

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF AUGUST 6, 2014 AT THE MOOSE HILL**
3 **COUNCIL CHAMBERS**
4

5 Members Present: Art Rugg; Lynn Wiles; Chris Davies; Jim Butler, Ex-Officio;
6 Rick Brideau, CNHA, Ex-Officio; Leitha Reilly, alternate member; and Al Sypek,
7 alternate member
8

9 Also Present: Cynthia May, ASLA, Town Planner and Planning and Economic
10 Development Department Manager; John R. Trottier, P.E., Assistant Director of
11 Public Works and Engineering; and Jaye Trottier, Associate Planner
12

13 A. Rugg called the meeting to order at 7:00 PM. He appointed L. Reilly to vote for
14 Mary Soares and A. Sypek to vote for Laura El-Azem.
15

16 **Administrative Board Work**
17

18 A. Approval of Minutes – July 2 and 9, 2014
19

20 **L. Wiles made a motion to approve and sign the minutes from the July**
21 **2, 2014 meeting. R. Brideau seconded the motion. No discussion.**
22 **Vote on the motion: 7-0-0.**
23

24 **L. Wiles made a motion to approve and sign the minutes from the July**
25 **9, 2014 meeting. R. Brideau seconded the motion. No discussion.**
26 **Vote on the motion: 5-0-2.**

27 (C. Davies and A. Sypek abstained as they were absent from the July 9, 2014
28 meeting).
29

30 Minutes for July 2 and July 9, 2014 were approved and were signed at the
31 conclusion of the meeting.
32

33 B. Discussions with Town Staff
34

- 35 • Litchfield Road Improvements
36

37 J. R. Trottier stated that the improvements to Litchfield Road continue
38 and that work on the associated drainage began this week.
39

- 40 • Hall Subdivision
41

42 C. May stated that this subdivision on Map 10 Lot 40, which was
43 scheduled for a public hearing tonight, has withdrawn by the applicant
44 back to design review.
45

- 46 • Impact Fee Update
47

48 Town Manager Kevin Smith explained that since litigation over the
49 Town's impact fee program continues, its suspension, as recommended

1 by the Town Attorney and enacted by the Town Council, will remain in
 2 effect until all legal issues are resolved. Although the matter was ruled
 3 upon in favor of the Town at the NH Superior Court level, an appeal was
 4 filed to the NH Supreme Court, therefore the Town Attorney advised
 5 keeping the suspension in place.

6
 7 • Old Home Day

8
 9 A. Rugg provided a reminder that Londonderry's annual Old Home Day
 10 celebration begins the week of August 13.

11
 12 • Pettengill Road Update

13
 14 Director of Public Works and Engineering Janusz Czyzowski provided a
 15 status review of the Pettengill Road project which dates back over 20
 16 years ago when the NH Department of Transportation (NH DOT)
 17 proposed a connection between the Everett Turnpike to the Manchester-
 18 Boston Regional Airport. That proposal would also provide Londonderry
 19 with access to a significant amount of industrial land south of the
 20 airport. When the Airport extended its runway and worked with the
 21 Town to relocate South Perimeter Road, Pettengill Road was designed
 22 and reconstructed by the Airport up to Industrial Drive. The remainder
 23 of the road, from Industrial Drive west to Raymond Weiczorek Drive,
 24 was then designed through the combined efforts of the Town, NH DOT,
 25 the Airport, and the landowners surrounding the future road. Design of
 26 a sewer interceptor that will service the area on both sides of Pettengill
 27 Road has been approved. A corridor study performed by the Town's
 28 third party engineering consultant was incorporated by NH DOT into the
 29 design and construction of Raymond Weiczorek Drive, including its
 30 intersection with Pettengill Road. Prologis Logistics Services Inc., who
 31 have proposed a site plan on Map 14 Lot 49 (see below), have offered to
 32 build the first phase of the western portion of Pettengill, from the
 33 intersection of Raymond Weiczorek Drive east to the border with Map 28
 34 Lot 17 (approximately 1,800 feet). Although the final design of
 35 Pettengill will feature four lanes, Prologis will build a two lane road, the
 36 design of which will allow the Town to expand it later on. The
 37 aforementioned sewer interceptor will be built by Prologis as well.

38
 39 A. Rugg asked for questions or comments from the Board. Aside from a
 40 clarifying question from L. Wiles about the total number of lanes to be
 41 built by Prologis (2) vs. the total number included in the final design (4),
 42 there were no questions or comments.

43
 44 **Public Hearings/Workshops/Conceptual Discussions**

45
 46 A. Peter J King Irrevocable Trust; Peter J. King, James M. Winston and Martin F.
 47 Loughlin, Trustees (Owner, 4 Pettengill Road, Map 14 Lot 49, Zoned GB), the
 48 City of Manchester (Owner, 4 Rear Pettengill Road, Map 14 Lot 49-1, Zoned C-
 49 I, I-II and R-III) and Prologis (Applicant) – Application Acceptance and Public

1 Hearing for formal review of a subdivision plan to adjust the lot line between
2 Lots 49 and 49-1 and subsequently subdivide resulting Lot 49 into two lots.
3

4 J. R. Trottier stated there were three checklist items which have associated
5 waiver requests for acceptance purposes only. Assuming the Board grants the
6 waivers as such, he said Staff recommends the application be accepted as
7 complete. (J. R. Trottier explained that when a waiver is granted for
8 acceptance purposes only, the requirement must still be fulfilled before the
9 plan can be signed by the Board).

10
11
12 1. A waiver to Sections 3.05, 4.16.B.7 and 4.18.B of the of the Subdivision
13 Regulations and Items VII.2.f & g and X.7.a, b, c, & d of the Subdivision
14 Application Checklist requiring utility clearance letters for gas, electric,
15 telephone and cable television to serve all of the subdivision lots. Staff
16 recommends ***granting*** the waiver ***for acceptance purposes only.***
17

18 2. A waiver to Sections 3.07, 4.16.B.4 and 4.18.B of the Subdivision
19 Regulations and Items VI.2.b and X.7.f of the Subdivision Application
20 Checklist requiring the provision of sewer service to all new lots in the
21 proposed subdivision. Staff recommends ***granting*** the waiver ***for***
22 ***acceptance purposes only.***
23

24 3. A waiver to Sections 2.06.a.9 and 4.18.g the Subdivision Regulations
25 and Item II.6 of the Subdivision Application Checklist requiring the
26 submission of easement deeds, protective covenants or other legal
27 documents indicating that the owner of Lot 28-17 agrees with the
28 extension of proposed utilities across their lot. Staff recommends
29 ***granting*** the waiver ***for acceptance purposes only.***
30

31 **L. Wiles made a motion to approve the applicant's request for the three**
32 **waivers listed for acceptance purposes only, as outlined in Staff's**
33 **Recommendation memo dated August 6, 2014. R. Brideau seconded**
34 **the motion. No discussion. Vote on the motion: 7-0-0.**
35

36 **L. Wiles made a motion to accept the application as complete per**
37 **Staff's Recommendation memo dated August 6, 2014. J. Butler**
38 **seconded the motion. No discussion. Vote on the motion: 7-0-0.**
39

40 A. Rugg noted that this acceptance initiates the 65 day time frame for the
41 Board to render a decision under RSA 676:4.
42

43 Engineer Chris Rice of TFMoran and John Clohessy of UPS both thanked Staff
44 and the Board for their assistance in expediting the applicant's accelerated
45 approval process for both the Prologis subdivision and site plans. C. Rice
46 introduced members of the applicant's design team. He noted that a Phase I
47 site plan was approved by the Board last month to allow clearing and grubbing
48 of the site while the main site plan (i.e. Phase II) was being reviewed. The
49 applicant has been before both the Conservation and Heritage Commissions
50 twice for review of the wetlands and signage and architectural design

1 respectively.
2

3 C. Rice referred to an illustration of both the current configuration and intended
4 outcome of the subdivision (see Attachment #1: the blue line representing the
5 existing property line, with parcels "P" and "Q" showing the results of the lot
6 line adjustment between Lots 49 and 49-1; the orange and yellow parcels
7 represent new Lot 49 after it is subdivided, the orange lot will be Prologis'
8 future site (+/- 45 acres), the yellow lot will be known as the "King south
9 lot" (+/- 17 acres), and the green lot will be placed in a conservation
10 easement). The applicant will build the first 1,800 feet of Pettengill Road from
11 the intersection with Raymond Weiczorek Drive east to a cul de sac at the
12 property line with Map 28 Lot 17 and will build a utility corridor to Industrial
13 Drive. Conveyance of the roadway right of way and utility easements between
14 the Town and property owners is being finalized. Authorization from the
15 Federal Aviation Administration (FAA) of the land transfer must be given to the
16 City of Manchester, who has already approved the exchange of 1 acre of their
17 land on Lot 49-1 for 4 acres of Lot 49. C. Rice supplied Staff with a letter from
18 the Director of the Manchester-Boston Regional Airport explaining this process.
19 He then described the four waivers requested to the subdivision regulations:
20

- 21 1. A waiver to Section 4.05 of the Subdivision Regulations to allow nine (9)
22 benchmarks where 28 are required and allow the applicant to
23 supplement as needed throughout the construction process.
- 24 2. A waiver to Section 4.01c of the Subdivision Regulations to permit the
25 overall subdivision sheet to be drawn at a scale of 1"= 250' where
26 1"= 100' is required. This permits the overall plan to be shown on a
27 single sheet.
- 28 3. A waiver to Section 4.17.a.23 of the Subdivision Regulations requiring
29 that topographic information be provided for all lots in a proposed
30 subdivision. The applicant is requesting that topo information not be
31 required for Lot 49-1 since it will subsequently be placed in a
32 conservation easement and no development will take place there.
- 33 4. A waiver to Sections 3.11, 4.12C.14 and 4.12C.15 of the Subdivision
34 Regulations requiring that wetlands be shown for all lots in a proposed
35 subdivision. The applicant is requesting that wetland delineation not be
36 required for Lot 49-1 since it will subsequently be placed in a
37 conservation easement and no development will take place there.

38
39 A. Rugg asked for Staff input.
40

41 J. R. Trottier summarized the engineering review letter (see Attachment #2).
42

43 J. R. Trottier stated that Staff supports all four waivers as read into the record
44 by C. Rice for the reasons he provided.
45

46 C. May noted a precedent condition will be added to the Notice of Decision,
47 should the Board grant approval of the subdivision, stating that "The Applicant
48 shall provide evidence that the land swap agreement is final to allow a lot line
49 adjustment between Map 14 Lot 49 and Map 14 Lot 49-1, owned by the City of
50 Manchester, prior to plan signature and recording."

1
2 A. Rugg asked for comments and questions from the Board. Other than a
3 request for clarification from L. Reilly as to which lots are associated with the
4 land swap, there were none.

5
6 A. Rugg asked for public input. There was none.

7
8 **L. Wiles made a motion to approve the applicant's request for the four**
9 **(4) waivers previously noted as outlined in Staff's Recommendation**
10 **Memo dated August 6, 2014. R. Brideau seconded the motion. No**
11 **discussion. Vote on the motion: 7-0-0.**

12
13 **L. Wiles made a motion to grant final approval to the subdivision plan**
14 **for Prologis (Applicant), Map 14 Lots 49 and 49-1, a lot line adjustment**
15 **between Lots 49 and 49-1 and the subsequent subdivision of resulting**
16 **Lot 49 into two lots, in accordance with the plans prepared by TF**
17 **Moran, Inc., dated June 13, 2014, with the precedent conditions to be**
18 **fulfilled within two (2) years of the approval and prior to plan**
19 **signature, and the general and subsequent conditions of approval to be**
20 **fulfilled as noted in the Staff memo, dated August 6, 2014. R. Brideau**
21 **seconded the motion. No discussion. Vote on the motion: 7-0-0.**

22
23 B. Peter J King Irrevocable Trust; Peter J. King, James M. Winston and Martin F.
24 Loughlin, Trustees (Owner) and Prologis (Applicant), Map 14 Lot 49 –
25 Application Acceptance and Public Hearing for formal review of a Phase II site
26 plan to construct a Proposed Distribution Center with associated improvements
27 at 4 Pettengill Road, Zoned GB.

28
29 J. R. Trottier stated there were two checklist items which have associated
30 waiver requests for acceptance purposes only. Assuming the Board grants the
31 waivers as such, he said Staff recommends the application be accepted as
32 complete.

- 33
34 1. A waiver to Section 3.04 of the Site Plan Regulations requiring utility
35 clearance letters cable television to serve the site. Staff recommends
36 ***granting*** the waiver ***for acceptance purposes only.***
- 37 2. A waiver to Sections 2.05.a.9 and 4.18.i of the Site Plan Regulations
38 requiring the submission of written confirmation indicating that the
39 owner of Lot 28-17 agrees with the extension of proposed utilities across
40 their lot. Staff recommends ***granting*** the waiver ***for acceptance***
41 ***purposes only.***

42
43 **L. Wiles made a motion to approve the applicant's request for the two**
44 **waivers listed for acceptance purposes only, as outlined in Staff's**
45 **Recommendation memo dated August 6, 2014. R. Brideau seconded**
46 **the motion. No discussion. Vote on the motion: 7-0-0.**

47
48 The two waivers were granted for acceptance purposes only.

49
50 **L. Wiles made a motion to accept the application as complete. R.**

1 **Brideau seconded the motion.** No discussion. **Vote on the motion:**
2 **7-0-0. The application was accepted as complete.**

3
4 A. Rugg noted that this acceptance initiates the 65 day time frame for the
5 Board to render a decision under RSA 676:4.

6
7 Engineer Chris Rice of TFMoran referred to an illustration of the site (see
8 Attachment #3), showing the 614,000 square foot building, which will be LEED
9 Certified, and the associated loading and parking areas. One hundred truck
10 trips per day are anticipated and the traffic study demonstrated favorable
11 levels of service at the intersection of Pettengill Road and Raymond Weiczorek
12 Drive, both at the start of the project and into the future. When first open,
13 200 employees will occupy the building over three shifts, although the total
14 number of employees is expected to grow to 400 at full buildout. The applicant
15 will construct 5,000 feet of public sewer from the pump station at the rear of
16 the site to the Cohas Brook sewer interceptor and will extend existing gas,
17 water, electricity, and cable utilities approximately 3,000 feet to Industrial
18 Drive. An Alteration of Terrain Permit and a Dredge and Fill permit have been
19 received from the NH Department of Environmental Services (NH DES), and
20 permits for the construction crane and the building have been received from
21 the FAA. The applicant is also expecting a permit from NH DES for the sewer
22 construction. Town parking requirements have been met, as have the Town's
23 drainage requirements, although the applicant will also be using infiltration
24 methods for their stormwater system. The drainage analysis has confirmed
25 that if infiltration methods were not used (since the Town does not allow credit
26 for them in stormwater designs), the stormwater system would still function
27 according to Town standards. Eight snow storage areas have been designated
28 within the paved areas of the site. The Heritage Commission recommended
29 approval of the landscape design, which meets the required number of
30 plantings for the site, however the location of those plantings were more
31 concentrated at the front of the site since that view is the one most visible to
32 the public. The Heritage Commission also provided input on the building
33 architecture and signage. C. Rice reviewed the three Conditional Use Permits
34 being sought by the applicant, to which C. May added the rationale for Staff's
35 support of all three:

- 36
37 1. A Conditional Use Permit to allow a warehouse use of greater than
38 250,000 square feet in the GB district. This proposal is to permit the
39 construction of 614,000 square feet of building with associated site
40 improvements. The application meets the criteria as outlined in Section
41 2.7.3.5.1 of the Ordinance. The proposed use will have a positive fiscal
42 impact on Londonderry and expand economic opportunity in the region,
43 without diminishing the value of surrounding properties. The proposed
44 use is consistent with the Objectives and Characteristics of the GB
45 district. The project is seeking LEED certification, and the site location
46 (direct access to the interstate highway system) and existing topography
47 are ideal for the proposed use. Existing soils can support the expanse of
48 impervious surface proposed with minimal impacts to wetlands. The
49 majority of traffic will not occur during traditional AM and PM peak traffic
50 periods.
51

2. A Conditional Use Permit to allow site lighting fixtures to be 33 feet high, exceeding the maximum mounting height of 25-foot required under Section 3.10.13.5.3. The application meets the criteria as outlined in Section 2.7.3.5.1 of the Ordinance. Full cut-off fixtures will be used to ensure downcast lighting, there will be no spillover of lighting to abutting properties while still providing sufficient lighting needed for a facility of this size, the height increase precludes the need to add a significant number of fixtures to accommodate the site, there will be no impacts to the environment or health, safety or welfare of the Town, and none of the fixtures will exceed the height of the proposed building roofline.
3. A Conditional Use Permit to allow a permitted use in the Conservation Overlay District. The request is to permit the grading of slope transitions within the buffer area. The Conservation Commission is recommending approval of the CUP.

C. Rice also reviewed the additional waivers being sought for the site plan application:

1. Section 4.01c of the Site Plan Regulations to allow a scale of 1" = 80' for the site preparation and stormwater management plan and 1" = 90' for the lighting plan, where a maximum scale of 1" = 40' is required. J. R. Trottier said Staff recommends **granting** the waiver because it allows everything to be shown on one plan.
2. Section 3.11 of the Site Plan Regulations to permit the use of porous pavement in accordance with NHDES regulations in the vehicular parking areas. J. R. Trottier said Staff recommends **granting** the waiver because this is a private site.
3. Section 3.04 of the Site Plan Regulations to allow the use of a Type C inlet grate where the Town standard is a Type B. J. R. Trottier said Staff recommends **granting** the waiver where these structures are required based upon design flows.
4. Sections 3.13.c.3 and 3.13.c.12 of the Site Plan Regulations to allow light in excess of 0.2 foot-candles at the property line. The foot-candle limit will be exceeded at the driveway entrance to the site only, which results in a small amount of added light within the proposed Town right of way. A lighted driveway intersection is safer and the spillover does not impact any residential abutters. C. May said for these reasons, Staff recommends **granting** the waiver.
5. Section 3.09.e.2 of the Site Plan Regulations to allow less than the required amount of screening on the site. The Applicant is providing screening for the front portion of the loading area but is seeking relief from having to screen the rear of the site since it abuts the Fed Ex Ground loading area to the east and the front from the Manchester Airport property to the west which lies within a conservation easement. Screening is therefore directed to the areas where it offers the greatest

1 benefit, meeting the spirit and intent of the regulations. C. May said that
2 for this reason, Staff recommends **granting** the waiver.

3
4 C. Rice then introduced economic consultant Russ Thibeault of Applied
5 Economic Research (AER), who gave a brief synopsis of his Fiscal Impact
6 Report, which he said concludes that this project will be a significant fiscal
7 benefit to the Town. After explaining the scope of his analysis (see Attachment
8 #4, p. 3), he described how the \$1.8 million worth of offsite infrastructure to
9 be built by the applicant (pp. 4 and 5) will add substantially to a development
10 that even by itself would present a positive benefit to the Town. This was
11 compared to the relatively few impacts projected by Town officials (p. 6),
12 which would be offset by a Current Use tax amount estimated at \$300,000. R.
13 Thibeault concluded that with an estimated assessed value of \$40 million, this
14 project will generate \$814,000 a year in property tax revenue, based on a local
15 tax rate of \$20.19 (p. 8). (R. Brideau stated later on that he thought the town
16 tax rate was higher, i.e. \$21.10. R. Thibeault said he would check the amount
17 and recalculate his findings if need be, but did not expect any significant
18 change in the findings based on that amount). Factoring in both direct annual
19 costs to the Town and anticipating long term costs, he concluded the annual
20 fiscal benefit to the Town would equate to roughly \$700,000 a year.

21
22 A. Rugg asked for Staff input.

23
24 J. R. Trottier summarized the engineering review letter (see Attachment #5),
25 and the traffic analyses comments (see Attachment #6).

26
27 C. May noted two precedent conditions that will be added to the Notice of
28 Decision, should the Board grant approval of the site plan. One will state that
29 "The Applicant shall work with the Town to finalize a development agreement.
30 All conditions of approval shall be incorporated into the Development
31 Agreement, to be approved by the Town Attorney," while the other will require
32 that "The Applicant shall add a note to the plan stating that the Development
33 Agreement for the Prologis Site Plan is recorded with the Rockingham County
34 Registry of Deeds." A specific General and Subsequent condition also to be
35 included will allow approval of the site plan and subsequent issuance of a
36 building permit to proceed without the associated subdivision plan having to be
37 recorded first (i.e. "The associated Prologis Subdivision Plan shall be recorded
38 at the Rockingham County Registry of Deeds prior to the issuance a Certificate
39 of Occupancy for the building shown on this Site Plan"). The subdivision plan
40 will have to be recorded, however, before the building can be occupied.

41
42 A. Rugg asked for comments and questions from the Board.

43
44 A. Sypek explained to Board members that the onsite emergency radio
45 repeaters included in the plan will ensure that radio communication amongst
46 fire fighters on the site are not interrupted. L. Reilly confirmed with Staff that
47 they recommend approval of the plan despite the outstanding comments noted
48 in the engineering review letter. She also asked R. Thibeault if the comparable
49 sites in Raymond and Pembroke used for his analysis had associated offsite
50 improvements. R. Thibeault replied that they both included onsite roads, so
51 they were comparable in the sense that those towns did not assume a
52 significant amount of infrastructure costs. L. Wiles asked if there was a
53 concern about the discharge of stormwater onto the site from the Fed Ex

1 Ground site to the east, since it was mentioned in the engineering review
2 letter. J. R. Trottier clarified that stormwater flows naturally from the Fed Ex
3 lot onto Lot 49 and does so at a high rate, however the Fed Ex drainage
4 analysis demonstrated that the post-development rate of runoff will not exceed
5 the pre-development rate, meaning there will be no increase in the existing
6 amount and rate of stormwater runoff to the Prologis site. C. Davies noted an
7 apparent typographical error in Attachment #3 where the square footage of
8 the two sections of the building seemed to have been reversed.

9
10 A. Rugg asked for public input.

11
12 City of Manchester Planner Jeff Belanger asked if the applicant could speak to
13 potential traffic impacts to Manchester. Robert Duvall of TFMoran stated that
14 an anticipated 100 truck trips per day will be distributed fairly evenly over
15 three shifts, with the highest volume occurring in the first shift, i.e. not during
16 the peak PM traffic hour. Additionally, the intended destination for these trucks
17 will be one of the several Pratt and Whitney facilities located on the eastern
18 seaboard, therefore trucks will travel west from the site on Pettengill Road to
19 Raymond Weiczorek Drive and then onto the Everett Turnpike, meaning they
20 will not impact traffic within any of the surrounding towns. At full buildout, 400
21 employees are expected to occupy the building, creating 800 trips per day
22 overall. Using census data regarding typical commute distance in the greater
23 Manchester area, it is expected that approximately 60% of the 800 trips will
24 have destinations beyond the immediately surrounding communities. Of the
25 remaining +/-40%, almost two thirds will travel to and from Manchester, while
26 the remainder would be fairly evenly split between the communities adjacent
27 to Manchester. This would result in 200-250 trips impacting Manchester, the
28 majority of which (+/-60%) are again expected to use Raymond Weiczorek
29 Drive and the Everett Turnpike.

30
31 There was no further public input.

32
33 **L. Wiles made a motion to approve the applicant's request for the five**
34 **waivers as outlined in Staff's Recommendation Memorandum Dated**
35 **August 6, 2014. R. Brideau seconded the motion. No discussion. Vote**
36 **on the motion: 7-0-0.**

37
38 **L. Wiles made a motion to grant the applicant's request for Conditional**
39 **Use Permits numbered 1 through 3 as outlined in Staff's**
40 **Recommendation Memorandum Dated August 6, 2014. R. Brideau**
41 **seconded the motion. No discussion. Vote on the motion: 7-0-0.**

42
43 **L. Wiles made a motion to grant final approval to the Phase II Site Plan**
44 **for Prologis (Applicant), Map 14 Lot 49, to construct a Distribution**
45 **Center with associated improvements at 4 Pettengill Road, Zoned GB,**
46 **in accordance with the plans prepared by TF Moran, Inc., dated June**
47 **13, 2014, with the precedent conditions to be fulfilled within 120 days**
48 **of the approval and prior to plan signature, and the general and**
49 **subsequent conditions of approval to be fulfilled as noted in the Staff**
50 **Recommendation Memo, dated August 6, 2014. R. Brideau seconded**
51 **the motion. No discussion. Vote on the motion: 7-0-0.**

1
2 C. Chester H. Hall Jr. (Owner and Applicant), Map 10 Lot 40 – Application
3 Acceptance and Public Hearing for formal review of a two-lot subdivision on 22
4 Pillsbury Road, Zoned AR-I.

5
6 C. May announced at the beginning of the meeting that this subdivision plan
7 application has been withdrawn by the applicant back to design review.
8

9 D. Hickory Woods LLC (Owner and Applicant), Map 2 Lot 27 – Application
10 Acceptance and Public Hearing for formal review of a site plan amendment to
11 allow Phases 2, 4, 5 & 6 to have access to West Road in lieu of completing
12 Black Forest Circle as previously approved in Phase 3 and to allow bonding of
13 finish pavement for Phases 2, 3, 4, 5, & 6 until construction of units are
14 complete. 6 Tavern Hill Road, Zoned C-II within the Route 102 Performance
15 Overlay District.
16

17 J. R. Trottier stated that there were no checklist items, and that Staff
18 recommended the application be accepted as complete.
19

20 **L. Wiles made a motion that the Planning Board accept the application**
21 **as complete per Staff's Recommendation Memorandum dated August**
22 **6, 2014. R. Brideau seconded the motion. No discussion. Vote on the**
23 **motion: 7-0-0.**
24

25 The application was accepted as complete.
26

27 J. R. Trottier explained that this 98-unit elderly housing development is
28 currently under construction and the applicant is seeking two waivers based on
29 its progress to date as well as future construction.
30

31 The first waiver request is related to the dimensions of the individual
32 driveways, which were originally designed to meet the Town's typical detail
33 specifications (see Attachment #7). After constructing several driveways,
34 however, it has been found that the proximity of the dwellings to the private
35 interior road right of way makes maneuverability difficult. After a site visit,
36 Staff confirmed this to be a valid issue. What is proposed as an alternative
37 design (see Attachment #8) will not change the 22 foot maximum entrance
38 width off of the road, but will increase the driveway width to 18 feet where 12
39 feet is the typical maximum for the first portion of the driveway (as seen in
40 Attachment #7). Although the applicant had requested a 20 foot width, Staff
41 is recommending a maximum width of 18 feet. This would be a waiver to the
42 Subdivision Regulations since the driveway dimensions are included in those
43 regulations.
44

45 The second waiver request involves not placing the final wearing course on the
46 remainder of the road to be built since it will only be worn down by the ongoing
47 construction activities. J. R. Trottier said Staff agrees that in this instance,
48 placement of the final wearing course does not seem practical, noting that all
49 of the drainage will still be required to be in place as designed and that a
50 financial surety will be established with the Town by the applicant.
51 Modifications will be made to the catch basins of the closed drainage system to
52 ensure functionality of the system despite the lack of the wearing course.

1 Engineer Jack Szemplinski of Benchmark Engineering confirmed Staff's
2 assessment of the waiver requests.

3
4 J. R. Trottier read the two waiver requests into the record from the Staff
5 Recommendation memo:

- 6
7 1. The Applicant is requesting a waiver to Section 3.09.F.3 of
8 the Subdivision Plan Regulations to allow driveways to be twenty (20)
9 feet wide for the entire length from the garage to the street. Staff
10 recommends **granting** the waiver to allow the driveways to be eighteen
11 (18) feet, not twenty (20), because the dynamics of the site does not
12 allow for sufficient room to maneuver a vehicle onto the individual lot
13 and the driveways are located on private roadways.
14
15 2. The Applicant is requesting a waiver to Section 6.01 c of
16 the Site Plan Regulations requiring placement of the final pavement
17 wearing course prior to issuance of the Certificates of Occupancy for the
18 previously approved site plan. Staff recommends **granting** the waiver
19 because the ongoing construction activities will damage the wearing
20 course as subsequent phases are constructed.
21

22 J. Butler verified with J. R. Trottier that before Certificates of Occupancy are
23 issued for individual units, Staff will ensure that the drainage is functioning
24 correctly. He also confirmed with Staff that there are currently no other
25 engineering issues occurring on this site. J. Butler asked J. Szemplinski if the
26 modification to the driveways was to be featured in any of the promotional
27 information given to interested buyers. J. Szemplinski said it was not, adding
28 that the adjustment is fairly minor.
29

30 A. Rugg asked for additional input from Staff. There was none.

31 A. Rugg asked for additional comments and questions from the Board.

32
33
34 L. Reilly verified that Staff supports the waivers as well as the fact that
35 modification to a driveway design has occurred on at least one other site in
36 town.
37

38 A. Rugg asked for public input. There was none.
39

40 **L. Wiles made a motion to approve the applicant's request for the**
41 **waivers as outlined in Staff's Recommendation Memorandum dated**
42 **August 6, 2014. R. Brideau seconded the motion. No discussion. Vote**
43 **on the motion: 7-0-0.**
44

45 The two waivers were granted.
46

47 **L. Wiles made a motion to grant final approval to the Site Plan**
48 **Amendment for Hickory Woods LLC (Owner and Applicant), Map 2 Lot**
49 **27, 6 Tavern Hill Road, Zoned C-II within the Route 102 Performance**
50 **Overlay District, to allow Phases 2, 4, 5 & 6 to have access to West**

1 **Road in lieu of completing Black Forest Circle as previously approved in**
2 **Phase 3 and to allow bonding of finish pavement for Phases 2, 3, 4, 5,**
3 **& 6 until construction of units are complete, in accordance with the**
4 **plans prepared by Benchmark Engineering, Inc., dated July 7, 2014,**
5 **with the precedent conditions to be fulfilled within 120 days of the**
6 **approval and prior to plan signature, and the general and subsequent**
7 **conditions of approval to be fulfilled as noted in the Staff memo, dated**
8 **August 6, 2014. R. Brideau seconded the motion. No discussion. Vote**
9 **on the motion: 7-0-0.**

10
11 **Other Business**

12
13 A. Impact Fee Update

14 This issue was addressed earlier in the evening under Staff Discussion.

15
16
17 **Adjournment:**

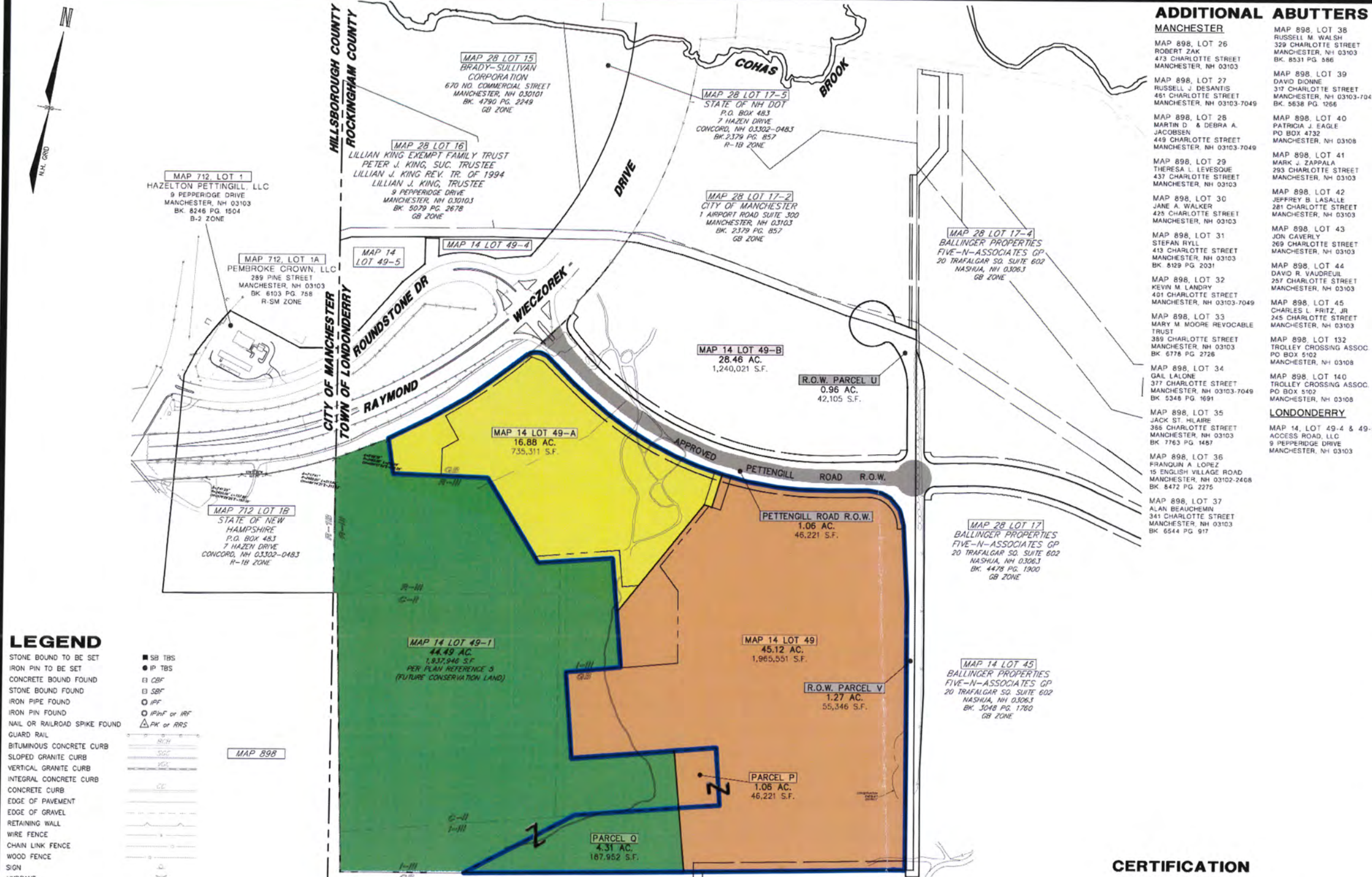
18
19 **L. Wiles made a motion to adjourn the meeting. R. Brideau seconded the**
20 **motion. Vote on the motion: 7-0-0.**

21
22 The meeting adjourned at 8:30 PM.

23
24 These minutes prepared by Associate Planner Jaye Trottier

25
26 Respectfully Submitted,

27
28
29
30
31 Lynn Wiles, Secretary



ADDITIONAL ABUTTERS

- MANCHESTER**
- MAP 898, LOT 26 RUSSELL M WALSH 329 CHARLOTTE STREET MANCHESTER, NH 03103 BK. 8531 PG. 886
 - MAP 898, LOT 27 RUSSELL J DESANTIS 451 CHARLOTTE STREET MANCHESTER, NH 03103-7049 BK. 8538 PG. 1266
 - MAP 898, LOT 28 MARTIN D & DEBRA A. JACOBSEN 449 CHARLOTTE STREET MANCHESTER, NH 03103-7049
 - MAP 898, LOT 29 THERESA L. LEVESQUE 437 CHARLOTTE STREET MANCHESTER, NH 03103
 - MAP 898, LOT 30 JANE A. WALKER 425 CHARLOTTE STREET MANCHESTER, NH 03103
 - MAP 898, LOT 31 STEFAN RYLL 413 CHARLOTTE STREET MANCHESTER, NH 03103 BK. 8129 PG. 2031
 - MAP 898, LOT 32 KEVIN M. LANDRY 401 CHARLOTTE STREET MANCHESTER, NH 03103-7049
 - MAP 898, LOT 33 MARY M MOORE REVOCABLE TRUST 389 CHARLOTTE STREET MANCHESTER, NH 03103 BK. 6778 PG. 2728
 - MAP 898, LOT 34 GAIL LALONE 377 CHARLOTTE STREET MANCHESTER, NH 03103-7049 BK. 5348 PG. 1691
 - MAP 898, LOT 35 JACK ST. HLAIRE 368 CHARLOTTE STREET MANCHESTER, NH 03103 BK. 7763 PG. 1457
 - MAP 898, LOT 36 FRANJUN A LOPEZ 15 ENGLISH VILLAGE ROAD MANCHESTER, NH 03102-2408 BK. 8472 PG. 2275
 - MAP 898, LOT 37 ALAN BEAUCHEMIN 341 CHARLOTTE STREET MANCHESTER, NH 03103 BK. 6544 PG. 917
- LONDONDERRY**
- MAP 898, LOT 38 RUSSELL M WALSH 329 CHARLOTTE STREET MANCHESTER, NH 03103 BK. 8531 PG. 886
 - MAP 898, LOT 39 DAVID DIONNE 317 CHARLOTTE STREET MANCHESTER, NH 03103-7049 BK. 8538 PG. 1266
 - MAP 898, LOT 40 PATRICIA J EAGLE PO BOX 4732 MANCHESTER, NH 03108
 - MAP 898, LOT 41 MARK J ZAPPALA 293 CHARLOTTE STREET MANCHESTER, NH 03103
 - MAP 898, LOT 42 JEFFREY B LASALLE 281 CHARLOTTE STREET MANCHESTER, NH 03103
 - MAP 898, LOT 43 JON CAVERLY 269 CHARLOTTE STREET MANCHESTER, NH 03103
 - MAP 898, LOT 44 DAVID R VAUDREUIL 257 CHARLOTTE STREET MANCHESTER, NH 03103
 - MAP 898, LOT 45 CHARLES L FRITZ, JR 245 CHARLOTTE STREET MANCHESTER, NH 03103
 - MAP 898, LOT 132 TROLLEY CROSSING ASSOC. PO BOX 5102 MANCHESTER, NH 03108
 - MAP 898, LOT 140 TROLLEY CROSSING ASSOC. PO BOX 5102 MANCHESTER, NH 03108
 - MAP 14, LOT 49-A & 49-1 9 PEPPERIDGE DRIVE MANCHESTER, NH 03103



NOTES

- OWNER OF RECORD OF MAP 14 LOT 49: PETER J. KING IRREVOCABLE TRUST, PETER J. KING, TRUSTEE, 9 PEPPERIDGE DRIVE, MANCHESTER, NH 03103 DEED REFERENCE TO PARCEL IS BK. 4914 PG. 634 AREA OF PARCEL = 4,137,176 S.F. OR 94,977 ACRES±
- OWNER OF RECORD OF MAP 14 LOT 49-1: CITY OF MANCHESTER, ONE CITY HALL PLAZA, MANCHESTER, NH 03103 DEED REFERENCE TO PARCEL IS BK. 3660 PG. 1670 AREA OF PARCEL = 44.49 ACRES± PER PLAN REFERENCE 5.
- CURRENT ZONING IS: MAP 14 LOT 49 - GATEWAY BUSINESS (GB) DISTRICT, MAP 14 LOT 49-1 - COMMERCIAL II (C-II), INDUSTRIAL III (I-III) & MULTI-FAMILY RESIDENTIAL (R-II) DISTRICTS
- EXAMINATION OF THE FLOOD INSURANCE RATE MAP FOR ROCKINGHAM COUNTY, NEW HAMPSHIRE (ALL JURISDICTIONS), MAP NUMBERS 3301500315E & 3301500316E, EFFECTIVE DATE MAY 17, 2005, INDICATES THAT THE SUBJECT PARCELS ARE NOT LOCATED WITHIN A FLOOD HAZARD AREA.
- BOUNDARY INFORMATION DEPICTED ON THIS PLAN IS FROM AN ON-THE-GROUND SURVEY PERFORMED IN JUNE 2014 BY THIS OFFICE. PORTIONS OF LOT 49-1 NOT AFFECTED BY THIS PLAN HAVE BEEN TAKEN FROM REFERENCE PLAN 5 (MITCHELL PLAN).
- EASEMENTS, RIGHTS, AND RESTRICTIONS SHOWN OR IDENTIFIED ARE THOSE WHICH WERE FOUND DURING RESEARCH PERFORMED AT THE ROCKINGHAM & HILLSBOROUGH COUNTY REGISTERS OF DEEDS. OTHER RIGHTS, EASEMENTS, OR RESTRICTIONS MAY EXIST WHICH A TITLE EXAMINATION OF SUBJECT PARCEL(S) WOULD DETERMINE.
- THE LOCATION OF ANY UNDERGROUND UTILITY INFORMATION SHOWN ON THIS PLAN IS APPROXIMATE. TFMORAN INC. MAKES NO CLAIM TO THE ACCURACY OR COMPLETENESS OF UNDERGROUND UTILITIES SHOWN. PRIOR TO ANY EXCAVATION ON SITE THE CONTRACTOR SHALL CONTACT DIG SAFE AT 811.
- IF, DURING CONSTRUCTION, IT BECOMES APPARENT THAT DEFICIENCIES EXIST IN THE APPROVED DESIGN DRAWINGS, THE OWNER SHALL BE REQUIRED TO CORRECT THE DEFICIENCIES TO MEET THE REQUIREMENTS OF THE REGULATIONS AT NO EXPENSE TO THE TOWN.
- IF, DURING CONSTRUCTION, IT BECOMES APPARENT THAT ADDITIONAL EROSION CONTROL MEASURES ARE REQUIRED TO STOP ANY EROSION ON THE CONSTRUCTION SITE DUE TO ACTUAL SITE CONDITIONS, THE OWNER SHALL BE REQUIRED TO INSTALL THE NECESSARY EROSION PROTECTION AT NO EXPENSE TO THE TOWN.
- ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL CONFORM TO TOWN OF LONDONDERRY SUBDIVISION REGULATIONS AND THE LATEST EDITION OF THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- SHEETS 2-6 WILL BE RECORDED AT THE ROCKINGHAM REGISTRY OF DEEDS. THE REMAINING PLANS SHALL BE ON FILE AT THE TOWN OF LONDONDERRY.
- SEE SHEET 3 FOR REFERENCE PLANS.

LEGEND

- STONE BOUND TO BE SET
- IRON PIN TO BE SET
- CONCRETE BOUND FOUND
- STONE BOUND FOUND
- IRON PIPE FOUND
- IRON PIN FOUND
- NAIL OR RAILROAD SPIKE FOUND
- GUARD RAIL
- BITUMINOUS CONCRETE CURB
- SLOPED GRANITE CURB
- VERTICAL GRANITE CURB
- INTEGRAL CONCRETE CURB
- CONCRETE CURB
- EDGE OF PAVEMENT
- EDGE OF GRAVEL
- RETAINING WALL
- WIRE FENCE
- CHAIN LINK FENCE
- WOOD FENCE
- SIGN
- HYDRANT
- UTILITY POLE
- EDGE OF WETLAND
- DENOTES MAP AND LOT NUMBER
- BROOK, STREAM OR RIVER
- STONEMASS (BOUNDARY)
- STONEMASS (INTERIOR)
- ZONING BOUNDARY
- EDGE OF WATER
- LIMITS OF CLEARING / TREELINE
- TREES



LOT USAGE

EXISTING MAP 14 LOT 49-1	VACANT LAND (FUTURE CONSERVATION)
EXISTING MAP 14 LOT 49	VACANT LAND
NEW MAP 14 LOT 49	DISTRIBUTION CENTER
NEW MAP 14 LOT 49-A	VACANT LAND (GB ZONE)
NEW MAP 14 LOT 49-B	VACANT LAND (GB ZONE)

LOT AREA CALCULATIONS

EXISTING MAP 14 LOT 49	4,137,176 S.F.	94,977 AC.
- PARCEL P	46,222 S.F.	1,061 AC.
- PARCEL Q	187,953 S.F.	4,315 AC.
- NEW MAP 14 LOT 49-A	735,311 S.F.	16,880 AC.
- NEW MAP 14 LOT 49-B	950,163 S.F.	21,813 AC.
- R.O.W. PETTINGILL ROAD	246,967 S.F.	5,670 AC.
- R.O.W. PARCEL U	42,105 S.F.	0.96 AC.
- R.O.W. PARCEL V	55,346 S.F.	1.27 AC.
NEW MAP 14 LOT 49	1,965,551 S.F.	45,123 AC.

BENCHMARKS

AERIAL AND GROUND TOPOGRAPHY BENCHMARK DATUM WAS ESTABLISHED AS NAVD 88 UTILIZING A TRIMBLE R10 GPS WITH KEYNET REALTIME PROCESSING.



CONTACT DIG SAFE 72 BUSINESS HOURS PRIOR TO CONSTRUCTION

CERTIFICATION

I HEREBY CERTIFY, TO MY KNOWLEDGE, INFORMATION AND BELIEF, THAT THIS PLAN SHOWS THE RESULTS OF AN ON THE GROUND "STANDARD PROPERTY SURVEY" AND THAT SAID SURVEY MEETS THE MINIMUM PRECISION AND/OR ACCURACY MEASUREMENTS FOR SURVEY CLASSIFICATION "U" (URBAN) AS SET FORTH IN TABLE 500.1 OF THE NEW HAMPSHIRE CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS ADOPTED 8/23/01, EFFECTIVE 8/24/01.

I FURTHER CERTIFY THAT THIS PLAN IS THE RESULT OF AN ACTUAL FIELD SURVEY MADE ON THE GROUND AND HAS A MAXIMUM ERROR OF CLOSURE OF ONE PART IN TEN THOUSAND ON ALL PROPERTY LINES WITHIN AND BORDERING THE SUBJECT PROPERTY.

1	7/17/14	TOWN COMMENTS	MC	JO
REV	DATE	DESCRIPTION	DR	CK

OWNER'S SIGNATURE MAP 14 LOT 49
OWNER OR REPRESENTATIVE _____ DATE _____

OWNER'S SIGNATURE MAP 14 LOT 49-1
OWNER OR REPRESENTATIVE _____ DATE _____

Approved by the Town of Londonderry N.H. Planning Board for Phase _____ on Date: _____

Certified By: _____

TAX MAP 14 LOTS 49 & 49-1
OVERALL SUBDIVISION PLAN OF LAND OF PETER J. KING IRREVOCABLE TRUST 9 PEPPERIDGE DRIVE, MANCHESTER, NH 03103 & CITY OF MANCHESTER ONE CITY HALL PLAZA, MANCHESTER, NH 03103 RAYMOND WIECZOREK DRIVE, LONDONDERRY, NH
PREPARED FOR
PROLOGIS MANAGEMENT, LLC
60 STATE STREET, SUITE 1200, BOSTON, MA 02109
SCALE: 1"=250' JUNE 13, 2014

TFM Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
48 Constitution Drive
Bedford, NH 03110
Phone (603) 472-4488
Fax (603) 472-9747
www.tfmoran.com

17056.10 DR XX PB
CK JO CADFILE 17056-10 Subdiv SHEET 2 OF 10

B.6.2014

MEMORANDUM

To: Planning Board

Date: August 6, 2014

From: Planning and Economic Development
Department of Public Works & Engineering
Stantec Consulting Services, Inc.

Re: Tax Map 14 Lots 49 & 49-1
Proposed Subdivision
Pettengill Road

Owners: Peter J. King Rev. Trust and
City of Manchester, NH

T F Moran, Inc. submitted plans and supporting information for the above-referenced project. DRC and the Town's engineering consultant, Stantec Consulting Services 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. The Applicant has not provided utility clearance letters for gas, electric, telephone or cable television to serve all of the subdivision lots per sections 3.05, 4.16.B.7 and 4.18.B of the Subdivision Regulations and Items VII.2.f & g and X.7. a, b, c & d of the Subdivision Application Checklist. We understand utility letters have been provided for only the Prologis Site located upon lot 49. The Applicant has submitted a **waiver request** for this requirement.
2. The Applicant's design does not indicate any proposed sewer services to serve all the new lots and has not submitted for a Londonderry Sewer Discharge Permit for the sewer services to all the lots per sections 3.07, 4.16.B.4 and 4.18.B of the Subdivision Regulations and Items VI.2.b and X.7. f of the Subdivision Application Checklist. We understand a Londonderry Sewer Discharge Permit has been submitted for only the Prologis Site located upon lot 49 The Applicant has submitted a **waiver request** for this requirement.
3. The Applicant's previous submission indicated that the utilities to the serve the lots shown on the separate Pettengill Road plans are intended to be extended from Industrial Drive located east of the subject site and would be placed across abutting Lot 17, Map 28, but the application submission did not include easement deeds, protective covenants or other legal documents that indicates the Owner of abutting Lot 17 has agreed to the proposed utility extensions and improvements indicated across abutting Lot 17 shown on the Applicant's separate Pettengill Road plans per section 2.06.a.9 and 4.18.g of the Subdivision Regulations and item II.6 of the Checklist. We recommend the Applicant provide written documentation from the abutter at Lot 17 agreeing to the proposed improvements indicated on and across the abutting property for the Planning Department's file. The Applicant has submitted a **waiver request** for this requirement.

Design Review Items:

1. The Applicant has not provided the minimum number of benchmarks at one per 5 acres (a minimum of 28 required) per section 4.05 of the regulations. The Applicant has submitted a **waiver request** for this requirement.
2. The overall subdivision plan is at a scale of 1"=250' and the topographic plans are at a scale of 1"=100' and do not comply with the maximum 1"=40 per section 4.01c of the regulations. The Applicant has submitted a **waiver request** for this requirement.
3. The topographic information upon lot 49-1 near the Manchester line on sheets 7, 8 and 9 does not appear to be complete per section 4.17.a.23 of the regulations. Please update the plans accordingly. The Applicant has submitted a **waiver request** for this requirement.
4. The plans do not appear to indicate all of the wetlands upon lot 49-1 per section 3.11 and 4.12.c.14 and 15 of the regulations. The Applicant has submitted a **waiver request** for this requirement.
5. The project roadway plans (Pettengill Road) require modification of the Town's NHDES Alteration of Terrain and NHDES Wetland Permit for the roadway, but the project application does not indicate these applications are applicable. We note that it appears that a NHDES Sewer Discharge Permit, Army Corps of Engineers, and the Londonderry Sewer Discharge Permit applications would also be needed associated with the roadway and lots. It is our understanding the Applicant has submitted applications for the permits. We recommend the Applicant obtain all project permits, indicate the permit approval numbers in the table on the cover sheet and provide copies of all permits for the Planning Division files per section 4.14 of the Subdivision Regulations.
6. The Applicant indicates a NHDOT permit has been submitted for the project. It is our understanding that the Applicant will coordinate with Department of Public Works to obtain a NHDOT permit for the proposed roadway (Pettengill Road) necessary to access the proposed development under this application.
7. The Applicant's previous Pettengill Road submission indicated that a portion of the proposed cul-de-sac to the serve the subdivision would to be placed across abutting Lot 17, Map 28, but the application did not include easement deeds, protective covenants or other legal documents that indicates the Owner of abutting Lot 17 has agreed to the proposed improvements indicated across abutting Lot 17 shown on the Applicant's Pettengill Road per section 2.06.a.9 and 4.18.g of the Subdivision Regulations. We recommend the Applicant provide written documentation from the abutter at Lot 17 agreeing to the proposed improvements indicated on and across the abutting property for the Planning Department's file.
8. The Applicant has not provided revised roadway design plans for Pettengill Road per sections 3.09 and 4.16.C of the Subdivision Regulations. The necessary roadway design creates the required frontage on a class V or better roadway for the proposed lots as required by the Zoning Regulations. We understand the Applicant is updating the Pettengill Road design under this project application to address the review comments dated July 23, 2014 prepared by Stantec Consulting Services, Inc. We recommend the Applicant provide roadway improvement plans for the project acceptable to the Department of Public Works.

9. We recommend the Applicant address the following on the overall and subdivision plans:
 - a. Please provide the Owner signatures on the plan and all applicable sheets.
 - b. Please revise the Pettengill Road label on sheet 2 to "Proposed" (vs. approved).
 - c. Please verify the proposed lot designations meet the approval of the Assessor.
 - d. Please update the notes to include notes g and h per section 4.11 of the regulations.
 - e. Please correct the scale in the title block on sheets 3-6 to 100' (vs. 250'). Please update the topographic plans accordingly.
 - f. Please provide proper monuments along the property lines in excess of 1,000 feet per section 3.02 of the regulations. Please update the topographic plans accordingly.
 - g. Please indicate the map and lot numbers of the abutters on sheets 3-6 per section 4.12.c.5. Please update the topographic plans accordingly.
 - h. Please label the roadway class of Raymond Wiesczorek Drive as typically required by the Town.
 - i. Please provide a note on the plans indicating that future development of the proposed lots will required on-site stormwater facilities to meet the requirements of the Site Plan Regulations, as typically required by the Town.
 - j. Please provide a note on the plans indicating that the driveway serving lot 49-B shown at approximate sta. 105+00 of Pettengill Road shall become right in/right out only upon extension of Pettengill Road to the east from the subject lot, as agreed to by the Town and the Applicant.
 - k. We recommend the Applicant provide match lines on the plans in accordance with the regulations.
10. The Applicant's previous submission indicated that the utilities to the serve the site are intended to be extended from Industrial Drive located east of the site and to be placed across abutting Lot 17, Map 28, but the Applicant has not provided updated utility plans that addresses the Town's comments and concerns relative to the water line location and gas line location of the proposed off-site layout. In addition, it is our understanding that Manchester Water Works has comments on the proposed water line extension to the site, especially at the critter crossing. We recommend the Applicant provide updated off-site utility design plans that address the Manchester Water Works comments and address the Town's comments and concerns that are acceptable to the Department of Public Works.
11. We recommend the Applicant verify the DRC comments of the Assessor have been adequately addressed with the Assessor.

Board Action Items:

1. The Applicant is requesting seven (7) waivers to the Subdivision Regulations as noted in his letter dated June 12, 2014. The Board will need to consider the waiver under this application.

Board Informational Items:

A separate site plan application for a portion of the site has been previously submitted for Phase 1 of the Prologis Distribution Center that was approved by the Board on July 9, 2014.

Planning Board Meeting Minutes - August 6, 2014 - Attachment #3

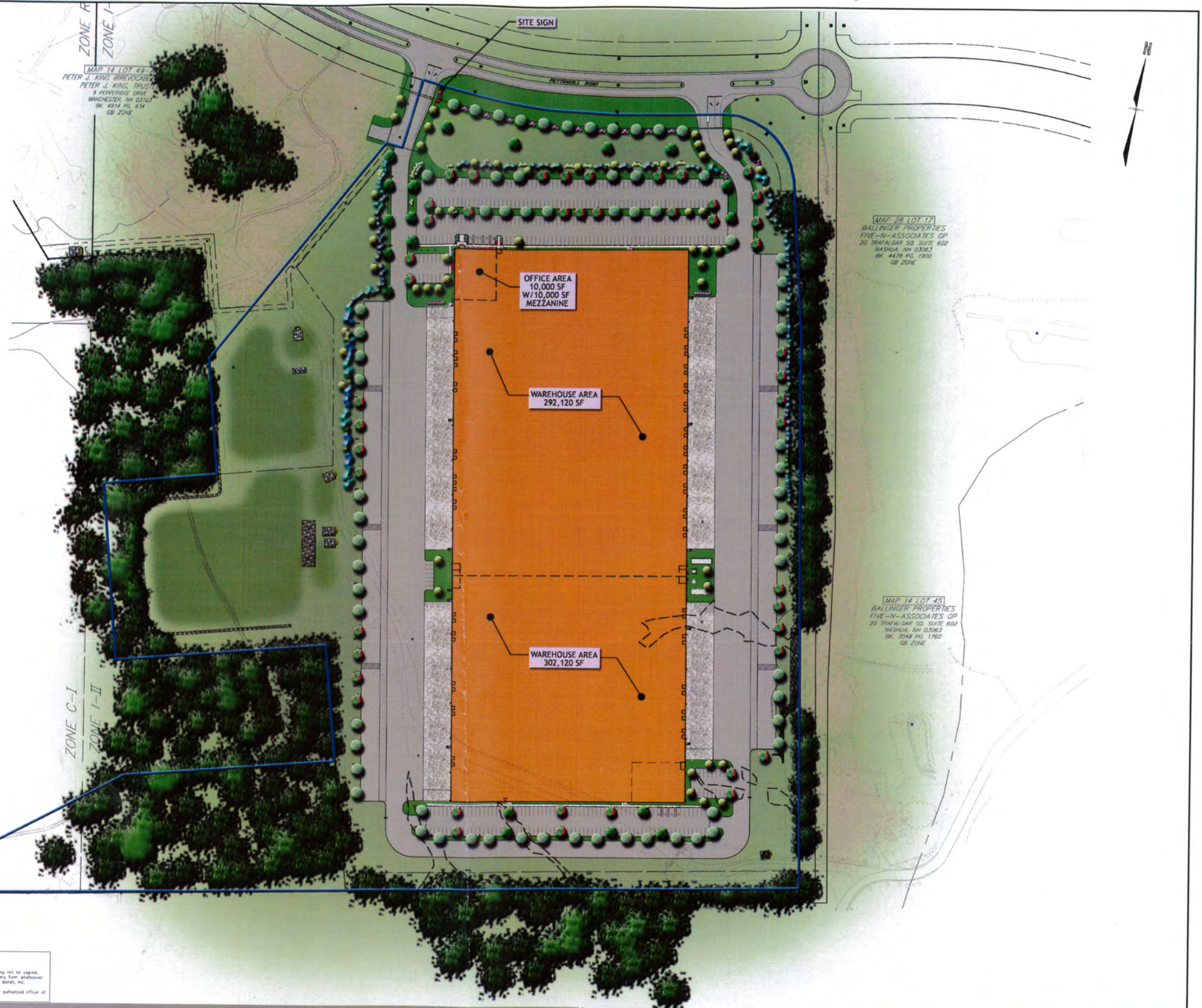
NOTES

1. OWNER OF RECORD OF MAP 14 LOT 49: PETER J. KING IRREVOCABLE TRUST, 9 PEPPERIDGE DRIVE MANCHESTER, NH 03103
DEED REFERENCE TO PARCEL IS BK 4882 PG. 2329
AREA OF PARCEL = 1,265,551 S.F. OR 45.12 ACRES
2. THE PURPOSE OF THIS PLAN IS TO SHOW A PROPOSED 814,240 S.F. DISTRIBUTION CENTER WITH ASSOCIATED ACCESS AND PARKING.
3. CURRENT ZONING IS GATEWAY BUSINESS (GB) DISTRICT

MIN. LOT SIZE:	REQUIRED: 43,500 S.F.	PROVIDED: 1,265,551 S.F.
MIN. LOT FRONTAGE:	150'	2,417'
MIN. BUILDING SETBACKS:		
FRONT:	30'	234'
SIDE:	20'	240'
REAR:	N/A	142'
MAX. BUILDING HEIGHT:	50'	44'
MIN. GREEN SPACE:	25%	37%
4. PARKING CALCULATIONS:
 REQUIRED:
 OFFICE: 1 SP/200 S.F. x 20,000 S.F. (2-STORY OFFICE = 10,000 S.F. PER FLOOR) = 100 SPACES
 ASSEMBLY, TESTING, & PACKING OPERATION (100,000 S.F.): 1 SP/EMPLOYEE x 312 EMPLOYEES = 312 SPACES
 TOTAL REQUIRED: 412 SPACES
 PROPOSED: 438 SPACES (INCL. 9 ACCESSIBLE)
5. THE PROPERTY WILL BE SERVED BY THE FOLLOWING:
 DRAINAGE: PRIVATE
 SEWER: MUNICIPAL
 WATER: MUNICIPAL WATER WORKS
 GAS: NATIONAL GRID
 FIBER: FIBER
 ELECTRIC: FARRINGTON COMMUNICATIONS
 TELEPHONE: COMCAST
 CABLE: COMCAST
6. IN THE EVENT THAT THE SNOW STORAGE AREAS PROVIDED ON THE SITE ARE COMPLETELY UTILIZED, EXCESS SNOW SHALL BE TRANSPORTED OFF SITE FOR DISPOSAL IN ACCORDANCE WITH ALL U.S. REGULATIONS. IF SNOW IS STORED WITHIN PARKING AREA KEEP CATCH BASINS CLEAR.
7. THE CONTRACTOR SHALL BID AND PERFORM THE WORK IN ACCORDANCE WITH ALL LOCAL, STATE AND NATIONAL CODES, SPECIFICATIONS, REGULATIONS AND STANDARDS.
8. ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS NOTED OTHERWISE.
9. WRITTEN DIMENSIONS HAVE PRECEDENCE OVER SCALED DIMENSIONS. THE CONTRACTOR SHALL USE CAUTION WHEN SCALING REPRODUCED PLANS. IN CASE OF CONFLICT BETWEEN THIS PLAN SET AND ANY OTHER DRAWING AND/OR SPECIFICATION, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY FOR CLARIFICATION.
10. THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION AND FOR CONDITIONS AT THE SITE. THESE PLANS, WHEN USED BY THE CONTRACTOR, DO NOT EXTEND TO OR INCLUDE SYSTEMS PERTAINING TO THE SAFETY OF THE WORK. THE SEAL OF THE SURVEYOR OR ENGINEER HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY BE REQUIRED OR HEREINAFTER BE INCORPORATED INTO THESE PLANS. THE CONTRACTOR SHALL OBTAIN, OBTAIN, OR OBTAIN ADMINISTRATION (OSHA) AND/OR LOCAL REGULATIONS.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FAMILIARIZE HIMSELF WITH THE SITE AND ALL EXISTING CONDITIONS SURROUNDING IT AND THEREON. THE CONTRACTOR SHALL ADVISE THE APPROPRIATE AUTHORITY OF HIS INTENTIONS AT LEAST 48 HOURS IN ADVANCE.
12. THE CONTRACTOR SHALL MAINTAIN EMERGENCY ACCESS TO ALL AREAS AFFECTED BY HIS WORK AT ALL TIMES.
13. THERE IS NO OUTSIDE STORAGE OF MATERIALS PROPOSED ON THE SITE.
14. LIGHTING, SOUND, LANDSCAPING, AND SCREENING SHALL MEET THE REQUIREMENTS OF THE TOWN OF LONDONDERRY ZONING ORDINANCE AND SITE PLAN REGULATIONS.
15. SITE WORK SHALL BE CONSTRUCTED FROM A COMPLETE SET OF PLANS. NOT ALL FEATURES ARE DETAILED ON EVERY PLAN. THE ENGINEER IS TO BE NOTIFIED OF ANY CONFLICT WITHIN THIS PLAN SET.
16. ALL WORK IS TO CONFORM TO CITY OR TOWN OF LONDONDERRY, DEPARTMENT OF PUBLIC WORKS STANDARD SPECIFICATIONS.
17. IN THE EVENT OF A CONFLICT BETWEEN PLANS, SPECIFICATIONS, AND DETAILS, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY FOR CLARIFICATION.
18. IF CONDITIONS AT THE SITE ARE DIFFERENT THAN SHOWN ON THE PLANS, THE ENGINEER SHALL BE NOTIFIED PRIOR TO PROCEEDING WITH THE AFFECTED WORK.
19. THESE PLANS WERE PREPARED UNDER THE SUPERVISION OF A LICENSED PROFESSIONAL ENGINEER, THOMAS F. MORAN, INC. ASSUMES NO LIABILITY AS A RESULT OF ANY CHANGES OR NON-COMPLIANCE WITH THESE PLANS EXCEPT UPON THE WRITTEN APPROVAL OF THE ENGINEER OF RECORD.

LANDSCAPE LEGEND

SYMBOL	QTY	BOTANICAL NAME COMMON NAME	SIZE	REMARKS
	46	ACER RUBRUM 'OCTOBER GLORY' OCTOBER GLORY RED MAPLE	3" TO 3 1/2" CAL.	B&B (IMPROVED NATIVE)
	51	BETULA N. 'DURA HEAT' DURA HEAT RIVER BIRCH	12" TO 14" CLUMP	B&B (IMPROVED NATIVE)
	20	QUERCUS RUBRA RED OAK	3" TO 3 1/2" CAL.	B&B (NATIVE)
	67	ULMUS A. 'PRINCETON' PRINCETON ELM	3" TO 3 1/2" CAL.	B&B (IMPROVED NATIVE)
	39	ABIES BALSAMICA BALSAM FIR	6" TO 7"	B&B (NATIVE)
	34	JUNIPERUS VIRGINIANA EASTERN RED CEDAR	6" TO 7"	B&B
	17	PIRUS SINENSIS WHITE PINE	6" TO 7"	B&B (NATIVE)
	48	PICEA ABIES NORWAY SPRUCE	6" TO 7"	B&B
	43	PICEA GLAUCA WHITE SPRUCE	6" TO 7"	B&B (NATIVE)
	25	AZALEA 'GRAND'S HOT SHOT' GRAND'S HOT SHOT AZALEA	18" TO 24"	CONT.
	11	JUNIPERUS C. 'PYFIZERIANA COMPACTA' COMPACT PRYTNER JUNIPER	18" TO 24"	CONT.
	25	RHUS AROMATICA 'SHOW LOW' SHOW LOW SUMAC	18" TO 24"	CONT. (IMPROVED NATIVE)
	55	MYRICA PENNSYLVANICA NORTHERN BAYBERRY	2 1/2" TO 3"	B&B (NATIVE)
	9	PHYSCOCARPUS O. 'SUMMER WINE' SUMMER WINE NINEBARK	2 1/2" TO 3"	CONT. (IMPROVED NATIVE)
	50	SYRINGA VULGARIS COMMON PURNIE LILAC	3 1/2" TO 4"	CONT.



Prologis Management, LLC
60 State Street, Suite 1200, Boston, MA 02109

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This plan is not effective unless signed by a duly authorized officer of Thomas F. Moran, Inc.



PROLOGIS DISTRIBUTION CENTER
52 PETTINGILL ROAD, LONDONDERRY, NH 3662

TAX MAP 14 / LOT 49
PETER J. KING IRREVOCABLE TRUST
9 PEPPERIDGE DRIVE
MANCHESTER, NH 03103

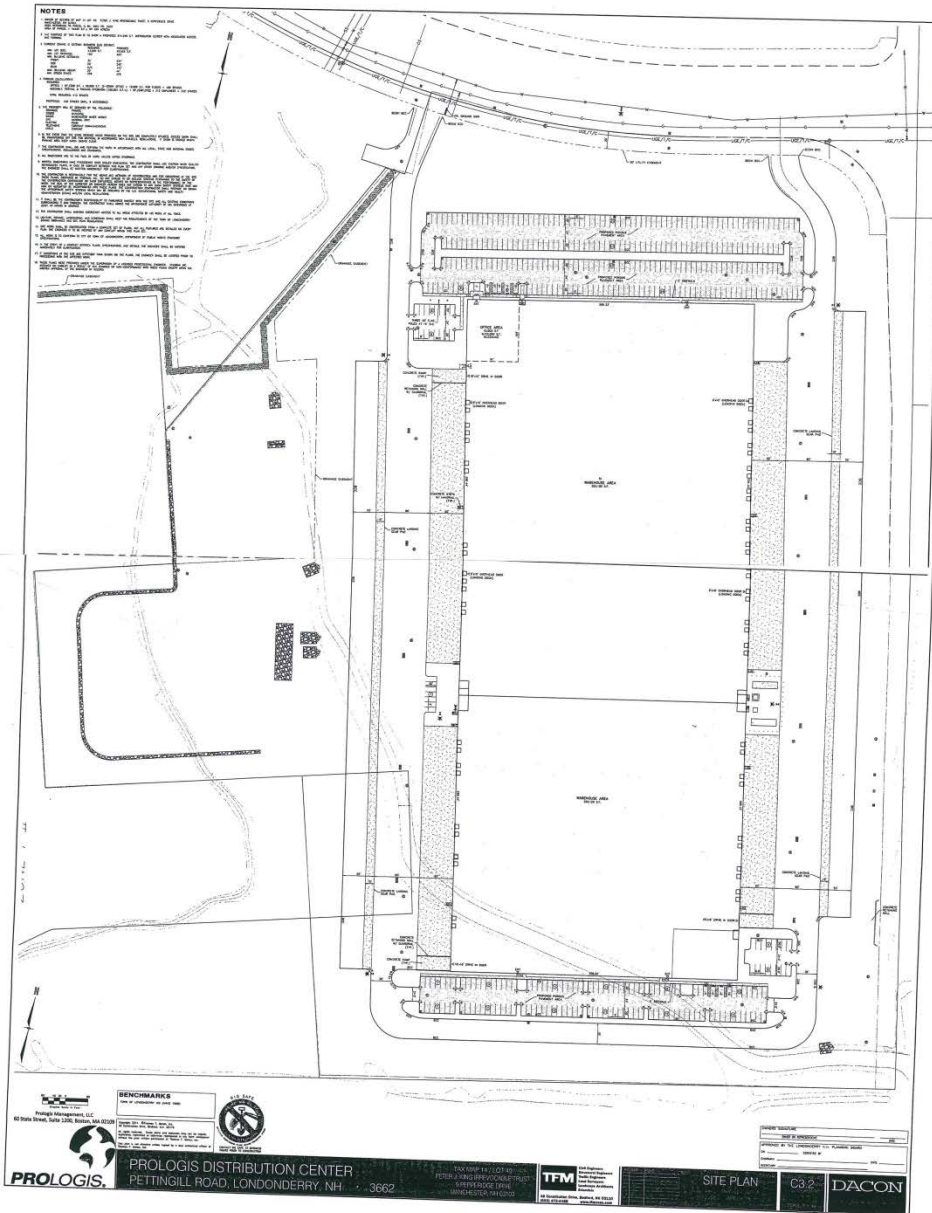
TFM
Civil Engineers
Structural Engineers
Traffic Engineers
Land Surveyors
Landscape Architects
Scientists
48 Constitution Drive, Bedford, NH 03110
(603) 472-4488
www.tfmoran.com

NO.	DATE	ISSUE

PRESENTATION PLAN
P-1
SCALE: 1" = 80'



B.C. 2014



Fiscal Impact Analysis:

**Prologis/UPS Proposal
51 Pettengill Road
Londonderry NH**

**Summary Planning Board
Presentation**

August 6, 2014

**Applied Economic Research
Laconia NH**

About Applied Economic Research

- Established in 1976;
- Economic consultants to municipalities, state government, financial institutions, developers;
- Russ Thibeault, President, has completed assignments in 30+ states
- Extensive impact experience spanning 40 years. Retained by both communities and developers;
- Prior impact studies include, for example:
 - Pettengill Road Analysis on behalf of Londonderry Housing and Redevelopment Authority (included projected impact analysis)
 - Merrimack Outlet Center
 - Pease International Tradeport
 - Berlin MA, 1.6 Million square feet in two retail centers
 - Salem NH 1.25 Million SF Mall at Rockingham Park for Salem Planning Board
 - Wal Mart: Hudson, Hillsboro, Whitefield
 - Portsmouth Westin/Sheraton Expansion
 - Residential developments with several thousand units in several dozen NH communities, including Londonderry.

Scope of Analysis

- Interviewed Development Team
- Case Study Analyses
 - Wal Mart Raymond
 - AG of New England Pembroke
- Interviewed Londonderry Officials RE: Perceived Impacts
 - Planning
 - Fire
 - Police
 - Public Works
 - Assessing
- Estimated Assessed Valuation and Property Tax Revenue Based on Comparables in Londonderry, Case Study Communities and standard cost valuation calculations;
- Estimated Identified Marginal Impact Costs (fire, roadway, sewer interceptor);
- In abundance of caution, redeployed Fiscal Impact Model Technique from AER's 2013 Analysis—Average Property Tax Funded Cost Formulation Reflecting Long-Term, Cumulative Development Impact
- In abundance of caution, analyzed Town Expenditures to Identify long-term Variable Expenses Potentially Allocated to the Development;

The Proposed Development

- 614,000 SF warehouse at 51 Pettengill Road;
- 49 +/- Acre Site to be consolidated from Tax Map 14, Lots 49 and 49-1;
- Building characteristics:
 - 20,000 sf of office space on two floors
 - Maximum building height of 44 feet, average height approximately 40 feet
 - Fully sprinklered
 - On site emergency radio repeater
- To Be Developed by Prologis. Fully leased to UPS for an extended term such that UPS can provide inventory management services for its customer, Pratt and Whitney;
- 200 employees in first year, 412 when fully operational and at capacity (possibly in 8 years)—employment is total, over three shifts;
- 436 parking spaces proposed;
- Total project cost \$45,000,000+/- (preliminary estimate) including offsite infrastructure
 - 1,800 feet, two lanes of Pettengill Road \$1.3 million
 - Water, sewer, electrical, gas, cable, telephone utilities from Industrial Drive;
- Site is in current use and a 10% penalty will be due—amount not yet determined—probably \$300,000+/-.
- Proposed use is consistent with AER’s 2013 Pettengill Road development analysis;
- Development of Pettengill Road has been a priority in the Town’s Capital Improvement Program;
- Proposal will initiate Airport Area Infrastructure District IF funding potential, should the Town so desire;

Infrastructure

- Developers will construct approximately 1,800' of Pettengill Road from Raymond Wieczorek Drive to proposed site's driveway at their expense;
 - Estimated cost of \$1.3 million
 - Two lanes will be completed
 - Subsurface improvements for two more lanes if town decides that is needed in the future
- Developers will extend gas, telephone, cable, water and electrical service from Industrial Drive to site at their expense (\$500,000+/-);
- Developers to install emergency communication repeaters on site at their expense;
- Town to fund sewer interceptor serving entire Pettengill watershed at town's expense per town's prior plans (pump station to Cohas Brook interceptor—approximately 5,800 linear feet) Development will pay its share according to standard procedures. This interceptor pre-dates Prologis (has been part of the town's sewer facility plan).

Project Specific Impacts

- Interviews with Londonderry police, planning and public works officials indicate no major, unique project-specific impacts (other than general cumulative impacts of development, accounted for in AER's impact modeling);
 - Public works mentioned need to maintain Pettengill Road in the future and that sewer collector will be extended per prior facility plan
 - Fire expressed concerns regarding cumulative impact of new large-scale developments including FedEx, Caterpillar
- Essentially all of the needed project infrastructure will be paid for at developer's expense;
 - Pump station-Cohas Brook interceptor will be constructed at town expense per prior plans, but Prologis and other development will pay standard tie-in charges and user fees;
- Preliminary estimate is for 824 passenger vehicle trips per day and 96 tractor trailer trips (combined in and out) per day upon build out (in eight years)
 - Within designed capacity of Pettengill Road and Raymond Wieczorek Drive
- Local fire officials expressed concerns, but not opposition
 - Town's sole ladder truck, 13 years old, is approaching the end of its useful life;
 - Replacement could cost \$1.2 million;
 - The Prologis proposal alone does not require replacement, but the ladder truck would respond to any incident at Prologis/UPS;
 - Staffing in department for fire prevention is now minimal and approaching if not at capacity to provide reasonable service levels;
- One time Current Use Penalty estimated to be \$300,000 will be paid to the town.

Major Observations

- Case studies in Pembroke (400,000 Square Foot Associated Grocers warehouse) and Raymond (1.1 million square foot Wal Mart Distribution Center) indicate large warehouse projects generate significant revenues and insignificant costs;
- Development will pay full property taxes, including school portion, but will impose essentially no school impacts;
- Interviews with Londonderry officials indicate only modest anticipated project-specific cost impacts, fully accounted for in this analysis;
- Development is consistent with and initiates the long-planned Pettengill Road development, including the recently formed Airport Area Infrastructure District;

Conclusions

- ***The Prologis/UPS development will generate a \$700,000-800,000 annual surplus of revenues over assigned costs (conservatively estimated) and will not impose a financial or service burden on the town:***

Estimated Annual Revenues and Expense		
Allowing for Direct Costs Imposed		
Estimated Assessed Value Increase	\$ 40,242,000	
Local Tax Rate (Excluding County Portion)	\$ 20.19	
Annual Local Property Taxes at 2013 Tax Rate		\$ 814,000
Direct Annual Costs Assignable (Fire, Road Maintenance, Sewer Interceptor)		\$ (21,000)
Annual Benefit		\$ 793,000
Allowing For Long Term Average Costs Imposed		
Annual Local Property Taxes at 2013 Tax Rate	\$ 814,000	
Long Term Average Cost Calculation	\$ (100,000)	
Annual Benefit	\$ 714,000	

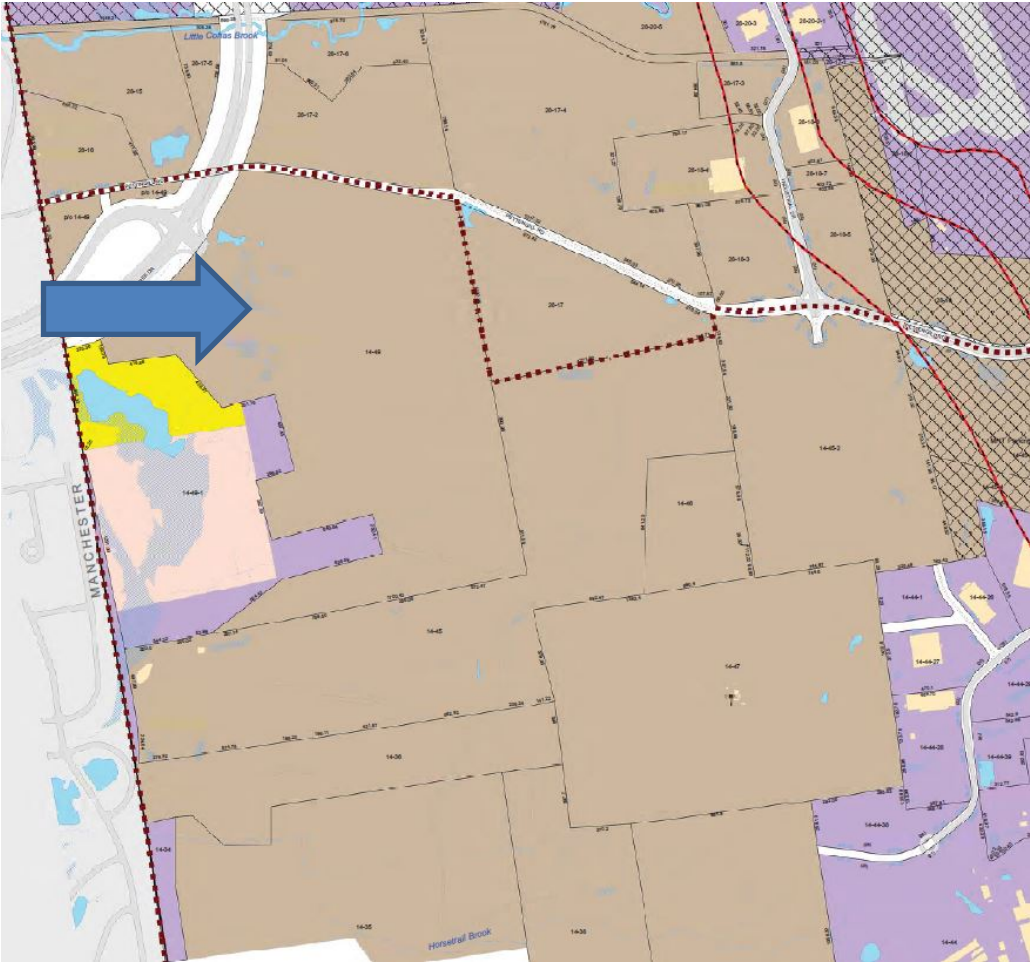
- ***Analysis allows for cost sharing of directly assignable items—Pettengill Road maintenance, Fire truck, sewer interceptor***
- ***The developers will expend \$1.8 million in infrastructure improvements including 1,800 feet of two lane Pettengill Road at no cost to the town;***
- ***The development funds initial implementation of the town’s long-standing plan to develop Pettengill road;***
- ***Generates a significant tax increment, funding the Airport District TIF, allowing the town to fund future infrastructure via TIF financing if it so chooses;***
- ***The site is in current use. The development will generate a one-time current use payment to the town of not less than \$300,000+/-;***

Background: Detailed Slides

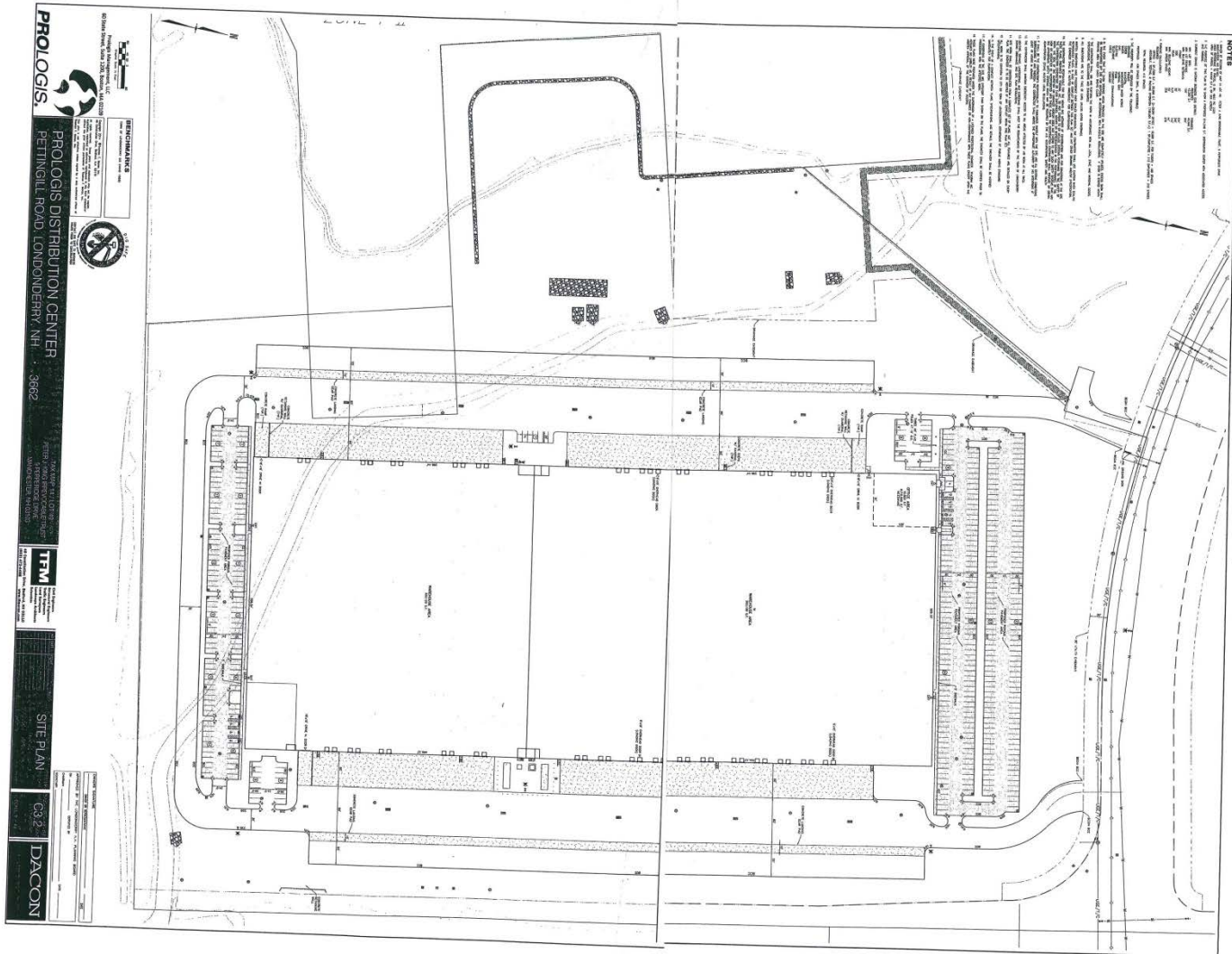
Aerial Of Site



Location

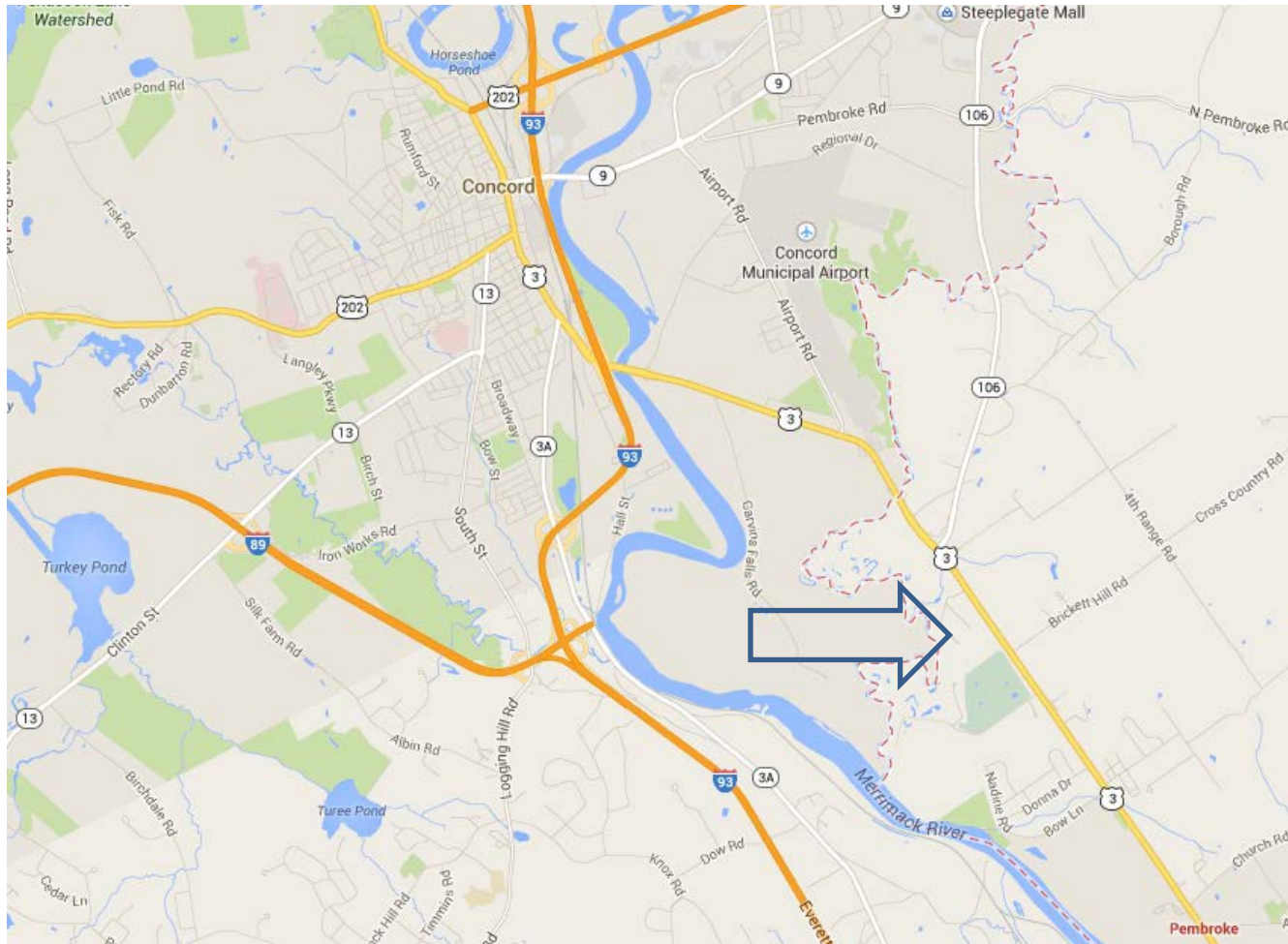


Site Plan



Associated Grocers New England Case Study

Location: Adjacent to Concord Town Line, 3+/- Miles from I-93



Background

- 407,300 square feet on a 69 acre site;
 - 39,000 SF of office space
 - 91,000 SF of cooler space
 - 56,600 SF of freezer space
- Built in 2005;
- Business District Zoning
- Served by municipal sewer and water;
- Fully sprinklered;
- Has on-site security staff;
- Generates \$593,500 in annual property taxes

Site Aerial



Inventory, Assessment and Taxes

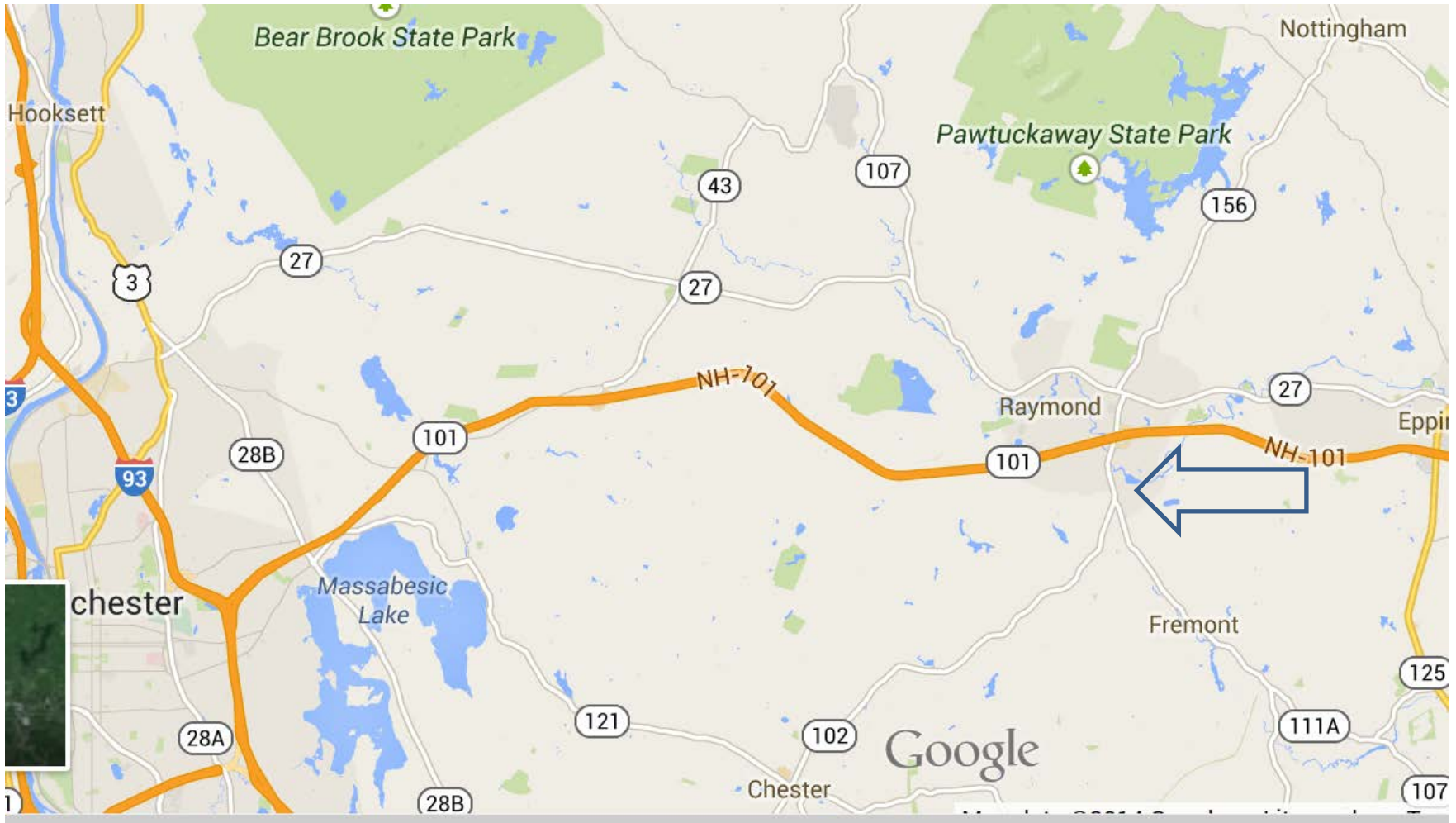
Facility	New England Associated Grocers
Owner	Pembroke AG Holdings LLC
Address	11 Cooperative Way
Community	Pembroke NH
Tax Map\Lot	634\41
Land Area-Acres	69
Total Building Area SF	407,300
Year Built	2005
Assessed Value: Land	\$ 2,284,600
Assessed Value: Improvements	\$ 22,612,060
Assessed Value: Total	\$ 24,896,660
Building/Improvements Assessment/SF	\$ 55.52
Total Assessment/SF	\$ 61.13
Depreciation	6%
Calculated Replacement Cost/SF	\$ 24,055,400
Calculated Replacement Cost/SF	\$ 59.06
Annual Property Tax Revenues	
2013 Tax Rate All Functions	23.84
Total Tax Revenues	\$ 593,500
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Pembroke Municipal Interviews

- Most of the traffic heads north to I-93 via Manchester St in Concord;
- Served by municipal sewer and water;
- Police indicate very few calls for service, partially due to private on-site security staff. The few calls received are for employee theft;
- Fire department (on call) indicated some in town were concerned before AG opened, but since the opening there has been little if any impact;
- Public works indicates little or no impact;
- Town manager reports overall a very favorable impact in terms of jobs and tax revenue with little or no impact on municipal costs for public works, fire, police.

Wal Mart Distribution Facility Raymond NH Case Study

Located Adjacent to Route 101



Background

- 1,144,000 square foot warehouse on a 220 acre site (former campground);
 - Average wall height of 24 feet
 - Several building on the site, the largest being 1,120,668 square feet
- Built in 1996
- In Industrial zone
- Fully sprinklered with large (30,000-50,000 gallon) water tank for fire protection
- On-site well
- On-site septic
- Generates \$692,200 in annual taxes at 2013 tax rate

Site Aerial



Inventory, Assessment and Taxes

Facility	Wal Mart Distribution Center
Owner	Wal-Mart Stores East, Inc.
Address	42 Freetown Rd
Community	Raymond, NH
Tax Map\Lot	24\2
Land Area-Acres	220
Total Building Area SF	1,144,006
Year Built	1996
Assessed Value: Land	\$ 5,955,400
Assessed Value: Improvements	\$ 23,325,700
Assessed Value: Total	\$ 29,281,100
Building/Improvements Assessment/SF	\$ 20.39
Total Assessment/SF	\$ 25.60
Depreciation	47%
Calculated Replacement Cost/SF	\$ 44,010,800
Calculated Replacement Cost/SF	\$ 38.47
Annual Property Tax Revenues	
2013 Tax Rate All Functions	23.64
Total Tax Revenues	\$ 692,200
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Raymond Municipal Interviews

- Fire department reports about average of about 1 call per year, primarily for broken sprinkler heads;
- On site fire protection tank is tested on occasion by Wal Mart and results reported to the fire department;
- Police report minimal impact;
- Public works reports no significant impact—traffic goes directly to the adjacent Route 101 interchange, project is served by on-site well and septic systems;
- Overall, generates significant revenues without a perceptible impact on town services or costs.

Estimated Assessed Valuation and Property Tax Revenues

Illustrative Londonderry Assessments:

Industrial Land Averages \$69,950/Acre

Warehouse Total Averages \$55/SF

Map	Lot	Number	Street	Owner	Use	Year Built	Bldg Area Sf	Land Area Acres	2013 Assessment				Land Value per Acre	Building +Extra Features Value/SF	Total Value/SF	
									Land Value	Extra Features	Building Value	Total Value				
14	021b	15	Delta Drive	Trugreen ltd partnership	Warehouse	1998	18,621	3.73	\$ 497,200	\$ 107,800	\$ 897,000	\$ 1,502,000	\$ 133,298	\$ 54	\$ 81	
14	021b	16	Delta Drive	ECCO USA	Warehouse	1998	90,488	9.13	\$ 886,000	\$ 97,500	\$ 3,967,900	\$ 4,951,400	\$ 97,043	\$ 45	\$ 55	
14	44-25	15	North Wentworth	Sarnia Seacoast LLC	Warehouse	2000	70,180	10.34	\$ 757,000	\$ 71,100	\$ 2,266,700	\$ 3,094,800	\$ 73,218	\$ 33	\$ 44	
14	44-27	20	North Wentworth	Vnetek Properties	Warehouse	2000	36,000	4.832	\$ 469,100	\$ 72,300	\$ 1,368,400	\$ 1,909,800	\$ 97,082	\$ 40	\$ 53	
15	61-6	3	Symmes Drive	Reagan Trust	Warehouse	1985	38,520	3.82	\$ 592,400	\$ 37,100	\$ 1,147,000	\$ 1,766,500	\$ 155,079	\$ 31	\$ 46	
17	045-2	30	Jack's Bridge Rd	Harvey Industries	Warehouse	2006	366,008	43.27	\$ 3,565,700	\$ 594,900	\$ 13,877,000	\$ 18,037,600	\$ 82,406	\$ 40	\$ 49	
							Warehouse Subtotal/Average	619,817	75.12	\$ 6,767,400	\$ 980,700	\$ 23,524,000	\$ 31,262,100	\$ 90,087	\$ 40	\$ 55
14	021-2	7	Delta Drive	Wesle Properties Textiles	Manufacturing	1985	25,579	1.74	\$ 204,400	\$ 16,500	\$ 898,800	\$ 1,119,700	\$ 117,471	\$ 36	\$ 44	
15	98	7	Symmes Drive	Coca Cola Bottling	Manufacturing	1988	487,908	78.74	\$ 3,913,000	\$ 475,200	\$ 16,869,200	\$ 21,257,400	\$ 49,695	\$ 36	\$ 44	
							Manufacturing Subtotal/Average	513,487	80	4,117,400	491,700	17,768,000	22,377,100	\$ 51,161	\$ 36	44
							Combined Subtotal/Average	1,133,304	156	10,884,800	1,472,400	41,292,000	53,639,200	\$ 69,953	\$ 38	\$ 47

Estimated Assessed Value, Reflecting Building Characteristics

Valuation Cost Estimate: Proposed ProLogis Facility	
OCCUPANCY	Distribution Warehouse
CLASS/QUALITY	S/Average-
MARSHALL SECTION/PAGE	14/23
FLOORS	1
TOTAL FLOOR AREA	614,000
AVERAGE FLOOR HEIGHT	40
AVERAGE FLOOR AREA	614,000
CONDITION	New
BASE SQUARE FOOT COST	\$30.00
OTHER ADJUSTMENTS-SPRINKLERS	\$1.55
TOTAL	\$31.55
STORY HEIGHT MULTIPLIER	1.65
CURRENT COST MULTIPLIER	1.02
LOCAL MULTIPLIER	1.06
FINAL SQUARE FOOT COST	56.00
BUILDING AREA	614,000
REPLACEMENT COST	\$34,384,000
OTHER: SITE WORK	\$750,000
TOTAL DIRECT COSTS	\$35,134,000
MISCELLANEOUS/HOLDING COSTS (5%)	\$1,757,000
SUBTOTAL:DIRECT /INDIRECT COST	\$ 36,891,000
TOTAL REPLACEMENT COST	\$ 36,891,000
ROUNDED TO	\$ 36,890,000
Total per Square Foot	\$ 60
LAND VALUE (49 Acres at \$70,000)	\$ 3,430,000
	\$ 40,320,000
SOURCE: MARSHALL VALUATION SERVICE	

Estimated Property Annual Property Taxes

Estimated Assessed Value		
Land		
Acres	\$ 49.00	
Value per Acre	\$ 70,000	
Building+Extra Features		\$ 3,430,000
Building Area (SF)	\$ 614,000	
Anticipated Assessment/SF*	\$ 60.00	
Building Assessment		\$ 36,890,000
Total Assessment		\$ 40,320,000
Less: Current Assessment	\$ (78,000)	
Net Increase in Assessed Value		\$ 40,242,000
2013 Tax Rate/\$000 Assessed Value		
Town	\$ 5.19	
School:Local	\$ 12.82	
School:State	\$ 2.18	
County	\$ 0.91	
Total	\$ 21.10	
Less: County Portion	\$ (0.91)	
Local Tax Rate		\$ 20.19
Estimated Annual Local Property Taxes		
Assessed Value Increment	\$40,320,000	
Tax Rate per \$000)	\$ 20.19	
Annual Property Tax Revenue	\$ 814,100	
* Based on Marshall and Swift Valuation Service--See Addendum		
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Impact: Municipal Cost

Estimated Annual Direct Costs Attributable to the Proposal: Fire, Roadway Maintenance, Sewer Interceptor

Project-Specific Annual Direct Costs

Estimated Annual Marginal Costs		
New Ladder Truck		
Cost	\$	1,200,000
Expected Life (Years)		15
Annual Cost	\$	80,000
Prologis Share:		
Prologis Assessed Value	\$	40,320,000
Total Commercial/Industrial Assessed Value in Londonderry	\$	587,113,619
Prologis Share of Commercial/Industrial Assessment		6.9%
Prologis Share of Annual Cost	\$	5,000
Pettengill Roadway Annual Maintenance		
Town-Wide Winter Maintenance	\$	500,000
Miles of Roadway		180
Cost per Mile	\$	2,800
Feet of Pettengill Roadway Constructed		1,800
Winter Maintenance Cost	\$	1,000
Annual Sinking Fund for Repairs	\$	5,000
Prologis Share of Road Maint. Costs	\$	6,000
Sewer Interceptor		
Cost of Construction per Public Works	\$	700,000
Annualized Cost (Over 20 Years)	\$	35,000
Acres Served		175
Annual Cost per Acre	\$	200
Prologis Acres		50
Prologis Share Annualized Interceptor Cost	\$	10,000
Total Estimated Annual Direct Costs	\$	21,000

Estimation of Long Term Costs

Methodology

- Estimation of costs is inherently judgmental;
- Average cost analysis is conservative, overstating actual costs town is likely to incur, but is reflective of the long term cost impact of development in the Town;
- Began with average cost methodology, using essentially the same methodology as deployed in AER's 2013 Pettengill Road analysis;
 - Costs shared based on valuation of commercial and industrial properties;
 - Focuses on property tax funded costs;
- Supplemental analysis: average cost based on department-specific variable expenses;
 - Includes variable costs irrespective of funding source (could be Federal, for example)
- Computed project-specific costs for fire department and public works, based on interviews with Londonderry officials;
- No direct cost impact on schools is anticipated.

Department-Specific Estimated Local Variable Expenses

Department-Specific Estimation of Variable Expenses				
	Budgeted Amount	% Variable	\$Variable	
Minimal Impact (Town manager, Welfare, General Government, etc.)	\$ 6,847,863	5%	\$ 342,000	
Proportionate Impact (Police, Fire, Public Works, Debt Service, etc.)	\$ 20,846,418	50%	\$ 10,423,000	
Total Variable Expenses			\$ 10,765,000	
% Attributable to Commercial/Industrial		16.9%	(Share of Total Assessed Valuation)	
Amount Attributable to Commercial/Industrial		\$ 1,819,000		
Anticipated Prologis Assessed Value		\$ 40,320,000		
Total Commercial-Industrial Assessed Value in Londonderry		\$ 587,113,619		
Prologis Share of Total Commercial-Industrial		6.9%		
Prologis Calculated Share of Variable Expenses		\$ 125,000		
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Note: See detail in Addendum

Commercial Industrial Share of Total Net Valuation

Commercial/Industrial Share of Property Tax Base		
Value of Commercial and Industrial Land	\$	181,457,178
Value of Commercial and Industrial Build	\$	405,656,441
Total Value Commercial/Industrial		\$ 587,113,619
Net Valuation		\$ 3,479,439,650
Commercial/Industrial Share of Total		16.9%
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Allocated Property Tax-Funded Municipal Costs: Average Cost of Service Method

Local Property Tax Rate	\$	20.19
Commercial/Industrial % of Assessed Value		16.9%
Local Property Tax Funded Expense Rate:Commercial/Industrial Properties (rateXpercent)	\$	3.41
Prologis/UPS Increment in Assessed Value	\$	30,982,000
Additional Municipal Expenses	\$	106,000

Synthesis of two approaches = \$100,000 +/- annual long term cost

Addendum

MEMORANDUM

To: Planning Board

Date: August 6, 2014

From: Planning and Economic Development
Department of Public Works & Engineering
Stantec Consulting Services, Inc.

Re: Tax Map 14 Lot 49
Phase 2 - Site Plan for
Prologis Distribution Center
51 Pettengill Road

Owner: Peter J. King Rev. Trust

T F Moron, Inc. submitted plans and supporting information for the above-referenced project. DRC and the Town's engineering consultant, Stantec Consulting Services 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. The Applicant has not provided a cable television clearance letter for the project in accordance with section 3.04 of the Site Plan Regulation and item XI.5.c of the checklist. We recommend the Applicant obtain utility letters for the proposed utilities to serve the site in accordance with the regulations and provide copies to the Town. The Applicant has submitted a **waiver request** for this requirement.
2. The Applicant's previous submission indicated that off-site utilities to the serve the site are intended to be extended from Industrial Drive located east of the site and to be placed across abutting Lot 17, Map 28, but the application did not include easement deeds, protective covenants or other legal documents that indicates the Owner of abutting Lot 17 has agreed to the proposed improvements indicated across abutting Lot 17 shown on the Applicant's plans per section 2.05.a.9 and 4.18.i of the Site Plan Regulations and item II.5 of the Checklist. We recommend the Applicant provide written documentation from the abutter at Lot 17 agreeing to the proposed improvements indicated on and across the abutting property for the Planning Department's file. The Applicant has submitted a **waiver request** for this requirement.

Design Review Items:

1. The Applicant's site lighting near the driveways at Pettengill Road and upon a portion of abutting lot 49-A to the west exceed the 0.2 foot-candles and does not comply with section sections 3.013.c.3 and 3.13.c.12 of the Site Plan Regulations. The Applicant has submitted a **waiver request** for this requirement.
2. The Applicant's landscape plan does not provide proper screening along portions of the property in accordance with section 3.09.e.2 of the Site Plan Regulations. The Applicant has submitted a **waiver request** for this requirement.
3. The site preparation plan and storm water management plan are at a scale of 1"=80' and the site light plan is at a scale of 1"=90' and do not comply with the maximum 1"=40' per

- section 4.01c of the regulations. The Applicant has submitted a **waiver request** for this requirement.
4. The project design includes porous pavement for portions of the parking lots that is inconsistent with the parking lot standards in section 3.11 of the Site Plan Regulations as indicated in the detail on sheet 8.2. The Applicant has submitted a **waiver request** for this requirement. We note the site area is within the MS4 area of the Town with drainage analysis assuming infiltration with no runoff would occur in these areas and understand that these systems require additional maintenance to preserve the intended design. We recommend the Applicant provide a maintenance program and reporting to maintain the system acceptable to the Town.
 5. The type c inlet frame and grate detail on sheet C8.3 do not comply with the Town's typical detail Exhibit D104 requiring a Type "B" grate. The Applicant has submitted a **waiver request** for this requirement.
 6. The Applicant's proposed driveways have driveway pavement widths of approximately 58 and 60 feet at the right of way line (without roundings) that exceeds the maximum 24 feet per section 3.10.5.5 of the Zoning Ordinance and does not comply with section 3.10.5.5 of the Zoning Ordinance as previously noted. We understand the Planning Board can specifically approve an exception to 36 feet. The Applicant shall revise the driveway widths in compliance with the regulations as discussed at a recent meeting with the Town. Please revise, as necessary, meeting the approval of the Town.
 7. The Applicant has not provided updated off-site improvement plans for the revised Pettengill Road design under this project in accordance with section 3.08 of the Site Plan Regulations. We understand the Applicant is updating the Pettengill Road design under this project application to address the review comments dated July 23, 2014 prepared by Stantec Consulting Services, Inc. We recommend the Applicant provide off-site improvement plans for the project in accordance with the regulations acceptable to the Department of Public Works.
 8. The Applicant indicates the NHDES Alteration of Terrain, NHDES Wetland Permit, NHDES Sewer Discharge Permit, Army Corps of Engineers, and the Londonderry Sewer Discharge Permit applications have been submitted on the checklist. We recommend the Applicant obtain all project permits, indicate the permit approval numbers in the table on the cover sheet and provide copies of all permits for the Planning Division files per section 4.13 of the Site Plan Regulations.
 9. Please update the cover sheet tax map sketch to properly indicate the proposed northerly cul-de-sac from Pettengill Road consistent with the separate subdivision application. In addition, please indicate abutting Lot 28-17 on the tax map sketch. Also, please update the approval box to include the Londonderry Sewer Discharge Permit and Army Corps Permit required for the project.
 10. We recommend the Applicant address the following as required under section 4.12 regulations relative to the submitted existing conditions plan:

- a. Please update to state the error of closure for the property boundary on the plan which shall not be less than one (1) in ten thousand (10,000) feet.
 - b. Please provide appropriate monuments in accordance with section 3.02 of the regulations at property lines in excess of 1,000 feet.
 - c. Please provide the Map # and Lot #, name addresses, and zoning of all abutting land owners. In addition, please label the abutting land uses.
 - d. Please label the limits of wetlands and Conservation Overlay District Boundaries consistent with the separate subdivision application submission.
 - e. Please label the designation of the lot by Tax Map and Lot #'s
 - f. Please dimension the Pettengill Road right of way width and status.
11. We recommend the Applicant address the following relative the submitted site plans:
- a. The proposed easterly driveway location is in close proximity to a future intersection of Pettengill Road and the Applicant has agreed to remove and locate this driveway access to the easterly lot line and future local road to the south at a recent meeting with the Town. We recommend a note be placed on the site plan stating that the easterly site driveway will be removed and relocated at the Applicant's expense to the easterly lot line to access the future local road to the south upon the easterly extension of Pettengill Road beyond the site and placed at a location acceptable to the Department of Public Works.
 - b. Please relocate the gravel driveway along the drainage easement to be within the easement for maintenance, and please label the drainage easement on sheet C3.1. Please update the grading, utility and stormwater plans accordingly.
 - c. The proposed easterly driveway traffic sign is located in pavement that is not allowed by the Town. In addition, it appears that both signs at the driveways at Pettengill Road are too far away from the proposed stop bar and do not meet MUTCD requirements. Please review and update acceptable to the Department of Public Works.
 - d. We recommend additional traffic stop signs and pavement markings be provide at the parking lots exits onto the main driveway access loop. Please review and update accordingly.
 - e. The plan indicates a retaining wall to be constructed along the easterly lot line that appears to vary in height up to 12 feet. We understand retaining walls in excess of 3 feet in height are considered structures, subject to the setback requirements and may require a fence. Please update the plans accordingly to indicate a fence and provide a typical construction detail for the retaining wall with fence in the plan set for proper construction. In addition, please provide a note on sheet C3.1 indicating the design for the retaining wall shall be prepared by a professional engineer licensed in New Hampshire and submitted to the Building Division for review and approval prior to construction as typically required by the Town.
 - f. Please include details for the proposed flag poles in the plan set for proper construction.
 - g. Provide a legend on the plans per section 4.08 of the regulations.
 - h. Please provide the Owner's signature on the plans.
12. The driveway sight distance plans should be updated to indicate the proposed design grading associated with Pettengill Road (vs. existing conditions) and include a certification

that the necessary all-season sight distance for the proposed development is achieved as required by the regulations.

13. We recommend the Applicant address the following relative the submitted grading & drainage plans:
- a. The revised drainage system design includes additional catch basins 401, 402 and 403 along the easterly side of the site along the top of embankment with structure depths varying from 27 to 30 feet that exceed the 18 foot maximum (rim to bottom of structure) requirement and do not comply with section 3.07.h of the regulations. We understand the Applicant is revising the design of the drainage system in this location based upon discussions with the Department of Public Works. We recommend the Applicant provide a drainage system design to address the runoff from the approved FedEx site in compliance with the regulations and acceptable to the Department of Public Works.
 - b. The proposed grading of HW406 does not appear to properly address the proposed headwall and outlet apron location. It appears that a different location may match better with the proposed grading design of the slope and swale. Please review and revise accordingly and verify proper cover is provided.
 - c. Under the revised site design, it appears significant runoff from new additional catch basins 401, 402 and 403 would be directed and discharge to a proposed swale along the toe of the proposed embankment that varies in height up to 20 feet along the southerly side of the site as depicted on sheet C4.2. The design indicates the swale would narrow beyond the headwall discharge point. With the sandy soils of the site, we are concerned that the proposed 20 foot 2H:1V slope would become susceptible to erosion, but the design does not appear to provide additional measures to stabilize the slope and swale in this location as anticipated. We understand the Applicant is revising the design of the drainage system in this location based upon discussions with the Department of Public Works.
 - d. The revised grading design on sheet C4.2 indicates cut fill slopes along the portions of the existing site along the easterly and southerly property lines to create embankment slopes up to 18 feet at 2H:1V near abutting Lot 45. We understand the Town typically requires slopes steeper than 3H:1V be riprap and recommend the Applicant discuss the proposed grading design with the Town and revise the design as necessary acceptable to the Town.
 - e. The easterly slope design on sheet C4.2 indicates an underdrain is proposed, but the drainage schedule does not include this underdrain pipe or provide inverts or a detail for proper construction. Please review and revise accordingly.
 - f. The revised grading design on sheet C4.1 indicates runoff from the easterly swale will drain toward the easterly driveway low point and that is not recommended. Please review and revise the design accordingly. In addition please update the 216 contour along the easterly driveway to indicate the curbing.
 - g. The plan indicates wetland areas extending offsite and uphill from the project site that appear to direct offsite runoff flow onto the proposed development areas of the site. Please provide additional flow arrows in the wetlands to clarify the proposed drainage intent of the offsite runoff at these areas for clarity and proper construction. In addition, please clarify how these runoff areas will be addressed and stabilized under this design.

- h. The plan indicates a retaining wall to be constructed along the easterly lot line that appears to vary in height up to 12 feet. Please provide spot elevation at the top and toe to clarify the design intent and for proper construction.
 - i. Please indicate proposed tree lines on sheet C4.2.
 - j. Please indicate benchmarks per section 4.08 of the regulations.
 - k. The revised outlet structure location within the basin is placed at elevation 207 and would bury the outlet device invert of 205 and cover the top of the grate at elevation 206 as noted in the detail. Please review and revise to provide a proper outlet structure location that provides proper pipe cover over the outlet pipe from the structure.
 - l. Please indicate an access drive to the site outlet structure for maintenance of the facilities as typically requested by the Town. Please update the drainage report accordingly.
 - m. Please provide a match line to clarify the detail information that is provided along the bottom of sheet C4.1 as required by the regulations.
14. We recommend the Applicant address/clarify the following on the utilities plan:
- a. The South Sewer Force Main sewer profile on sheet C5.3 indicates the proposed sewer force main will conflict with the water line. In addition, it does not appear the minimum cover of 6 feet under pavement is provided for the force main. Please review and revise to remove the conflict acceptable to the Sewer Division. In addition, please verify the proposed sewer design and layout meets the approval of Sewer Division.
 - b. Please verify the location of the indicated hydrants and fire protection service lines to the proposed building is acceptable to the Fire Department and provide documentation of acceptance for the Planning Department's file.
 - c. Please indicate the underground electric services to the proposed light poles. In addition, please address if the proposed ground sign at the driveway entrance will be lighted and indicate the electric service if applicable.
15. We recommend the Applicant address the following relative to the stormwater management plan provided with this submission:
- a. Please indicate/provide check dams along the swales.
 - b. Please revise the project limits to extend around the stockpile areas (versus through them) since they are part of the project.
 - c. The proposed silt fence along the westerly side of the Town's detention basin and along the outlet pipe location is indicated on the abutting lot. Please provide documentation the abutter has agreed to the proposed impacts or relocate the silt fence onto the site.
16. We recommend the Applicant address/clarify the following on the construction details for the project:
- a. The revised detention basin outlet structure detail does not comply with the Town's standard detail Exhibit D108 and does not appear that it can be properly constructed to provide a minimum one foot embankment cover over the outlet pipe and provide the embankment at a minimum of 6 inches from the top grate as required. We note the 15" outlet pipe has an invert at 204.0 and top grate elevation at 206.0. Please revise the design to provide a properly designed outlet structure in compliance with the Town's typical detail.

- b. Please provide a detail for the proposed detention basin gravel access drive in the plan set for proper construction. In addition, please provide a curb cut detail for access to the gravel drive from the paved curbed driveway.
 - c. Please dimension the curb height in the bituminous curb detail consistent with Exhibit R104 of the Town's typical details.
 - d. Please provide a detail of the proposed site sign shown at the entrance.
 - e. The drain manhole cover should note the "DRAIN" label in 3" letter as required by the Town's typical details. In addition the catch basin grates should be indicated an H-20 loading are required. Please revise consistent with the Town's typical details or reference the Town's typical design details.
 - f. The proposed basin design indicates the bottom of the basin will be a constructed soil mixture, but there is no information to support the assumption the constructed mixture will provide the infiltration rate of five (5) inches per hour used in the drainage analysis. Please provide analysis and testing information to support the infiltration rates used for this constructed soil mixture.
 - g. The sewer manhole and pump chamber details do not indicate the structure meeting H-20 loading as required by the Town. Please update to indicate H-20 loading and verify the proposed details meet the approval of the Sewer Division.
17. We recommend the Applicant address the following relative to the revised project drainage report:
- a. The Applicant's revised drainage report does not include a pipe summary table per section 3.07.b.4 of the regulations. We recommend the Applicant provide a pipe summary table as required by the regulations.
 - b. The Applicant's revised drainage report does not include a swale summary table in accordance with section 3.07.b.5 of the regulations. We recommend the Applicant provide a swale summary table as required by the regulations
 - c. Post development subcatchments 2OS, 17S, 19S, and 20S do not address the revised grading design shown for the additional drainage system along the easterly side of the site under this latest revision. Please review and revise the subcatchments and analysis to properly address the current design.
 - d. Please revise the analysis to indicate subcatchment 2OS contributing at 2L and not at the swales that are included in the Tc subcatchment calculations. In addition, subcatchment 3R shall be revised in the analysis accordingly to contribute at pond CB116 and not the swales in the Tc calculations. Please update and verify regulation compliance is achieved (no increase in runoff).
 - e. The revised analysis does not properly address the revised swale #6 width of approximately 8 feet at the outlet discharge at HW406. In addition, the reach analysis shall be revised to indicate the proposed side slope at 2H:1V shown on the revised plans. Please review and revise all the swales to properly indicate the side slopes of the updated grading design (2H:1V).
 - f. The analysis does not include the roof drains as previously noted and is unclear if the 10" roof drain pipes are adequate sized to address the 25-year runoff flows of 5.6 to 7.0 cfs and have velocities at less than 10 fps to comply with the regulations. Please review and revise the analysis accordingly and include the pipe information into the missing pipe summary table of the report.

- g. The reach 71R summary does not appear to properly address the indicated grading design with only 6 inches of freeboard as depicted on the grading plans. As discussed with the Applicant, we are concerned that the 25-year 28 cfs flow from the FedEx site at this location could overtop the indicated embankment and impact the stability of the 10 foot embankment above the site parking area. We understand the Applicant is reviewing the design of the drainage system in this location to address this concern.
 - h. As discussed with the Applicant, we are concerned that the 8" openings indicated in the reach 71R summary for the catch basins at the top of the embankment may not be adequate to handle debris in the off-site discharge flows to this location. We understand the Applicant is reviewing the design of the drainage system in this location to address this concern. Please review and revise to adequately address off-site discharge to the site and as acceptable to the Department of Public Works.
 - i. The revised report does not address the impacts to all abutting lots as required by the regulations per section 3.07.b.3 of the regulations and item Xi.2.c of the checklist. We note abutting lots 49-A, 49-B, 17, and 45 do not appear to be addressed. Please provide a summary table in the report narrative that indicates the pre- and post-development impacts to each abutting lot and indicates no increase in runoff in accordance with the regulations is achieved as typically required by the Town.
 - j. We recommend the stormwater and maintenance measures in section 4 of the report be copied to the site grading and drainage plans as typically requested by the Town.
 - k. The revised 25-year post development pond routing calculations provided for the Town's basin includes storage below the outlet invert elevation (199.77) that is typically not allowed by the Town. In addition, we understand the basin outlet structure has been modified under the amended NHDES Alteration of Terrain (AoT) application for Pettengill Road, which is not indicated in the submitted analysis. Please revise the pond analysis to eliminate storage volume below the outlet structure invert elevation; update the outlet structure consistent with the Town's latest AoT application; clarify infiltration is not utilized in the analysis as typically required by the Town and verify compliance with the regulations is achieved (no increase in runoff).
 - l. The revised 25-year post development pond routing calculations provided for the site basin includes infiltration and storage below the outlet invert elevation (205.00) that are typically not allowed by the Town. Please revise the analysis to eliminate storage volume below the outlet structure invert elevation, indicate infiltration is not utilized in the analysis as typically required by the Town to clarify/verify compliance with the regulations is achieved (no increase in runoff).
 - m. The revised analysis includes infiltration that is typically not allowed by the Town since it does not address all season conditions. Please update the analysis to eliminate infiltration and verify compliance with the Town regulations is achieved (no increase in runoff).
 - n. The Applicant noted in the response letter that a NHDES permit is not required after a meeting with NHDES. We recommend the Applicant provide a copy of the correspondence from NHDES Dam Bureau indicating a dam permit is not necessary for this project for the Planning Department's file.
18. We recommend the Applicant address the traffic review comments dated August 6, 2014 prepared by Stantec Consulting Services, Inc. for the project.

19. The Applicant shall update the lighting plan title block to include the Site Location, Map and Lot Number, Owner's name and address and Applicant's name and address as required by the regulations. In addition, the building rendering title blocks shall be reviewed and updated as applicable in compliance with the regulations.
20. We recommend the Applicant verify the DRC comments for the project are adequately addressed as applicable:
 - a. Please verify the comments of Fire Department have been adequately addressed with the Fire Department.
 - b. Please verify the comments of Planning Department have been adequately addressed with the Planning Department.

Board Action Items:

1. The Applicant is requesting seven (7) waivers to the Site Plan Regulations as noted in his letter dated June 12, 2014. The Board will need to consider each waiver under this application.
2. The Applicant is proposing improvements within the Conservation Overlay District (COD) that will require a Conditional Use Permit (CUP) approval by the Planning Board. The Board will need to consider the Conditional Use Permit as part of the review.
3. The Applicant's building size exceeds the maximum allowed for the Gateway Business District and the Applicant is requesting a Conditional Use Permit for the proposed building and site. The Board will need to consider the Conditional Use Permit as part of the review.
4. The Applicant's lighting fixture height exceeds the maximum allowed for the Gateway Business District and the Applicant is requesting a Conditional Use Permit for the proposed site lighting fixture height. The Board will need to consider the Conditional Use Permit as part of the review.

Board Informational Items:

1. This project is contingent upon approval of a separate lot line adjustment and subdivision of existing Lot 49 and 49-1 to create the new lot configuration and to create frontage on a proposed Class V or better roadway (Pettengill Road) to serve the site as indicated on the site plan with this submission. The separate subdivision application to create the subject lot 49 shown in the project plans is currently under review by the Town.
2. A separate site plan application has been previously submitted for Phase 1 of the Prologis Distribution Center that was approved by the Board on July 9, 2014.
3. The proposed design indicates sewer service connections along the easterly property line to the Town's proposed sewer interceptor, which is proposed to be constructed by the Town to serve the project location.

Stantec Consulting Services Inc.
5 Dartmouth Drive, Suite 101
Auburn, NH 03032
Tel: (603) 669-8672 Fax: (603) 669-7636



MEMORANDUM

To: Ms. Cynthia A. May, Department of Planning & Economic Development Date: August 6, 2014

Cc: Mr. John Trottier, PE, Department of Public Works and Engineering

From: Gerard J. Fortin, P.E. Re: Tax Map 14 Lot 49
André H. Betit, Jr. P.E. Traffic Assessment – Prologis
Stantec Consulting Services Inc. Distribution Center

Stantec Consulting Services Inc. has reviewed the July 16, 2014 traffic report regarding the *“Traffic Impact and Access Study – Prologis Distribution Center, 52 Pettengill Road, Londonderry, New Hampshire”*, prepared by TFMoran, Inc. The proposal calls for constructing a 614,000 S.F. distribution facility. The distribution facility would be constructed along the new Pettengill Road corridor. The following comments summarize our review findings:

1. The full traffic analysis is an appropriate report format for assessing the proposed project's traffic impacts based on the Town's regulations. Please note that the Traffic Impact and Access Study (TIAS) is not stamped by a Professional Engineer as required by the Londonderry Site Plan Regulations.
2. No roadway description is provided for proposed changes to the Raymond Wieczorek Drive/Roundstone Drive/Pettengill Road intersection. The proposed changes shall be as discussed with the Department of Public Works and approved by the NHDOT. We recommend that this discussion be provided in the report.
3. Other Proposed Developments: The TIAS includes the effects of the FedEx Ground Project and the Milton CAT project. However, back-up information from these studies is not provided in the Appendix of the report. We recommend that the Applicant provide data from the referenced reports in the appendix.
4. Trip Generation: The TIAS provides trip generation for the proposed site. However, the report does not indicate how the volumes were determined or generated. In addition, it is unclear why the trip generation increases from 2015 to 2025. We recommend the Applicant provide information supporting the proposed trip generation and provide an explanation, with supporting information, for the trip generation increase from 2015 to 2025.
5. Trip Distribution: The trip distribution included in the TIAS for employee trips is 60% to the F.E. Everett Turnpike, 20% to Roundstone Drive and 20% to the north. The TIAS indicates that the distribution is based on an estimate using 2016 SNHRPC traffic projections. However, no backup data or calculations are provided. Since this is the distribution for employee trips only, we recommend that the Applicant use U.S. Census Journey to Work data for employee trip distribution.

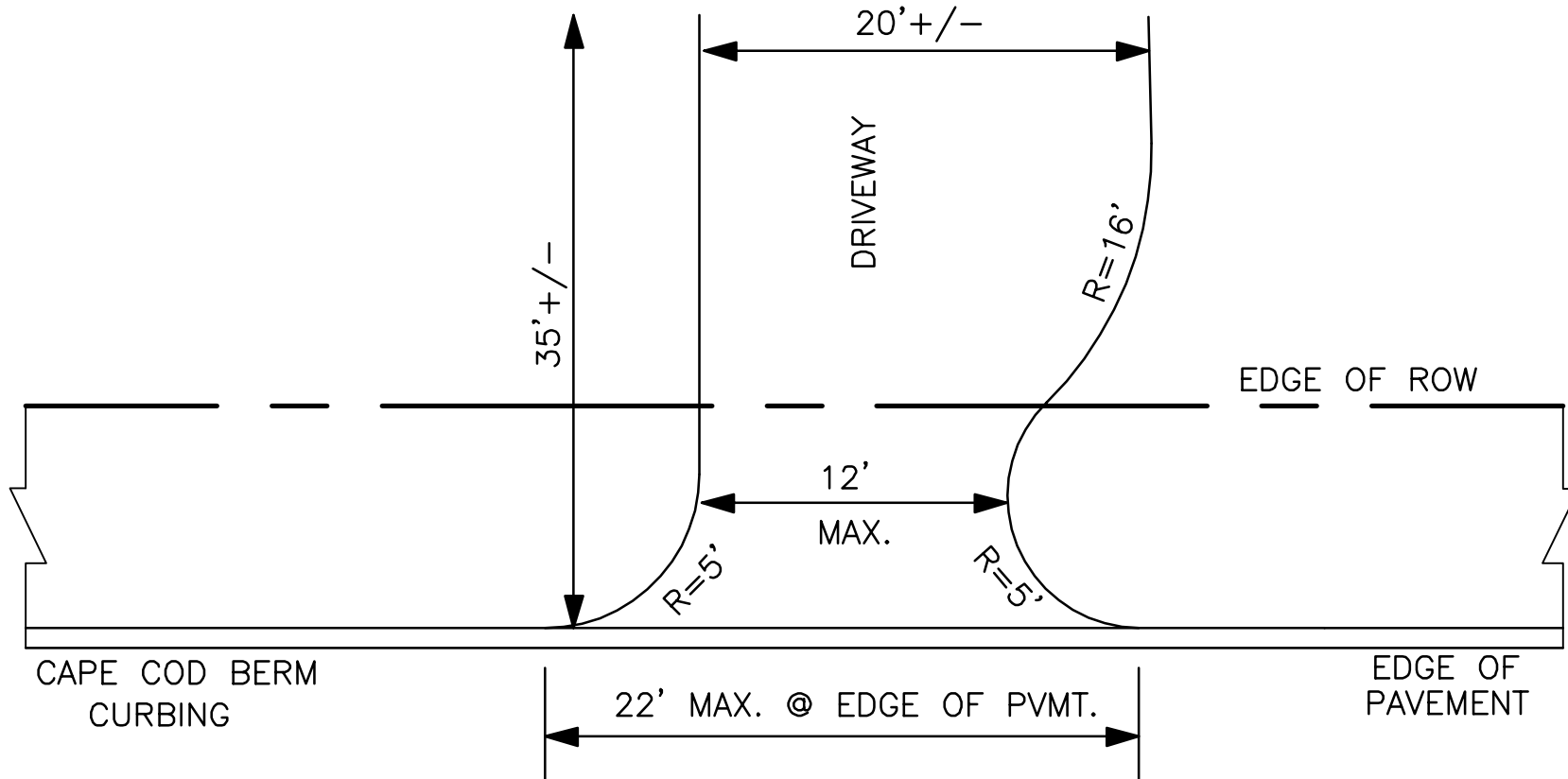
6. Phase 2 Development: The TIAS includes analysis for two (2) other lots that will be created by the construction of Pettengill Road. However, no summary table is included for the trip generation of these developments. We recommend that a summary table showing the trip generation be included in the report.

While calculations for the trip generation of the Phase 2 Development are provided in Appendix F of the report, only the calculations for the Hotel are labeled. We recommend that the calculations be clarified for each component of the Phase 2 development.

The calculations for the Hotel (Land use code 310) indicate a total of 112 vehicles in the PM peak hour. However, using the ITE information provided, the total should be 72. In addition, the report indicates that the sit down restaurant will be 250 seats, but the ITE information provided is based on square foot. We recommend that the Applicant review the trip generation calculations and provide the corresponding ITE land use code data.

7. Level of Service (LOS) Analysis: The report indicates that "In the 2015 build and horizon year (2025) analyses, the signal timings were optimized." However, this does not allow for a comparison of signal operation with and without mitigation. In addition, the report does not indicate how this mitigation (optimized signal timing) is to be implemented. We recommend that the Applicant provide LOS analysis without mitigation for the phase 1 development scenarios.
8. Queue Length – Manchester Airport Access Road: Queue lengths shown in the Part 1, 2025 analysis period indicate that for the AM generator peak, the northbound through 95% queue length will increase from 39' in the no-build condition to 100' in the Build condition. Similarly, for the AM roadway peak, the southbound through 95% queue length will increase from 181' in the no-build condition to 512' in the Build condition. In addition, for the PM Generator peak, the northbound through 95% queue length will increase from 38' in the no-build condition to 93' in the Build condition and the southbound through 95% queue length will increase from 114' in the no-build condition to 245' in the Build condition. We recommend that the Applicant meet with Town and NHDOT to discuss if mitigation is required for this increase in queue length.
9. The Applicant should revise the report, incorporating all the comments included above and those addressed in the response to comments letter, into a complete, revised and updated traffic report to the Planning Department for the Town's file. The revised, updated and complete traffic report shall be stamped by a professional engineer licensed in New Hampshire as required by the regulations.

630 SQ.FT.



TYPICAL DRIVEWAY APRON DETAIL

NO SCALE

PROPOSED

