordinances and subdivision regulations. He stated that should the Board grant the waiver, Staff has recommended conditions of approval regarding the future development of this lot in compliance with the regulations.

Member A. Sypek made a motion to grant the waiver of section 4.1.4 and checklist item 11.3 for acceptance purposes only as outlined in Staffs Recommendation Memorandum dated August 2, 2017.

R. Brideau seconded the motion.

The motion passed, 6-0-0.

The Chair voted in the affirmative.

Member A. Sypek made a motion to accept the application as complete.

R. Brideau seconded the motion.

The motion passed, 6-0-0.

The Chair voted in the affirmative.

Chairman Rugg noted that the 65-day time clock had started.

Paul Chisolm, project engineer at Keach-Nordstrom Associates, Bedford, NH presented for the applicant. He explained that the existing parcel is a boot shaped, 42 acre property with frontage along Griffin Road and extends back to Long Swamp. He noted that the site is mostly undeveloped except for a single family home and old barn foundation out by the road frontage. He stated a large portion of the property is covered by wetlands, including several small pockets throughout and large wetland

complex in the middle and Long Swamp. He informed the Board that the project is proposing to subdivide the parcel into five total lots, noting there will be four lots up front constructed adjacent to Griffin Road and each house will be serviced by individual wells and septic systems all sized appropriately by Londonderry's ordinances. He noted for the Board to look at sheet 15, stating it was a nonbinding lot development plan, that shows the potential for the development up front noting the houses will be custom made at a size of 2200 SF or larger. He pointed out at the front of the parcel on both ends there are two detention ponds that are designed to reduce run-off to adjacent properties and there will be a new swale constructed along Griffin Road frontage designed per the Town regulations that was recommended by DPW. He stated there would be 3 easements at the front of the parcel: The first easement being a right of way widening easement along the front of each property giving the Town 25 feet from the center line mimicking a 50 foot right of way as Griffin Road does not have a 50 foot right of way, the second would be a sight distance on Lot 26-2, and lastly drainage easements over the detention ponds. He directed the Board to look at sheet 16, which is the fifth lot, and noted that they are showing potential development for a single family home in the rear parcel but this is just for demonstrative purposes; however, it is not the intent of the applicant to develop this parcel with a single family home. He noted that currently the applicant is talking with the Conservation Commission to place this lot in an environmental easement and if that fell through most likely an open-spaced subdivision designed there. He noted that the applicant is not ready to make a definitive determination just yet on this parcel. He stated that the applicant is requesting four waivers for this project, noting the first was for application acceptance relative to the wetland permit that would be required. He stated the second waiver is for test pits in the 4K area for the back lot. He stated the third waiver was for not having 3 feet pipe cover in the detention pond and the fourth was for high intensity soil (HIS) mapping waiver as lot 26 is only partially mapped. He concluded his presentation and asked the Board if they had any questions.

A. Rugg asked J. Trottier about the waiver requests. J. Trottier described the waivers and outlined the design review comments as outlined in the Staff Recommendation Memorandum dated June 7, 2017. He stated that staff supports the granting of the waivers, with conditions.

Chairman Rugg opened up questions from the Board. G. Verani asked where the required frontage was being picked up for Lot 26. P. Chisholm stated it was along Griffin Road. A. Rugg asked it was buildable off of Lantern Lane. P. Chisholm stated that is a right of way but there is no road proposed there at this time, but where the proposed driveway would go. P. Commerford asked about the proposed sight distance easement. P. Chisholm stated it was for Lot 26-2 for the adjacent lots distance looking in either direction across Lot 26-2. P. Commerford asked who would enforce the easement. Town Planner Mailloux stated it would be a civil matter and the Town would not be involved. Chairman Rugg asked for public input.

Marshall Peck, 10 Larch Lane, addressed the Board stating he resides in the adjacent Lot 16-6 and his main concern is the rear parcel, but does not know what will happen yet with that parcel. A. Rugg reiterated the possibilities for that lot being Conservation

Commission easement, single house or subdivision. M. Peck noted his other concern is the traffic on Griffin Road and maybe there should be a flashing yellow light at the Griffin/Mammoth Road intersection. A. Rugg noted that road is a state highway and would be difficult to get a flashing yellow light there. M. Peck asked what the time frame for the project was. P. Chisholm stated he would assume it would happen fairly quickly after the plans are approved. M. Peck asked if the old barn foundation was going to be saved. P. Chisholm answered that it is going to be removed but the stones or wood is going to be saved for research. M. Peck asked if any changes would be made to Griffin Road. P. Chisholm stated that not on the paved portion, but in the right of way there would be a swale being constructed. M. Peck asked if the gas line would be affected. P. Chisholm stated that it would not. M. Peck stated he was not against the development but just wanted to know what was going on.

Ann Chiampa, 28 Wedgewood Drive, representing the Londonderry Historical Society, addressed the Board stating that the Historical Society had obtained a demolition delay on 24 Griffin Road because on the Town assessment records this house was listed as the first house built in Londonderry, c. 1722. She noted that researching further back in the assessing paper records she found dates going back to 1620 and 1690. She stated that the Historical Society contacted James Garvin, a NH state Architectural Historian for 24 years, and he looked through the house, did some research and wrote a report on the house. She noted that in his report he recommended pursuing a dendrochronological study of the house and he recommended having William Flint perform this study, as he is an expert in the field. She noted that the Historical Society went before the Town Council on July 10, 2017, and asked the Town to pay for the study and the Council was in agreement. She stated that she had tried to contact the representatives of Chestnut Reality Partners to inform them of this, but she has not had any response. She informed the Board that she is asking today if the Chestnut Reality partners or developers would grant the Historical Society permission to have William Flint come on site to do the core samples for the study, which would take one day. P. Chisholm stated that the applicant is hesitant because of the condition of the house to allow people inside it to take samples.

Keith Martel, Chestnut Reality, addressed the Board and stated that when A. Chiampa was away on vacation, he had been in touch with David Colglazier about having a beam removed from the house to perform the study. He noted that there is some discomfort with people being inside the house given its condition. A. Chiampa stated that William Flint would best be able to pick out the beams he wanted for research by looking inside the house. K. Martel reiterated that he had made an agreement with David Colglazier that beams would be provided for research after the demolition, but they do not want anyone inside the house given the condition. A. Rugg stated that this conversation could continue after the meeting.

Leitha Reilly, 18 Lantern Lane, addressed the Board and first requested to speak about the frontage subdivision and asked Town Planner Mailloux if the Town had a precedent for anything like this. R. Brideau stated that Severance Drive has a house with a 25 foot driveway and it goes back a couple acres along the swamp and comes up 5 houses up and gets the rest of the frontage. L. Reilly asked how long the

easement is in length that is the proposed access point on Lantern Lane, that on paper looks like a road, but in fact it is woods. P. Chisholm stated that was not an easement but a deeded right of way, noting when the subdivision that created Lantern Lane was recorded a 50-foot right of way was left to allow for a town standard road to be constructed in case the back portion of this lot would ever be improved upon. L. Reilly asked what kind of road would be put in there. J. Trottier stated it would be a private driveway noting it would be 465 feet from the right of way from Lantern Lane. L. Reilly stated that at minimum it costs about \$200 per linear foot to build a road noting it would cost roughly \$93,000 dollars to build a driveway to get to the single family house being proposed in the back lot. L. Reilly asked if the plans are approved tonight can the developer only use the proposed lots only be used for what is being presented here tonight. Town Planner Mailloux stated that the developers could come back in the future to the Planning Board for other approvals but based on this plan being presented the intent is not to build that driveway. L. Reilly stated that she would love the rear parcel to be used for conservation or open-spaced land. P. Chisholm stated that was the leading alternative, but it can take a longer time to get that settled out with the Conservation Commission, so the goal is to develop the front first and then get the back squared away later. L. Reilly noted that there is an access point coming from Holstein Avenue to the back parcel and she stated that she saw surveyors measuring this as well, which leads her to believe that someday the ultimate goal might be to punch through to those neighborhoods. She acknowledged that is not the task in front of the Board at this time, but would like the Board to give serious thought to open-ended way it is being presented on that rear parcel for potential issues in the future. L. Reilly stated that she would like more clarity on what the developers intend to do on the rear parcel instead of the possibility of Conservation land, open-space subdivision or a single family house, and does not know how the Board can accept those possibilities. Town Planner Mailloux explained that the only thing the developers could do is put a single family house on that rear parcel with this plan and reiterated that if anything else would be considered the developers would be back before the Planning Board with new plans. L. Reilly presented the Board with a letter, Exhibit 1, from a neighbor on Lantern Lane for the record.

Ken Morrison, 14 Lantern Lane, addressed the Board about the driveway wondering if the Town has the rights to that land today. A. Rugg stated that a decision like that could not be made here tonight. K. Morrison stated he thought the land owner was the Town. Town Planner Mailloux stated that she has not reviewed the right of way that was established here, but typically there are not only public rights that were granted to the Town, but private rights granted to a property owner. She further explained that you could request a discontinuance of the right of way but any private rights that were granted to the property would be extinguished as well through a private process. She stated she did not believe there would be a mechanism to completely discontinue and eliminate that right of access, but would need additional review and research. K. Morrison stated that he felt the home owners of Lantern Lane do not feel more traffic is acceptable.

Marshal Peck, 10 Larch Lane, addressed the Board again noting that near Larch Lane there is a small right of way that has recently been surveyed as well. He asked if this

could be connected in the future. A. Rugg stated that it could be but cannot say with certainty right now.

Aaron Jackson, 16 Lantern Lane, addressed the Board and asked why the developers could just ask for 4 lots instead of 5. P. Chisholm stated that regardless of how many lots are dealt with upfront, the lot that they are not dealing with is the big lot, and if it was less lots it would have no bearing on the adjacent Lantern Lane property lines. P. Chisholm stated the idea is to take the front lots and get them built as it does not make sense to tie them up with whatever is going to happen in the back lot. A. Jackson asked what is buildable on the big lot. P. Chisholm stated he thought 10-12 acres would be upland or dry buildable land.

Leitha Reilly, 18 Lantern Lane, addressed the board and had a question regarding the 10-12 acres of dry land. P. Chisholm stated that a wetland scientist went out and surveyed the land to state standards and most have been considered upland area. L. Reilly stated that the surveying took place in the winter, the driest year on record, and in her opinion it is named Long Swamp for a reason.

Chairman Rugg asked the Board for input.

A. Sypek made a motion to approve the Applicant's request for the above waivers 1 through 3 as outlined in Staff's recommendation memorandum dated August 2, 2017.

R. Brideau seconded the motion.

The motion was granted, 6-0-0. The Chair voted in the affirmative.

A. Sypek made a motion to grant conditional approval of the subdivision of Map 1 Lot 26 from one lot into five, Griffin Road, Chestnut Realty Partners, LLC (Owner & Applicant) in accordance with plans prepared by Keach-Nordstrom Associates, Inc. dated March 23, 2017, last revised July 14, 2017 with the following precedent conditions to be fulfilled within two years and prior to plan signature and subsequent conditions to be fulfilled as noted in the Staff Recommendation Memorandum dated August 2, 2017.

R. Brideau seconded the motion.

The motion was granted, 6-0-0. The Chair voted in the affirmative.

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

PRECEDENT CONDITIONS

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

1. The Applicant shall address all appropriate items from the Planning & Economic Development Department/Department of Public Works & Engineering/Tighe & Bond review memo dated August 2, 2017

2. The Applicant shall satisfactorily address the checklist item as noted in the Staff report dated August 2, 2017 by:

a. Providing final design of the driveway to the proposed Lot 1-26, with access off Lantern Lane, to the satisfaction of the Town Engineer and Fire Department; and obtaining a wetland permit from NHDES for the wetland impacts associated with such driveway;

- or -

b. Providing documentation acceptable to the Town Planner and Town Counsel demonstrating that the proposed Lot 1-26 shall be placed in permanent conservation easement;

- or -

c. Amending the plan to merge the proposed Lot 1-26 with one of the proposed Griffin Road frontage lots, and eliminating the proposed Lantern Lane driveway access from the proposed plan.

3. The Applicant shall address all appropriate items from the Tighe & Bond traffic review comment letter dated May 18, 2017.

4. The Applicant shall provide the Owner's signature(s) on the plans.

5. Required permits and permit approval numbers shall be noted on the plan.

6. Drainage easements, for the benefit of the proposed lots and for the benefit of the Town, Right of Way widening easements, and sight distance easements shall be reviewed and approved by the Town.

7. An operation and maintenance agreement for the proposed stormwater management controls shall be provided for review by the Town, and referenced made thereto in the proposed drainage easements, as needed.

8. The Applicant shall provide a digital copy of the complete final plan to the Town prior to plan signature by the Planning Board in accordance with Section 2.05.n of the Subdivision Regulations.

9. The Applicant shall provide a check for \$25 (made payable to the Rockingham County Registry of Deeds) for LCHIP.
10. The Applicant shall note all general and subsequent conditions on the plans.
11. Outstanding third-party review fees, if any, shall be paid within 30 days of conditional site plan approval.
12. Financial guarantee be provided to the satisfaction of the Department of Public Works and Engineering.
13. Final engineering review.

PLEASE NOTE – If these conditions are not met within two (2) years of the meeting at which the Planning Board grants approval, the Board's approval will be considered to have lapsed and re-submission of the application will be required. See RSA 674:39 on vesting.

GENERAL AND SUBSEQUENT CONDITIONS

All of the conditions below are attached to this approval.

1. **No construction or site work for the subdivision may be undertaken until a pre-construction meeting with Town staff has taken place, filing of an NPDES – EPA Permit (if required), and posting of the appropriate financial guaranty with the Town.** Contact the Department of Public Works to arrange the pre-construction meeting.
2. The project must be built and executed as specified in the approved application package unless modifications are approved by the Planning Department & Department of Public Works, or, if Staff deems applicable, the Planning Board.
3. All of the documentation submitted in the application package by the applicant and any requirements imposed by other agencies are part of this approval unless otherwise updated, revised, clarified in some manner, or superseded in full or in part. In the case of conflicting information between documents, the most recent documentation and this notice herein shall generally be determining.
4. Prior to issuance of a certificate of occupancy, all site improvements and off-site improvements shall be completed.
5. It is the responsibility of the applicant to obtain all other local, state, and federal permits, licenses, and approvals which may be required as part of this project (that were not received prior to certification of the plans). Contact the Building Division at extension 115 regarding building permits.

B. Public hearing on an application for formal review of a site plan to construct Phase 1 of an elderly housing development, consisting of 21 housing units, a clubhouse and associated site improvements; Nashua Road/NH Route 102, Adams Road and Cross Road - Map 6 Lot 84 & Map 6 Lot 59-1, Zoned AR-1, Cross Farm Development, LLC, (Owner and Applicant)

Chairman Rugg read the case into record. L. Reilly recused herself. Town Planner Mailloux informed the Board that this would be more of a discussion as the applicant requested a continuance from the July 12, 2017, and there are still some engineering items and NHDOT review on the access road that are under review. She stated that the applicant was going to request a continuation of this further to the next meeting in September but wanted to have the applicant come in and make a presentation to update the Board on where they are now and have the Board weigh in with any additional items of concern.

Morgan Hollis, attorney at Gottesman & Hollis, P.A., 39 E. Pearl Street, Nashua, NH representing Cross Farm Development addressed the Board. He stated that rather pressing forward with a public hearing this evening, his client and consultants with the Town, agreed it would be better for a conceptual discussion. He reviewed the concept that is being asked at this point from the Board as being a large parcel, consisting of 2 different parcels of land that his client owns and then a third parcel owned by the state. He noted that this portion is called Phase 1, which is a 21 unit site plan with 2 different road ways, one of which would be a cul-de-sac and one of which would end in a temporary T-turn around. He noted the rest of the land would remain undeveloped and there are no plans to present to the Planning Board relative to this stage. He pointed out that there has been a public hearing about access of 102 and the Town will acquire the parcel from the state and then his clients will acquire the land from the Town. He noted that his clients have met with NHDOT about the access and have to provide some further information and expect to have an answer by September 6, 2017. He stated the applicant has stated in public hearings and agreed to that if the Planning Board finds it appropriate to restrict access out of Adams and Cross Roads or to eliminate Adams and Cross Roads access, the applicant has no objection to that. He noted that it is a 55+ community in a condominium form of ownership. He stated he has asked for a series of waivers in a letter dated June 19, 2017, Exhibit 2. He then read and reviewed Exhibit 2 with the Board. He stated that there were a total of 15 waiver requests in total in and then some conditional use permits (CUPs) being encroachment into the buffer areas and the compensatory storage area. He then concluded his presentation by requesting a granting of continuance to the public hearing until September 6, 2017. He noted the engineers were here if there were any questions and asked for feedback from the Board.

Chairman Rugg asked the Board for any input. J. Trottier stated that Staff is working with the applicant on the waiver requests. He stated that on July 11,

2017 they meet NHDOT, because the curb cut onto 102 is going to be issued to Cross Farm Development, and they will need to do a speed study on Route 102, a turning lane warrant analysis for a left turn lane. Town Planner Mailloux stated that if the Board has any concerns or input this would be the time to voice them. A. Chiampa stated she was concerned about the single access onto Route 102 for the seniors. M. Hollis stated that the abutters had voiced concern about Cross and Adams Road being used, so therefore, the applicant pursued obtaining access off 102, but noted that his client is amenable to whatever the Planning Board thinks would be best. He stated that the applicant believes that a single point access is acceptable having had consultants run a speed analysis and access analysis with road the line of sight should not be a problem with the volume and amount of traffic coming out at peak a.m. and p.m. He noted that his client would be happy to have the traffic consultant come to the meeting on September 6, 2017, to present the study. A. Rugg stated that Board had asked the Police Department for a traffic crash summary on Route 102.

Patrick Cheetham, Lt. from the Police Department, addressed the Board and reviewed with the Board a graph of accidents, Exhibit 3. P. Commerford asked if the study looked at Old Nashua Road. P. Cheetham stated he looked at every intersection from 102 and Young all the way to 102 and Tracey Lane.

A. Chiampa asked if snow can be stored on septic systems. J. Trottier stated that snow can be stored on septic areas. A. Chiampa asked if there would be sidewalks. M. Hollis stated that was one of the waiver requests as his client states the residents of Hickory Woods and the Nevins do not walk on the sidewalks because the sidewalks are not well maintained. P. Commerford stated he would like the traffic engineer to be at the next meeting as he is concerned about the trucks causing traffic problems in the area. P. Commerford asked what would be lighting if not putting in sidewalks. Joseph Maynard, from Benchmark Engineering, stated that there would be lamp posts at each individual home with no street lights. P. Commerford asked about lighting at the clubhouse. J. Maynard stated that has been designed by a clubhouse engineer with lighting for the clubhouse and the area around it. P. Commerford asked about where the lowest point would be for the detention pond and swale. J. Maynard stated the lowest portions of the site are where the two detention ponds are. P. Commerford stated that the lowest point is coming out to 102, so is there going to be protection from a car sliding down the hill if there was ice on the road. J. Maynard stated that the slope coming off the street down to the pond maintains with the Town's minimum side slope without guard rail protection, which is 3:1. J. Maynard noted that the way the drainage is designed is to hopefully not have any ice on the road. G. Verani voiced concern about if a growth ordinance is in effect limiting the total number of permits and this particular developer could have 40 then no other developers in town could have any. Town Planner Mailloux stated that the Town no longer has the growth management ordinance as the overall number of permits issued by the Town, but rather phasing

requirements for each individual development. G. Verani suggested that the engineers look at what is the safest approach to the development in regard to single access or using other roads. J. Maynard stated that from an engineering standpoint the more access points the better because it will disperse traffic over a greater area and give people options, but stated that they are staying neutral and letting the Planning Board give them direction. A. Sypek stated he was a big proponent of an optacon gate and if you had to have either Adams or Cross Roads as options, they should be exit only and not entrances. A. Sypek asked about fire protection for future phases. J. Maynard stated they have spoken to Pennichuck water on an extension of the water line from the fire station on Young Road. A. Rugg noted at the next meeting, Stantec will be present, the Conservation Commission and the public will have a chance to speak as well.

Chairman Rugg opened it up for public comment but noted that there would be a continuation until the next meeting.

John Cronin, attorney at Cronin Bisson & Zalinsky Attorneys at Law, 722 Chestnut St., Manchester, NH, addressed the Board and stated that he represented Charles George Trucking. He stated that his client would like to make it clear that the 102 traffic and the studies do not reflect the type of vehicles that are travelling there. He stated that Charles George is a leader in the industry and Londonderry is there home and from time to time throughout the day there are trucks that drive on 102 and make a left turn into Charles's Georges driveway. He stated that in his opinion maybe a right turn in and right turn out from the 102 access might be a better solution as the traffic moves a good speed. He wanted to ask the Board on the plans on the page where there is abutting properties to identify Charles George as a trucking facility to avoid complaints regarding approved access onto 102.

Peter Curro, 105 Adams Road, addressed the Board and read them a letter, Exhibit 4. He stated that the traffic study was done the last 2 weeks in July and most vacations are taken the last 2 weeks in July. He stated that in his opinion a development can go in here, but would like the developer to present a plan that is acceptable to the residents of Londonderry.

A. Sypek made a motion continue the public hearing on an application for formal review of a site plan to construct Phase 1 of an elderly housing development, consisting of 21 housing units, a clubhouse and associated site improvements; Nashua Road/NH Route 102, Adams Road and Cross Road - Map 6 Lot 84 & Map 6 Lot 59-1, Zoned AR-1, Cross Farm Development, LLC, (Owner and Applicant) until September 6, 2017.

R. Brideau seconded the motion.

The motion was granted, 7-0-0. The Chair voted in the affirmative.

V. Other Business -N/A

VI. Adjournment

Member R. Brideau made a motion to adjourn the meeting at approximately 9:25 p.m. Seconded by A. Sypek.

Motion was granted, 7-0-0.

The meeting adjourned at approximately 9:25 PM.

These minutes were prepared by Beth Morrison

Respectfully Submitted,



Chris Davies, Secretary

These minutes were accepted and approved on September 6, 2017 by a motion made by M. Soares
and seconded by A. Sypek,

Exhibit 7
24 Griffin Road
Subdivision

**Malcolm Angus Douglas
20 Lantern Lane
Londonderry, NH 03053**

August 1, 2017

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

Dear Board Members,

I am a homeowner, along with my wife, at 20 Lantern Lane where we abut the proposed Griffin Road Subdivision. I am submitting this statement in absentia and request the following be admitted for consideration by the Planning Board, as I am unable to attend this meeting in person due to work obligations. As an abutter to the Griffin Road Subdivision, I would like to raise two concerns.

Griffin Road Frontage

Before making any permanent decisions on the Griffin Road frontage area or any other aspect of the 37-acre Lot 26, it is vital to understand the long-term plans of Chestnut Realty Partners. Should they decide to build out Lot 26 at a future date, they will want to do so profitably. To accomplish that, they will likely need to build more homes than is currently feasible on the buildable portion of Lot 26. Any future build-out would need to include adjacent land as part of a larger development.

While this may sound out of scope, this concern is not speculation. The extent of surveying being conducted by Chestnut Realty Partners has extended beyond Lot 26 through the adjacent parcel (Parcel ID 003 040 0) all the way to Holstein Avenue. We have been informed that the Developer intends to purchase this parcel and possibly a third adjacent parcel (Parcel ID 001 018 0). That amounts to more than 67 additional acres of potential development on top of the current 48 acres that should be taken into consideration.

Should Griffin Road frontage on Lot 26 be designated a permanent environmental easement, the only alternative for the Developer to meet Londonderry Site Plan Regulations for firefighting apparatus access is to utilize easements on both Lantern Lane and Holstein Avenue. This would create a substantial traffic thruway for over seventy homes on Holstein, Angus, Griffin, and Jersey Street to pass through the Lantern Lane/Old Coach neighborhood to downtown Londonderry and Manchester.

Such a cut-through would benefit the developer compared to the cost of building a road through the Griffin Road frontage. The Lantern Lane/Old Coach Road neighborhood is a quiet cul de sac with many young children and substantial foot traffic. ***We simply ask that the Town consider the needs of more than ninety Londonderry residents over the bottom line of an out-of-town developer before making final decisions on Lot 26. Any final determinations should require the Developer to fully disclose their longer-term objectives and plans for this parcel.***

Environmental and Water Impact

I have been a resident of Lantern Lane for the past twenty-three years and have enjoyed use of the open space formerly owned by Cynthia Matson now known as the Griffin Road Subdivision. I know this property as intimately as anyone, especially the geography and biodiversity of the substantial wetland called Long Swamp that overlaps Lot 26. Long Swamp is as significant in scope as the Kendall Pond/Beaver Brook wetlands and harbors a wide variety of migratory birds, moose, black bear, cottontails, fisher cats, owls, turkey and other smaller species.

My second question concerns the potential impact of any development to this vital wetland, much of which is fed by springs coming from the Griffin Road Subdivision. I trust the Conservation Commission has already noted the presence of these springs and acknowledged their contribution as a vital resource to the surrounding ecosystem, not to mention that they are a precious source of clean water to the residents of the area. ***Has the Town fully analyzed the impact that multiple wells will have on the flow of these springs and ultimately this valuable wetland and surrounding residents?***

Thank you for considering these questions and concerns. I do not contest the Developer's right to build on the Subdivision, however until the Town receives complete disclosure of the Developer's plans for the Subdivision, I request that all final decisions related to the disposition of any portion of Lot 26 be postponed.

Sincerely,



Malcolm Angus Douglas
20 Lantern Lane
Londonderry, NH 03053

MEMORANDUM

To: Planning Board

Date: August 2, 2017

From: Planning and Economic Development
Department of Public Works & Engineering
Tighe & Bond, Inc.

Re: Map #: 1 Lot #: 26
Subdivision Review for Land of Chestnut
Realty Partners, LLC
Formal Subdivision Application
24 Griffin Road

Owner: Chestnut Realty Partners, LLC
Applicant: Chestnut Realty Partners, LLC

Keach-Nornstrom Associates, Inc. submitted plans and supporting information for the above-referenced project. The DRC and the Town's engineering consultant, Tighe & Bond, Inc. reviewed the submitted plans and information, and review comments were forwarded to the Applicant's engineer. The Applicant submitted revised plans and information and we offer the following comments:

Checklist Items:

1. Checklist Item XI.1 & XI.3 and Subdivision Regulations Sections 4.18E and 4.14. The Applicant should provide a copy of all applicable state permit applications to the Town (i.e. NHDES Wetlands Permit and NHDES Subdivision permit), and list all applicable permits on the coversheet (Note: The Applicant is submitting a waiver request to waive the NHDES Wetlands permits for acceptance purposes only);

Design Review Items:

1. The Applicant has submitted a **Waiver Request** from Section 3.08.G.3 of the Subdivision Regulations to allow drainage pipes with less than 3' of cover;
2. The Applicant has submitted a **Waiver Request** from Section 3.10.C of the Subdivision Regulations to not provide HISS mapping for the entirety of Lot 26;
3. The Applicant has submitted a **Waiver Request** from Section 4.17(A)28 of the Subdivision Regulations to not provide test pits for proposed 4K areas;
4. The Applicant should coordinate off-site improvements with the Town of Londonderry Public Works Department;
5. The Applicant should provide boundary monuments at all angle points along the exterior boundaries of the tract in accordance with the regulations;
6. The Applicant should address the following comments relative to the Topographic Subdivision/Soils Plan (Sheet 9 of 23):
 - a. A 20' x 20' drainage easement should be provided at the existing FES on Proposed Map 1, Lot 26-1;

- b. Dimensions should be added to the Right-of-Way Widening Easements showing the minimum required distance of 25' has been met;
 - c. An NHDES well-release form will be required to be completed and recorded for all wells for which the 75' well radius extends over the property line;
7. The Applicant should address the following comments relative to the Stormwater Management Report and Non-Building Lot Development Plan (Sheet 16 of 25):
- a. The proposed driveway off Lantern Lane should be reviewed and approved in writing by the Fire Department, and final design should also be reviewed and approved in writing by the Town Engineer;
 - b. The proposed 12' wide driveway is proposed within an existing wetland and there have been no wetland impacts identified and no mention of a Wetlands Permit, please verify;
 - c. Slopes around proposed detention pond #3 should be revised to meet Town standards (they are currently greater than 3:1);
 - d. Proposed Detention Pond #3 has been modeled with two (2) 15" culverts as the primary outlet device this should be revised to match the plans with only one (1) 15" culvert.
8. The Applicant should address the following comments relative to the Construction Details (Sheet 23 of 25):
- a. The notes for the double weir outlet structure should be provided;
 - b. Weir Detail for Detention Pond #1 should be provided;
 - c. Trash Rack Detail should be provided;

Board Action Items:

- 1. The Applicant is requesting **Three (3) Waivers** to the Subdivision Regulations as noted in their letters dated July 20, 2017. The Board will need to consider each waiver under this application;
- 2. The Applicant should verify the DRC comments for the project have been adequately addressed by providing written confirmation from each department as applicable:
 - a. Please verify that the comments of the Conservation Commission have been adequately addressed;
 - b. Please verify that the comments of the Fire Department have been adequately addressed;

- c. Please verify that the comments of the Planning & Economic Development Department have been adequately addressed.



June 19, 2017

Mr. Arthur Rugg, Chairman
TOWN OF LONDONDERRY
PLANNING BOARD
268-B Mammoth Road
Londonderry, New Hampshire 03053

**RE: CROSS FARM SITE PLAN
Route 102 (TAX MAP 6 LOTS 59-1 & 84)**

Dear Mr. Rugg and Board Members,

We would like to request the following waivers to the Londonderry Site Plan Regulations:

1. SECTION 3.06B INDIVIDUAL SEPTIC SYSTEMS.

We are showing approximate locations of septic systems for all units. Preliminary designs have been completed for all of these systems and design information is shown on the grading plans. We are requesting this waiver to not provide final septic system plans approved by either NH DES or the Londonderry building department.

Typically we produce these plans after the overall site is approved. Septic systems approvals are valid for only 4 years and some of these units may not even be constructed within that time frame. Therefore we are requesting a waiver not to permit the septic systems at this time.

2. SECTION 3.07.g.3 MINIMUM DEPTH OF COVER FOR STORM DRAIN PIPES.

This regulation stipulates a minimum cover over drainage pipes. We are requesting a waiver to provide less than required cover as follows:

CB 1	2.2' of cover
CB 2	2.4' of cover
DMH 1	2.75' of cover (off pavement)

Elevation of the downstream wetland system and detention pond limits the available depth. The elevations stated above are at catch basins (dimensions are rim to top of pipe).

3. SECTION 3.07.g.3 MINIMUM VELOCITY IN STORM DRAIN PIPES.

Storm sewers pipes downstream of CB 1, CB 2, DMH 2, CB13 and CB 16 will not meet the minimum velocity of flow requirements. Given the minimum pipe size requirement, low flow into catch basins feeding these pipes and depth of cover constraints we are unable to design these with a minimum velocity of flow of 2 fps. Therefore, a waiver is requested to this regulation.

4. SECTION 4.12 EXISTING CONDITIONS PLAN.

Regulations require existing conditions be shown for the entire parcel. Phase-1 of Cross Farm will only impact a small area at the southwest corner of the site. Existing conditions plans are provided at the required scale for Phase 1. An overall plan of the site at 200 scale is included in the plan set. This waiver request is to allow this overall existing conditions plan to be at 200 scale.

5. SECTION 6.01.C ON-SITE IMPROVEMENTS.

This regulation mandates that "no certificate of occupancy shall be issued by the Building Department until all on-site improvements specified on the approved site plan are completed and inspected in accordance with section 6.02".

We would like to request a waiver to this regulation to allow the developer to obtain certificates of occupancy for individual units prior to completion of the wearing course of pavement (this is the final, finish course of pavement).

The reason for this request is to deliver a better product to both the customer and to the town. While streets will be substantially complete, units will be still under construction with heavy equipment utilizing streets and the surrounding areas. Although every precaution will be taken not to damage the pavement, given the nature of this type of work there is always the possibility of possible damage to the pavement during this phase of the work

To ensure this work is completed we will post a guarantee bond with the town. When construction of units is substantially completed, we will install the final pavement course.

6. SECTION 3.6.4.g.1 SIDEWALKS.

This regulation discusses sidewalks. We discussed this with the board back at our conceptual presentation in December of 2016.

Our client has constructed numerous 55+ communities in Londonderry and other areas. Their experience with these projects is that the residents do not use the sidewalks. They prefer to walk along the street.

We feel that sidewalks will not be required for the following reasons

- a) These are all private roads with reduced speed limits posted.
- b) The roads are all to be a full 28 feet wide leave plenty of room for residents to walk along the street.
- c) There are no other sidewalks in this part of town for these to connect to.

Also, this is a 55+ community. Most of the resident in this development still work. There are many private transportation services available in this area and if the residents choose they would hire such a service directly.

As future phases are constructed we are planning small park areas with seating along the proposed road infrastructure.

7. SECTION 4.01.C OVERALL EXISTING CONDITIONS PLAN SCALE

Regulations require existing conditions be shown for the entire parcel. Phase-1 of Cross Farm will only impact a small area at the southwest corner of the site. Existing conditions plans are provided at the required scale for Phase 1. An overall plan of the site at 200 scale is included in the plan set. This waiver request is to allow this overall existing conditions plan to be at 200 scale.

8. SECTION 4.01.C BOUNDARY PLAN SCALE

Regulations require boundary plan for the entire site at a 40 scale. Phase-1 plans of Cross Farm will only impact a small area of the large parcel at the southwest corner of the site. Boundary plans at 40-scale are provided for Phase 1. An overall boundary plan of the entire site at 200 scale is included in the plan set. This waiver request is to allow this overall Boundary plan to be at 200 scale.

9. SECTION 4.01.C FUTURE DEVELOPMENT PLAN SCALE

Regulations require boundary and overview plans to have a maximum scale of 1"=100'. The Proposed Future Development Plan (Sheet-3) of the entire site at 200 scale is included in the plan set. This waiver request is to allow this overall plan to be at 200 scale.

Also, we would like to request the following waivers to the Londonderry Subdivision Regulations:

1. SECTION 1.3.4 EXEMPTIONS FROM PHASING,

Cross Farm is a proposed 200+/- unit elderly housing project. The development will ultimately be approved in 6 phases.

Cross Farm LLC would like to have an exemption from the 15 permits a year requirement from the date of approval (1.3.3.7). Hickory Woods LLC would like to be allowed up to 40 permits per year

Under the ordinance the developer will need to enter into an agreement, to be filed at the Rockingham County Registry of Deeds (RCRD), certifying that the project will be utilized and restricted to elderly residents.

2. SECTION 3.09.F.2 MINIMUM SIGHT DISTANCE as follows: **280' ROADWAY BASED ON 25 MPH (365' REQUIRED) **175' DRIVEWAY BASED ON 25 MPH (250' REQUIRED)****

These criteria meet all ASHTO specifications for sight distance at 25 mph design speed. All roads in the Cross Farm development will be minor roads and provide access to the over 55 units only. To promote community setting, all units are designed closer to the street and to each other than one would expect in a regular residential subdivision. All roads were designed at 25 mph with traffic calming objectives in mind and to discourage through traffic.

3. SECTION 3.09.R.ROADWAY DESIGN STANDARDS TABLE 1 - WIDTH OF ROW

Regulations require a 50' right of way width. We are requesting a waiver to use 40'. This will be a condominium project to be located on a private road system and is intended to provide for a community setting and minimal maintenance. Also, due to site topography, we would like to have the shortest driveways possible to minimize grading. We are providing five foot wide easements on both sides of each road for utilities.

4. SECTION 3.09.R.ROADWAY DESIGN STANDARDS TABLE 1 – DESIGN SPEED

This section requires that the road be designed based on a 35 mph speed based on the AASHTO standards. We are requesting that we use 25 mph standard. This would reduce the required minimum intersections sight distance from 365 feet to 280 feet. This would only apply to the October Lane / Harvest Moon Road intersection. Additionally all driveway sight distance requirements would be reduced from 250 feet to 175 feet.

5. SECTION 3.09.R.ROADWAY DESIGN STANDARDS – TURN AROUND

Harvest Moon Road is currently a stub which will extend into a cul-de-sac in Phase 2 of this project. We are proposing to end this road in a temporary hammerhead until this next phase is approved.

6. SECTION 3.09.F.3 DRIVEWAYS.

The applicant would like to request a waiver to allow driveways to be **twenty-two (22) feet** wide for the entire length from the garage to the street. Earlier in this letter, we are requesting a waiver to allow a forty (40) foot wide right-of-way thus reducing the length of individual driveways by 5 feet. Since the buildings will be located at a minimum setback to promote community setting and due to site topography, a 40' distance from the street to the garage does not give a vehicle enough maneuvering room before the driveway is narrowed down to the width of twelve (12) feet at the right-of-way line as prescribed by the subdivision regulations.

All driveways are located on private roadways and are similar to the driveways built at other projects in town such as Sugar Plum, the Nevins and Hickory Woods.

CONDITIONAL USE PERMIT REQUESTS:

a. Area #1 @ Detention Pond 51 and Rain Garden 52

We would like to request an impact to the CO-Buffer in the area of Detention Pond 51 and Rain Garden 52. It is necessary to construct these two ponds within the CO Buffer area adjacent to the wetland at NH Route 102. This location is the lowest portion of the site and is the only area available in this area for a detention Pond. The total impact to the CO in the area is 25,000 sq. ft.

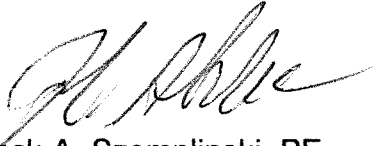
b. Area #2 Compensatory Storage area within CO District across from Impact above.

This impact area is necessary because the culvert under NH 102, in this area, is undersized for the flow that is currently going to it. The existing culvert is also installed at a negative pitch. This deficiency restricts the outflow of water from this site.

Ultimately this wetland acts like a detention pond and during larger storm events the elevation of this wetland upstream of this culvert rises. Any development in this area (even with another pond directly adjacent to this wetland) adds to the height this wetland rises. Therefore it is necessary to excavate uplands directly adjacent to this area for compensatory storage to keep the outflow from this wetland at pre-development levels.

Total impact to the CO associated with this impact = 14,000 sq. ft.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Jack A. Szemplinski". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jack A. Szemplinski, PE
Benchmark Engineering, Inc.

STAFF RECOMMENDATION

To: Planning Board
From: Colleen P. Mailloux, AICP, Town Planner
John R. Trottier, PE, Assist. Dir. Of DPW

Date: August 2, 2017

Application: Application Acceptance and Public Hearing for formal review of a subdivision of Map 1, Lot 26 into 5 residential lots, Griffin Road, Zoned AR-1, Chestnut Realty Partners, LLC (Owner & Applicant).

- **Completeness:** There is one (1) outstanding checklist item, for which the applicant has submitted a waiver request for acceptance purposes only. If the Board waives this item, Staff recommends the Application be accepted as complete.
 1. Section 4.14 of the Subdivision Regulations and Checklist Item XI.3 – Wetlands Permit.

Staff **supports** granting the waiver for acceptance purposes only as the Applicant has indicated is it not the intent to develop the lot as shown on the plans, but is shown to demonstrate that the lot is buildable in compliance with the Zoning Ordinance and Subdivision Regulations. Should the Board grant this waiver, Staff has included recommended conditions of approval regarding the future development of this lot in compliance with the regulations.

Board Action Required: Motion to waive Section 4.14 and Checklist Item XI.3 for acceptance purposes only as outlined in Staff's recommendation memorandum dated August 2, 2017.

Board Action Required: Motion to Accept the Application as Complete.

- **Waivers:** The Applicant has requested the following three (3) waivers to the Subdivision Regulations:
 1. The Applicant has requested a waiver from Section 3.07.g.3 to allow drainage pipes with less than 3' of cover between OS#120 and FES#103. Staff **supports** granting the waiver with the recommended condition of approval that the Applicant demonstrate, to the satisfaction of the Town Engineer, that the design has been revised to avoid or minimize the need for the waiver, and that the proposed driveway design be reviewed and approved by the Town Engineer.
 2. The Applicant has requested a waiver from Section 3.10C to not provide HISS mapping for the entirety of Lot 26. Staff **supports** granting this waiver because Section 3.10C states that a waiver may be requested of the Planning Board where lots are greater than 5 acres and sufficient HISS mapping is provided to demonstrate a buildable lot, which the Applicant has done.

3. The Applicant has requested a waiver from Section 4.17(A)28 to not test pit the proposed 4k area for Lot 26. Staff **supports** granting this waiver based on the proposed lot size of 36.9 acres.

Board Action Required: Motion to approve the Applicant's request for the above waivers 1 through 3 as outlined in Staff's recommendation memorandum dated August 2, 2017

- **Recommendation:** Based on the information available to date, Staff recommends that the Planning Board **CONDITIONALLY APPROVE** this application with the Notice of Decision to read substantially as follows:

Board Action Required: Motion to grant conditional approval of the subdivision of Map 1 Lot 26 from one lot into five, Griffin Road, Chestnut Realty Partners, LLC (Owner & Applicant) in accordance with plans prepared by Keach-Nordstrom Associates, Inc. dated March 23, 2017, last revised July 14, 2017 with the following precedent conditions to be fulfilled within two years and prior to plan signature and subsequent conditions to be fulfilled as noted in the Staff Recommendation Memorandum dated August 2, 2017.

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

PRECEDENT CONDITIONS

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

1. The Applicant shall address all appropriate items from the Planning & Economic Development Department/Department of Public Works & Engineering/Tighe & Bond review memo dated August 2, 2017
2. The Applicant shall satisfactorily address the checklist item as noted in the Staff report dated August 2, 2017 by:
 - a. Providing final design of the driveway to the proposed Lot 1-26, with access off Lantern Lane, to the satisfaction of the Town Engineer and Fire Department; and obtaining a wetland permit from NHDES for the wetland impacts associated with such driveway;

- or -

- b. Providing documentation acceptable to the Town Planner and Town Counsel demonstrating that the proposed Lot 1-26 shall be placed in permanent conservation easement;

- or -

- c. Amending the plan to merge the proposed Lot 1-26 with one of the proposed Griffin Road frontage lots, and eliminating the proposed Lantern Lane driveway access from the proposed plan.
3. The Applicant shall address all appropriate items from the Tighe & Bond traffic review comment letter dated May 18, 2017.
 4. The Applicant shall provide the Owner's signature(s) on the plans.
 5. Required permits and permit approval numbers shall be noted on the plan.
 6. Drainage easements, for the benefit of the proposed lots and for the benefit of the Town, Right of Way widening easements, and sight distance easements shall be reviewed and approved by the Town.
 7. An operation and maintenance agreement for the proposed stormwater management controls shall be provided for review by the Town, and referenced made thereto in the proposed drainage easements, as needed.
 8. The Applicant shall provide a digital copy of the complete final plan to the Town prior to plan signature by the Planning Board in accordance with Section 2.05.n of the Subdivision Regulations.
 9. The Applicant shall provide a check for \$25 (made payable to the Rockingham County Registry of Deeds) for LCHIP.
 10. The Applicant shall note all general and subsequent conditions on the plans.
 11. Outstanding third-party review fees, if any, shall be paid within 30 days of conditional site plan approval.
 12. Financial guarantee be provided to the satisfaction of the Department of Public Works and Engineering.
 13. Final engineering review.

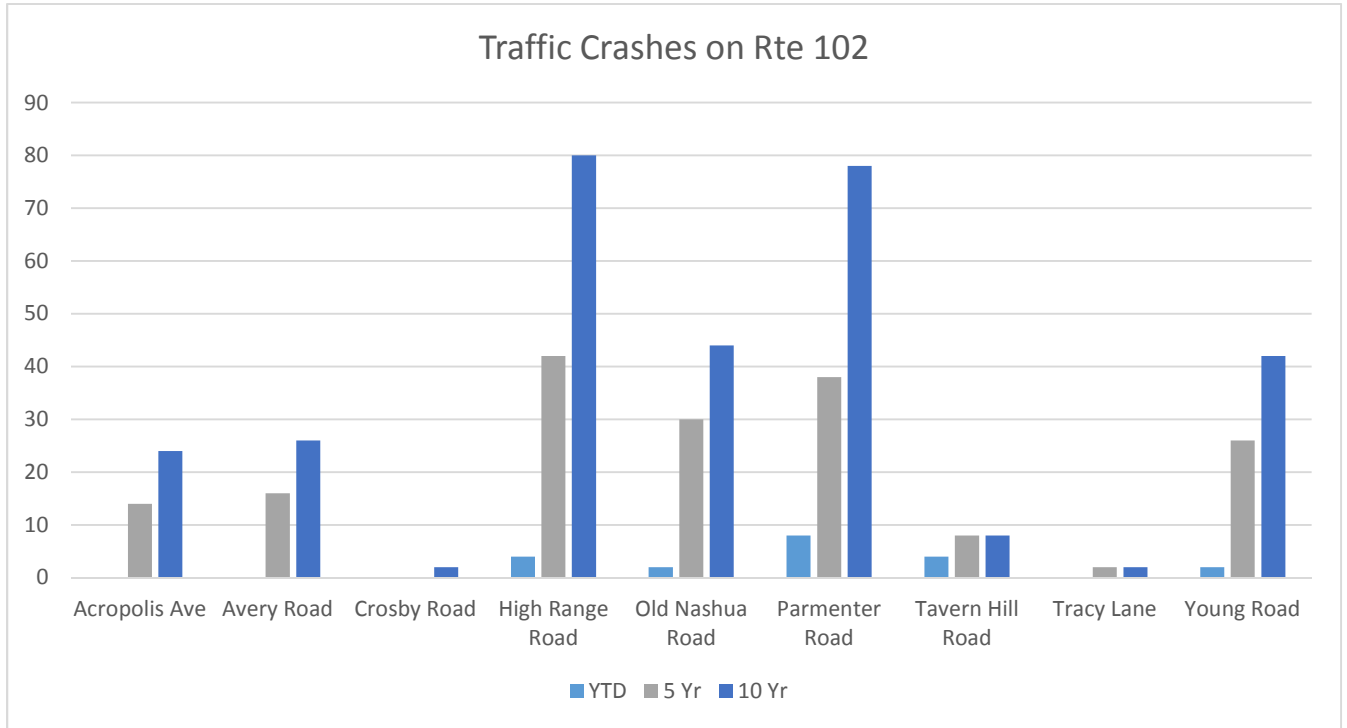
PLEASE NOTE – If these conditions are not met within two (2) years of the meeting at which the Planning Board grants approval, the Board's approval will be considered to have lapsed and re-submission of the application will be required. See RSA 674:39 on vesting.

GENERAL AND SUBSEQUENT CONDITIONS

All of the conditions below are attached to this approval.

1. **No construction or site work for the subdivision may be undertaken until a pre-construction meeting with Town staff has taken place, filing of an NPDES – EPA Permit (if required), and posting of the appropriate financial guaranty with the Town.** Contact the Department of Public Works to arrange the pre-construction meeting.
2. The project must be built and executed as specified in the approved application package unless modifications are approved by the Planning Department & Department of Public Works, or, if Staff deems applicable, the Planning Board.
3. All of the documentation submitted in the application package by the applicant and any requirements imposed by other agencies are part of this approval unless otherwise updated, revised, clarified in some manner, or superseded in full or in part. In the case of conflicting information between documents, the most recent documentation and this notice herein shall generally be determining.
4. Prior to issuance of a certificate of occupancy, all site improvements and off-site improvements shall be completed.
5. It is the responsibility of the applicant to obtain all other local, state, and federal permits, licenses, and approvals which may be required as part of this project (that were not received prior to certification of the plans). Contact the Building Division at extension 115 regarding building permits.

Londonderry Police Department
 Planning Board Meeting
 August 2, 2017



Intersecting Street	YTD	5 Yr	10 Yr
Acropolis Ave	0	14	24
Avery Road	0	16	26
Crosby Road	0	0	2
High Range Road	4	42	80
Old Nashua Road	2	30	44
Parmenter Road	8	38	78
Tavern Hill Road	4	8	8
Tracy Lane	0	2	2
Young Road	2	26	42
Charles George Trucking			3
Rest Area			1

IT IS UNFORTUNATE THAT WE ARE HERE TO BEGIN DELIBERATIONS TO DISCUSS THE RAPE OF ANOTHER LARGE PARCEL OF LAND LOCATED IN LONDONDERRY. IT DISAPPOINTING THIS TOWN HAS LOST ITS CHARACTER, ITS UNIQUENESS; AS THE LEADERS FOCUSED ON OTHER ISSUES; LEAVING QUALITY OF LIFE AND THE ENVIRONMENT OUT TO DRY. THIS PARCEL HAS BEEN ON THE RADAR OF THE CONSERVATION COMMISSION FOR SEVERAL YEARS. I WIL DEMAND THAT AT ONE OF THE EARLY DISCUSSIONS OF THIS DEVELOPMENT, THE CHAIR OF THE PLANNING BOARD INVITE MEMBERS OF THE CONSERVATION COMMITTEE. I FOR ONE WOULD HAVE SEVERAL QUESTIONS FOR THEM; AND I THINK IT WOULD BE APPROPRIATE FOR THEM TO ATTEND. WE CAN ALL AGREE, THIS PARCEL IS LOADED WITH NATURAL RESOURCE AND WATER.

I REMEMBER, PARTICIPATING IN A CIVIC MEETING, WHERE WE VOWED, NEVER TO ALLOW TO MAKE THE MISTAKES ITS NEIGHBORS HAD.....SADLY, I THINK WE HAVE SURPASSED THEM.

WE ARE HERE TO DISCUSS THE BALANCE BETWEEN KEEPING OPEN SPACE AND NATURAL RESOURCES VS FILLING THE INCOME STATEMENT AND BALANCE SHEET OF AN OUT OF TOWN DEVELOPER WITH ADDITIONAL BENJAMIN'S.

REGARDING ADAMS ROAD; MANY OF US ENCOURAGED / SUPPORTED THE SCENIC BYWAY.....OTHERS PURCHASED HOMES FOR THAT VERY PURPOSE. SCENIC BY WAY HAS MANY FEDERAL CONSTITUTIONAL REQUIREMENTS, AS WELL AS ASSUMED AND EXPECTED INDIRECT BENEFITS BY THOSE WHO LIVE ON THE ROAD; AND WE INTEND TO KEEP IT THAT WAY. ANY SIGNIFICANT INCREASE IN TRAFFIC MUST BE ACCOMPANY BY SIGNIFICANT OFF-SITE IMPROVEMENTS.

THIS DEVELOPER HAS HAD SEVERAL OPTIONS PRESENTED TO HIM. IF WILLING, I FOR ONE WOULD TAKE THE TIME AND SEE IF WE CAN WORK OUT AN ARRANGEMENT THAT WILL BE A WIN-WIN FOR ALL INVOLVED. THIS PLAN, AS CURRENTLY SUBMITTED SHOULD BE D. O A; ANYTHING APPROVED RESEMBLING THIS PLAN WOULD BE SHAM FULL. IF A PLAN RESEMBLING THIS WERE TO BE APPROVE, I'D HAVE TO ASK WHY HAVE A PLANNING BOARD AT ALL?