

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF FEBRUARY 6, 2013, 2013 AT THE MOOSE**
3 **HILL COUNCIL CHAMBERS**
4

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

9 Also Present: Cynthia May, ASLA; John Trottier, P.E.; Jaye Trottier, Planning and
10 Economic Development Department Secretary
11

12 A. Rugg called the meeting to order at 7:22 PM. He appointed L. Reilly to vote for
13 C. Davies and M. Newman to vote for M. Soares until she arrived.
14

15 **Administrative Board Work**
16

17 A. Approval of Minutes – January 9 and January 28, 2013
18

19 **L. Wiles made a motion to approve and sign the minutes from the**
20 **January 9, 2013 meeting. J. Laferriere seconded the motion.** No
21 discussion. **Vote on the motion: 9-0-0.**
22

23 L. El-Azem noted that the date on the minutes was incorrectly identified as
24 January 29, not 28. **L. Wiles made a motion to approve and sign the**
25 **minutes from the January 28, 2013 meeting as amended. J.**
26 **Laferriere seconded the motion.** No discussion. **Vote on the motion: 7-**
27 **0-2** (A. Rugg and L. Wiles abstained as they were absent from the January
28 28, 2013 meeting).
29

30 Minutes for **January 9, 2013** and **January 28, 2013** were approved and
31 were signed at the conclusion of the meeting.
32

33 B. Regional Impact Determinations - Hampshire Ventures, Inc., Map 3 Lot 185
34

35 C. May stated that Hampshire Ventures, Inc. is proposing a two-lot duplex
36 subdivision on Map 3, Lot 185. She said that Staff recommends this project is
37 not a development of regional impact, as it does not meet any of the regional
38 impact guidelines suggested by Southern NH Planning Commission (SNHPC).
39

40 **L. Wiles made a motion to accept Staff recommendations that this**
41 **project is determined not to be of regional impact under RSA 36:56.**
42 **R. Brideau seconded the motion.** No discussion. **Vote on the motion:**
43 **9-0-0.**
44

45 C. Discussions with Town Staff
46

- 47 • Announcement of Change Regarding Legal Notices in Local
48 Newspapers
49

1 C. May explained the Planning Board is the only Londonderry board to
2 advertise legal notices in both the Londonderry Times and the Derry
3 News. If the Board were to use only the Londonderry Times, the
4 savings to the Town could total at least \$200 per month. Agendas will
5 continue to also be available on the Town website and A. Rugg added
6 that they are also typically found on the local website
7 londonderrynh.net. C. May announced that the next legal notice will
8 be printed solely in the Londonderry Times.

9
10 A. Rugg asked for input from the Board. There was none.

- 11
12 • Woodmont Commons Transportation and Open Space Briefing

13
14 C. May stated that this briefing was received today from the Woodmont
15 Commons Development Team and that hard copies were delivered for
16 the Board members. An electronic version, she said, would be posted
17 on the Town website on February 7.

- 18
19 • School District Deliberative Session

20
21 A. Rugg noted that the deliberative session for the Town's School
22 District is scheduled for Friday, February 8, 2013.

23
24 [M. Soares arrived during the next presentation at 7:30 PM].

25
26 **New Plans**

- 27
28 A. Liberty Utilities (Applicant), Blue Seal Feeds, Inc. (Owner), Map 7 Lot 34-1 -
29 Application Acceptance and Public Hearing for formal review of an application
30 to amend the previously approved 1993 Blue Seal Feed, Inc. site plan at 15
31 Buttrick Road, Zoned C-I.

32
33 J. Trottier stated the Applicant is requesting the following waiver:

- 34
35 1. Waiver to Section 3.14 of the regulations and Item XI.1 of the Site plan
36 Application and Checklist. The Applicant has not provided a traffic
37 impact analysis as required by the regulations. Staff recommends
38 **granting** the waiver, as the pre-existing use of the property was a
39 corporate office and the proposed use will be a corporate office, and no
40 expansion of the building footprint is proposed.

41
42 **L. Wiles made a motion to approve the applicant's request for the**
43 **waiver as outlined in Staff's Recommendation memorandum dated**
44 **February 6, 2013. R. Brideau seconded the motion.** No discussion.
45 **Vote on the motion: 9-0-0.** The waiver was granted.

46
47 **L. Wiles made a motion to accept the application as complete. R.**
48 **Brideau seconded.** No discussion. **Vote on the motion: 9-0-0.** The
49 application was accepted as complete.
50

1 Steve Szczechura, Facilities Manager for Liberty Utilities in NH was joined by
2 Matt Routhier, Project Manager from Northpoint Engineering to present the
3 plan. M. Routhier gave an overview of the current site conditions, noting the
4 59 parking spaces now located there. The first proposed amendment to the
5 plan approved in 1993 involves rotating the northwestern parking area 90
6 degrees to improve circulation while decreasing impacts to adjacent wetlands
7 and providing the required stormwater management. The second involves
8 revising the interior of the main parking lot to the south/southeast to
9 increase efficiency. An existing three-bay garage will be replaced with a
10 smaller one and a dumpster currently located near the entrance will be
11 placed next to it. S. Szczechura said Liberty Utilities is hoping to move their
12 corporate offices from Salem, NH to this site. While the existing 24,740
13 square foot two-story building will be used for customer service, a gas control
14 group, and engineering, the primary use will be for their professional office
15 staff. No commercial vehicles larger than a pickup truck or van will be
16 parked on the site.

17
18 A. Rugg asked for Staff input.

19
20 J. Trottier stated the applicant is requesting three waivers to the site plan
21 regulations:

- 22
23 1. The Applicant is requesting a waiver to Section 3.07.g.3 of the
24 regulations. The existing drainage system does not have the required 3-
25 feet of cover over some existing pipes as well as three proposed pipes.
26 The existing drainage pipes and the proposed pipes that do not have the
27 3-feet of cover are reinforced concrete (RCP) pipe. Staff supports
28 *granting* the waiver because the existing piping is RCP and the applicant
29 is proposing to use RCP in the new locations.
30
31 2. The Applicant is requesting a waiver to Section 3.07.g.2 of the
32 regulations. The drainage report indicates existing pipes will have
33 velocities in excess of 10 feet per second (fps) (10.5 fps). Staff supports
34 *granting* the waiver, because the Applicant is proposing to utilize the
35 existing drainage system and the discharge will flow to an existing rip
36 rapped/vegetated discharge point.
37
38 3. The Applicant is requesting a waiver to Section 3.09 and 3.11.g.7. The
39 Applicant has not provided the appropriate parking lot screening from
40 abutting residences as required by the regulations. Staff recommends
41 *granting* the waiver, as there is presently a landscaped buffer to the
42 north and the southerly abutter has requested a shade tolerant
43 vegetative screen be provided, and one is being proposed with this plan.
44 The abutters both provided letters stating their preferences.
45

46 J. Trottier then summarized design review items from the DPW Memo. C.
47 May noted the general concept of the amendment had been discussed at two
48 previous meetings and resulted in the Board requiring a public hearing at a
49 Planning Board meeting for the sake of possible input from abutters regarding
50 new lighting for the previously approved parking lots. She reported that the

1 applicant subsequently contacted the neighbors, which resulted in the current
2 lighting and landscaping plans designed to mitigate their concerns. A
3 determination has also been made by the Town Zoning Officer that the
4 Conservation Overlay District (COD) would not apply to this lot because the
5 district was not adopted until after the 1993 site plan approval. The
6 Conservation Commission, however, had requested that the applicant still
7 apply for a Conditional Use Permit (CUP), stating that they would most likely
8 support one based on the relocation of the northwestern parking area away
9 from the pond on the lot and the addition of a 20-foot wide natural vegetated
10 buffer around the pond.

11
12 A. Rugg asked for Board input. M. Soares welcomed the applicant to town
13 and thanked them for preserving the lot's landscaping. L. Wiles also thanked
14 the applicant for approaching the abutters and inquired about the specifics of
15 the mitigated lighting plan which S. Szczechura explained.

16
17 A. Rugg asked for public input.

18
19 Roy Bouchard, 19 Buttrick Road, said that he met with S. Szczechura and
20 Michael Knott of Liberty Utilities regarding the lighting and landscaping
21 towards his property. If the plans are implemented as explained, he said he
22 had no issue with them. He did, however, express concern over further
23 impacts to his well water due to increased use of the septic system caused by
24 an increase in employees on the site as well as increased salt use for the
25 additional 75 +/- parking spaces. He asked if the applicant could have
26 Pennichuck Water brought up from the entrance to their site to his residence.
27 A. Rugg said the issue would be one between Mr. Bouchard and the applicant.
28 Because original plantings placed by Blue Seal Feed along the property line
29 facing his lot died and the lot is therefore visible during the winter months, he
30 suggested additional trees be added there for visual screening.

31
32 Hank Peterson, 28 Peabody Row, said the proposal would be a further
33 detriment to wetlands on Buttrick Road beyond that posed by past
34 development. He questioned whether there would be enough snow storage
35 on site and whether the proposed drainage system could sufficiently handle
36 the amount of road salt that would be used. M. Routhier pointed out the
37 snow storage areas and said that the drainage system would adequately treat
38 the stormwater runoff. H. Peterson then asked why 134 +/- total spaces
39 would be needed. S. Szczechura said that is the number of employees
40 expected to be on that site. H. Peterson also expressed concern for an
41 increase in traffic and speeding on Buttrick Road and Peabody Row. C. May
42 explained that since there would be no expansion of the building's footprint, a
43 traffic study was not required for this amendment. She added that
44 subsequent updates to the parking space dimensions will actually result in a
45 decrease of impervious surface by 5,000 sf. H. Peterson also voiced
46 opposition to the light on the rear of the building that he said shines
47 excessively onto his property.

48
49 Mike Speltz, 18 Sugarplum Lane, spoke as a member of the Conservation
50 Commission and explained why the Commission had requested a CUP. While

1 they did not object to this overall site plan, he advised that a negative
 2 precedent is being set along with its approval because the net changes
 3 proposed are significant enough to warrant it to be considered a new site
 4 plan, not an amendment to the 1993 plan. A new plan should therefore
 5 follow the current regulations, which would include application of the COD
 6 and the need for a CUP. A. Rugg replied that while in this instance, the
 7 proposal is considered an amendment and the Zoning Officer's determination
 8 would stand, the comment could be considered for future situations.

9
 10 There was no further public input.

11
 12 **R. Brideau made a motion to approve the applicant's three waiver**
 13 **requests as outlined in Staff's Recommendation memorandum dated**
 14 **February 6, 2013. M. Soares seconded the motion. No discussion.**
 15 **Vote on the motion, 9-0-0.**

16
 17 J. Trottier stated that Staff recommends conditional approval of the site plan
 18 amendment.

19
 20 **M. Soares made a motion to conditionally approve the site plan**
 21 **amendment with the following conditions:**

22
 23 **"Applicant", herein, refers to the property owner, business owner, or**
 24 **organization submitting this application and to his/its agents,**
 25 **successors, and assigns.**

26
 27 **PRECEDENT CONDITIONS**

28
 29 All of the precedent conditions below must be met by the applicant, at the
 30 expense of the applicant, prior to certification of the plans by the Planning
 31 Board. Certification of the plans is required prior to commencement of any
 32 site work, any construction on the site or issuance of a building permit.

- 33
 34 1. The Applicant shall address the following relative to the submitted
 35 project drainage report:
 36 A. A previous drainage report was prepared when the site was first
 37 developed indicating the entire building roof was connected to catch
 38 basin 4 and we note the existing conditions plan includes an invert in
 39 at CB 4, but no pipe is shown entering into the structure. The
 40 approved plan indicates a roof drain to the constructed detention
 41 area and the existing conditions in the report states "... that the
 42 drainage is functioning as designed when approved in 1992."
 43 However, the existing conditions and proposed conditions of the
 44 submitted report indicate the majority of the roof draining directly to
 45 the existing pond versus the detention basin. The Applicant shall
 46 review and revise the report and analysis, and explain and clarify
 47 how the existing conditions and proposed conditions of the report
 48 were determined relative to the building runoff and contributions to
 49 the associated subcatchments and verify no increase in runoff is
 50 achieved with the proposed design.

- 1 B. The portion of existing subcatchment 1A along Route 102, shown on
2 the predevelopment drainage area plan, was not included in the
3 previous drainage analysis for the site and it appears that the runoff
4 from the roadway does not drain directly to the pond as implied, but
5 drains to the culvert and wetland area along the roadway ditch (i.e.
6 east of the existing pond) and should be a separate subcatchment to
7 SP-1. The Applicant shall note the swales shown in the topography,
8 the embankment separation of the pond, and the narrative as stated
9 in the report further imply that the state roadway drainage is
10 maintained along or adjacent to the roadway; and further is directed
11 to the culvert and does not drain onto abutting property to the pond.
12 The Applicant shall revise the report and analysis accordingly or
13 clarify, explain and provide supporting information why this roadway
14 area was determined not to be separate from the pond subcatchment
15 draining to the culvert. The Applicant shall verify compliance with
16 the regulations is achieved (no increase in runoff).
- 17 C. The post development Tc for subcatchment 2 is longer than the
18 existing path, and appears to follow along the existing wall to the
19 wall break, but this path is not represented in the existing condition
20 as would be expected. The Applicant shall update the existing
21 condition Tc accordingly to be consistent with the post condition
22 (along the wall). The Applicant shall verify compliance with the
23 regulations is achieved (no increase in runoff).
- 24 D. The previous drainage report for the subject lot indicates a post
25 development flow to the existing pond of 3.35 cfs, which is
26 significantly less than indicated in the submitted report. However, the
27 previous report did not include the entire lot in the analysis, but only
28 the areas that were developed. A comparison of the previous flow to
29 the proposed flow in the submitted report appears to be missing as
30 was recommended by the Department of Public Works. The Applicant
31 shall update the project report to provide suitable information as to
32 how the revised design has achieved similar results at the pond (no
33 increase in runoff) meeting approval of the Department of Public
34 Works.
- 35 E. The proposed design includes construction of riprap slopes and
36 erosion control aprons, but these areas are missing from the post
37 development subcatchment calculations. The Applicant shall review
38 and revise accordingly.
- 39 F. The post development drainage plan indicates two areas labeled as
40 1L, but implies these areas are connected, which does not seem
41 practical with the construction of CB9. Area 1K should include the
42 roadway portion of 1L and drain to CB9. The Applicant shall revise
43 the analysis accordingly or clarify, explain and provide supporting
44 information why this roadway area was determined to bypass and not
45 drain to CB9.
- 46 G. The area at elevation 278 of SWMB2 in the pond analysis is
47 significantly larger than the area scaled from the grading plans. In
48 addition, the area at elevation 284 of SWMB1 scales smaller than
49 that area used in the analysis. The Applicant shall review and revise
50 the pond analysis and/or plans to be representative and consistent

- 1 with the proposed design intent.
- 2 H. The Applicant shall update the pipe summary table to include the
- 3 type of each pipe in accordance with the regulations.
- 4 I. The Applicant shall revise the detention basin outlet structure top
- 5 grate sizes to 3'x4' in the analysis consistent with the outlet structure
- 6 detail on sheet 11.
- 7
- 8 2. The Applicant shall address/clarify the following on the site plan –
- 9 sheet 2:
- 10 A. The Applicant shall indicate and label a loading area in accordance
- 11 with section 3.10.7.2 of the Zoning Ordinance.
- 12 B. The Applicant shall label the type of curbing to be utilized at the site
- 13 and include a detail for proper construction.
- 14 C. The Applicant shall dimension the depth of the parking lot turn
- 15 around areas (two areas) for proper construction.
- 16 D. The Applicant shall provide the Owner's signature on the plans in
- 17 accordance with the regulations.
- 18
- 19 3. The Applicant shall address/clarify the following on the site grading,
- 20 drainage & utility plans – sheets 3 and 4:
- 21 A. The Applicant shall review and adjust the proposed headwall #1 & #2
- 22 locations. The top elevation of the headwalls may not match properly
- 23 into the proposed grades.
- 24 B. The proposed parking lot parallel to Buttrick Road indicates a
- 25 proposed embankment height of 10 to 12 feet will be constructed
- 26 adjacent to the proposed on-site detention basin. The Department of
- 27 Public Works typically requests guardrail be provided along parking
- 28 lots with high embankments. The Applicant shall discuss the
- 29 proposed parking design adjacent to both detention basins with the
- 30 Department. The Applicant shall update the design as necessary
- 31 meeting approval of the Department of Public Works and include
- 32 appropriate details for proper construction, as applicable.
- 33 C. The Applicant shall indicate a sawcut line to clarify the limits of the
- 34 existing driveway and parking lot to remain and proposed limits of
- 35 the new site improvements for proper construction.
- 36 D. The Applicant shall provide additional spot elevations at the proposed
- 37 parking lot corners on sheet 3 to clarify the grading intent and for
- 38 proper construction.
- 39 E. The Applicant shall the proposed underground conduit to serve the
- 40 proposed lights be indicated on this plan or the lighting plan for
- 41 proper construction.
- 42 F. Existing CB#5 on sheet 3 indicates an invert in and out, but the plan
- 43 does not indicate a pipe into the existing basin. The Applicant shall
- 44 clarify and update the existing plan as applicable.
- 45 G. It appears the proposed regrading over the existing septic system on
- 46 sheet 4 will reduce the cover over the system, but it is unknown if
- 47 adequate cover will remain. The Applicant shall provide additional
- 48 information to clarify that an appropriate base for the new pavement
- 49 will be provided meeting approval of the Department of Public Works.
- 50 H. It appears water may pond in the parking lot corner at proposed spot

- 1 elevation 295.32 next to the leach bed on sheet 4. Also, it appears
2 ponding may occur at the two spot elevations of the adjacent parking
3 lot corner noted as 295.0. The Applicant shall review and revise as
4 necessary to provide proper drainage.
5
- 6 4. The Applicant shall provide the land surveyor's professional
7 endorsement on the existing condition plan per section 4.12.c.1 of
8 the regulations.
9
- 10 5. The Applicant shall extend the silt fence along the northerly property
11 line on sheet 7 to the limits adjacent to the proposed parking lot. In
12 addition, the Applicant shall indicate erosion control measures will be
13 provided at all catch basins, and provide a detail for the block and
14 gravel sediment filter at catch basins noted in the legend for proper
15 construction.
16
- 17 6. The Applicant shall update the vertical scale of the sight distance plan
18 (sheet 8) to 1"=4' to comply with section 4.01.c of the regulations.
19
- 20 7. The Applicant shall address/clarify the following on the project details
21 - sheets 9 -14:
22 A. The Applicant shall label the size and type of conduit to be used in
23 the site lighting trench section detail on sheet 10.
24 B. The Applicant shall update the top of embankment elevation for
25 SWMB#2 in the typical section on sheet 11 to be consistent with the
26 outlet structure detail above (Exhibit D108).
27 C. The Applicant shall clarify/explain erosion control note 17 on sheet 12
28 relative to "... construction of homes on individual lots..." and revise
29 as necessary.
30
- 31 8. The project is located along a significant portion of Buttrick Road and
32 Nashua Road. The Applicant shall discuss if additional off-site
33 improvements to Buttrick Road will be necessary under this
34 application with the Department of Public Works.
35
- 36 9. The Applicant indicates the NHDES Wetlands Permit application has
37 been submitted for the project on the application checklist. The
38 Applicant shall obtain all project permits, indicate the permit approval
39 numbers in note 14 on sheet 2, and provide copies of all permits for
40 the Planning Division files per section 4.13 of the Site Plan
41 Regulations.
42
- 43 10. The Applicant shall verify the project DRC comments are addressed
44 as applicable.
45
- 46 11. The Applicant shall note all waivers granted on the plan.
47
- 48 12. The Applicant shall provide a digital (electronic) copy of the complete
49 final plan sent to the Town at the time of signature by the Board in
50 accordance with Section 2.05.n of the regulations.

- 1
- 2 13. Outside consultant's fees shall be paid within 30 days of conditional
- 3 site plan approval.
- 4
- 5 14. Financial guaranty if necessary.
- 6
- 7 15. Final engineering review
- 8

9 PLEASE NOTE - Once these precedent conditions are met and the plans are
10 certified the approval is considered final. If these conditions are not met
11 within 120 days to the day of the meeting at which the Planning Board grants
12 conditional approval the board's approval will be considered to have lapsed
13 and re-submission of the application will be required. See RSA 674: 39 on
14 vesting.

15
16 **GENERAL AND SUBSEQUENT CONDITIONS**

17
18 All of the conditions below are attached to this approval.

- 19
- 20 1. No construction or site work for the amended site plan may be
- 21 undertaken until the pre-construction meeting with Town Staff has
- 22 taken place, filing of an NPDES-EPA Permit and the site restoration
- 23 financial guaranty is in place with the Town. Contact the Department
- 24 of Public Works to arrange for this meeting.
- 25
- 26 2. The project must be built and executed exactly as specified in the
- 27 approved application package unless modifications are approved by
- 28 the Planning Division & Department of Public Works, or if Staff deems
- 29 applicable, the Planning Board.
- 30
- 31 3. All of the documentation submitted in the application package by the
- 32 applicant and any requirements imposed by other agencies are part
- 33 of this approval unless otherwise updated, revised, clarified in some
- 34 manner, or superseded in full or in part. In the case of conflicting
- 35 information between documents, the most recent documentation and
- 36 this notice herein shall generally be determining.
- 37
- 38 4. All site improvements must be completed prior to the issuance of a
- 39 certificate of occupancy. In accordance with Section 6.01.d of the
- 40 Site Plan Regulations, in circumstances that prevent landscaping to
- 41 be completed (due to weather conditions or other unique
- 42 circumstance), the Building Division may issue a certificate of
- 43 occupancy prior to the completion of landscaping improvements, if
- 44 agreed upon by the Planning Division & Public Works Department,
- 45 when a financial guaranty (see forms available from the Public Works
- 46 Department) and agreement to complete improvements are placed
- 47 with the Town. The landscaping shall be completed within 6 months
- 48 from the issuance of the certificate of occupancy, or the Town shall
- 49 utilize the financial guaranty to contract out the work to complete the
- 50 improvements as stipulated in the agreement to complete

1 landscaping improvements. No other improvements shall be
2 permitted to use a financial guaranty for their completion for
3 purposes of receiving a certificate of occupancy.
4

5 5. As built site plans must to be submitted to the Public Works
6 Department prior to the release of the applicant's financial guaranty.
7

8 6. It is the responsibility of the applicant to obtain all other local, state,
9 and federal permits, licenses, and approvals which may be required
10 as part of this project (that were not received prior to certification of
11 the plans). Contact the Building Division at extension 115 regarding
12 building permits.
13

14 **L. Wiles seconded the motion. No discussion. Vote on the motion: 9-0-**
15 **O.** The plan was conditionally approved.
16

17 A. Rugg recommended that the applicant continue to communicate with
18 abutters to the property.
19

20 B. Darlene Cordaro (Applicant), Londonderry Congregation of Jehovah's
21 Witnesses, Inc. (Owner), Map 6 Lot 47-1 - Application Acceptance and Public
22 Hearing for formal review of a change of use site plan at 10 Kendall Pond
23 Road, Zoned AR-I.
24

25 J. Trottier stated there are six checklist items, all of which are waiver
26 requests. Assuming the Board grants the waivers, Staff recommends the
27 application be accepted as complete. Waiver number seven is to the site plan
28 regulations. He read the six checklist waiver requests into the record:
29

- 30 1. The Applicant is requesting a waiver to Section 4.12.a. & b. The
31 Applicant has not provided the boundary of the entire lot as required by
32 the regulations. Staff recommends **granting** the waiver, as there is a
33 boundary plan for lot 47-1 on file with the Town and has been
34 referenced in the notes on the plan.
35
- 36 2. The Applicant is requesting a waiver to Section 3.02 and 4.12.C.4 of the
37 regulations. The Applicant has not provided proper monuments at all
38 property corners. Staff recommends **granting** the waiver, as it is not
39 possible to properly set monuments without a current boundary survey.
40
- 41 3. The Applicant is requesting a waiver to Sections 3.13 and 4.16 of the
42 regulations and Item VIII of the Site plan Application and Checklist. The
43 Applicant has not provided a lighting plan as required by the regulations.
44 Staff recommends **granting** the waiver, as no new lighting is being
45 proposed.
46
- 47 4. The Applicant is requesting a waiver to Section 3.09. The Applicant has
48 not provided a landscape design in the plan set as required by the
49 regulations. Staff recommends **granting** the waiver, as the conversion
50 of the existing church to a daycare center will not impact the existing

1 landscaping and the site already contains a large number of existing
2 plantings.

3
4 5. A waiver to Section 4.18.b of the site plan regulations. The applicant has
5 not provided utility clearance letters. Staff recommends **granting** the
6 waiver, as the building is currently serviced by utilities and no new
7 utilities are proposed.

8
9 6. The Applicant is requesting a waiver to Section 4.12.c. The Applicant
10 has not provided the topography of the entire lot as required by the
11 regulations. Staff recommends **granting** the waiver, as topography has
12 been provided of the area to be impacted by the proposed conversion of
13 the existing church to a daycare center and this is the only section of the
14 site where changes are being proposed.

15
16 **L. Wiles made motion to approve the applicant's request for the six**
17 **waivers as presented in Staff's Recommendation memorandum dated**
18 **February 6, 2013. L. El-Azem seconded. No discussion. Vote on the**
19 **motion: 9-0-0.** The six waivers were granted.

20
21 **L. Wiles made a motion to accept the application as complete. M.**
22 **Soares seconded the motion. No discussion. Vote on the motion:**
23 **9-0-0.** The application was accepted as complete.

24
25 A. Rugg mentioned that this starts the 65 day time frame under RSA
26 676:4.

27
28 Jack Szemplinski of Benchmark Engineering introduced applicant Darlene
29 Cordaro and gave an overview of the existing conditions on the lot, including
30 the 3,400 sf building, the 32 parking spaces, frontage on both Kendall Pond
31 and Mammoth Roads, on-site septic, and water from Pennichuck Water. No
32 offsite improvements are proposed and on-site improvements will be
33 restricted to construction of a fence in the rear for a play area and the
34 potential for installation of a State approved septic design if and when the
35 current system is in failure. Proper sight distance poses an issue because
36 there will only be 215 feet to the east and 150 feet to the west (potentially
37 nearly 250 except for the fact that the line of sight crosses over a corner of
38 the abutting property in that direction).

39
40 A. Rugg asked for Staff input.

41
42 J. Trottier stated the applicant is requesting the following waiver to the site
43 plan regulations:

44
45 1. The Applicant is requesting a waiver to Exhibit D-3. The sight
46 distance for the existing driveway does not meet the sight distance
47 as required by the regulations. Staff recommends *denial* of the waiver,
48 as improvements can be made to improve the existing situation, and it is
49 typically recommended to improve such situations when they are
50 brought before the Planning Board.

1
2 J. Trottier also gave an overview of the DPW Memo. C. May reminded Board
3 members about a conceptual discussion with the applicant at a prior Planning
4 Board meeting where the sight distance issue was presented to the Board.
5 The minutes of the September 12, 2012 meeting state that "Seeing that the
6 majority of the Board would be in favor of waiving the sight distance
7 requirement, A. Rugg suggested the applicant continue to work with Staff
8 based on that guidance."
9

10 A. Rugg asked for input from the Board.
11

12 S. Benson asked for clarification on the outcome from the September 12,
13 2012 discussion. C. May reiterated that because 1) the current conditions
14 have been in existence for a number of years, 2) the proposed change in use
15 would not pose any significant traffic increase, and 3) a public street directly
16 opposite the entrance has the same sight distance constraints, the majority
17 of Board members indicated they would not be opposed to a waiver to the
18 sight distance requirement and recommended the applicant consult with Staff
19 to reach their goals. S. Benson then verified with J. Trottier that Staff still
20 recommends the site distance there be improved. M. Soares expressed
21 concern over granting the waiver. L. Wiles asked what improvements would
22 need to be made to meet the sight distance. J. Trottier said the road height
23 would need to be cut down and the work expanded, but to what extent he did
24 not know. L. Wiles added that the entrance to Boulder Drive would have to
25 be improved as well, making the improvements significant in his estimation.
26 L. El-Azem verified with J. Szemplinski that no changes to the exterior of the
27 site beyond restriping of the parking lot and the fenced in play area will take
28 place. J. Szemplinski noted, however that the applicant will be requesting a
29 variance to increase the allowed square footage for the daycare sign.
30

31 A. Rugg asked for public input.
32

33 Jason Leach, 25 Boulder Drive, member of the Kendallwood Condo
34 Association Board of Directors, asked for a copy of the traffic study done for
35 the project. The Board of Directors, he explained, has concerns over an
36 intensification of traffic on Boulder Drive based on several factors; the
37 increase in occupants from the current use of +/-20 to the proposed 80, the
38 expectation of the pickup/drop off during peak rush hours, and the
39 preexisting high volume of traffic on Boulder Drive because of its regular use
40 as a bypass. C. May said the traffic study was available for inspection in the
41 Planning and Economic Development Department. J. Szemplinski said an
42 increase of 19 AM peak trips would result on Route 102 while the PM peak
43 hours should not see any increase. C. May added that the increase in the AM
44 peak hours from the existing use of the Jehovah's Witness Kingdom Hall to a
45 daycare with 80 children would be eight site generated trips. D. Cordaro said
46 business hours are currently 7 AM to 5:30 PM, but drop offs occur at various
47 times between 7 and 10 AM. As the business grows, those hours could
48 expand to 6 AM to 6:30 PM at the most.
49

50 There was no further public input.

1
2 **L. Wiles made a motion to grant the waiver to Exhibit D-3 as stated in**
3 **Staff's memo dated February 6, 2013. L. El-Azem seconded the**
4 **motion. No discussion. Vote on the motion, 7-2-0 with M. Soares and**
5 **R. Brideau in opposition.** The waiver was granted.
6

7 **L. Wiles made a motion to conditionally approve the applicant's**
8 **proposed change of use site plan at 10 Kendall Pond Road, subject to**
9 **the following Precedent Conditions and General and Subsequent**
10 **Conditions:**

11
12 "Applicant", herein, refers to the property owner, business owner, or
13 organization submitting this application and to his/its agents, successors, and
14 assigns.
15

16 **PRECEDENT CONDITIONS**

17
18 All of the precedent conditions below must be met by the applicant, at the
19 expense of the applicant, prior to certification of the plans by the Planning
20 Board. Certification of the plans is required prior to commencement of any
21 site work, any construction on the site or issuance of a building permit.
22

23 1. The Applicant shall provide the NHDES Construction Approval Number in
24 note 15 on sheet 1.

25
26 2. The Applicant shall verify the status of Mammoth Road, Class V or
27 Class II, and revise accordingly on all applicable sheets.

28
29 3. The Applicant shall label the size and type of water service to the
30 existing building and label the rectangle located to the lower left of the
31 "patio" on all applicable sheets.
32

33 4. The Applicant shall provide a north arrow on all applicable sheets.
34

35
36 5. The Applicant shall provide / clarify the following details in the plan
37 set:

- 38 ■ Clarify the handicap parking detail and stop bar i.e. stripe type,
39 size, color.
- 40 ■ Provide proposed privacy fence detail.
- 41 ■ Clarify typical stop sign detail i.e. mounting height and size and
42 type of post.
43

44 6. The Applicant shall provide a sequence of construction within the plan
45 set to clarify the required site improvements associated with this plan.
46

47 7. Note all waivers granted on the plan.
48

1 8. The Applicant shall provide a digital (electronic) copy of the complete
 2 final plan sent to the Town at the time of signature by the Board in
 3 accordance with Section 2.05.n of the regulations.
 4

5 9. Outside consultant's fees shall be paid within 30 days of conditional
 6 site plan approval.
 7

8 10. Financial guaranty if necessary.
 9

10 11. Final engineering review
 11

12 **PLEASE NOTE -** Once these precedent conditions are met and the plans are
 13 certified the approval is considered final. If these conditions are not met
 14 within **120 days** to the day of the meeting at which the Planning Board
 15 grants conditional approval the board's approval will be considered to have
 16 lapsed and re-submission of the application will be required. See RSA 674:39
 17 on vesting.
 18

19 **GENERAL AND SUBSEQUENT CONDITIONS**
 20

21 All of the conditions below are attached to this approval.
 22

23 7. **No construction or site work for the amended site plan may be**
 24 **undertaken until the pre-construction meeting with Town staff has**
 25 **taken place, filing of an NPDES-EPA Permit and the site restoration**
 26 **financial guaranty is in place with the Town.** Contact the Department
 27 of Public Works to arrange for this meeting.
 28

29 8. The project must be built and executed exactly as specified in the
 30 approved application package unless modifications are approved by the
 31 Planning Division & Department of Public Works, or if staff deems
 32 applicable, the Planning Board.
 33

34 9. All of the documentation submitted in the application package by the
 35 applicant and any requirements imposed by other agencies are part of this
 36 approval unless otherwise updated, revised, clarified in some manner, or
 37 superseded in full or in part. In the case of conflicting information between
 38 documents, the most recent documentation and this notice herein shall
 39 generally be determining.
 40

41 10. All site improvements must be completed prior to the issuance of a
 42 certificate of occupancy. In accordance with Section 6.01.d of the Site Plan
 43 Regulations, in circumstances that prevent landscaping to be completed
 44 (due to weather conditions or other unique circumstance), the Building
 45 Division may issue a certificate of occupancy prior to the completion of
 46 landscaping improvements, if agreed upon by the Planning Division & Public
 47 Works Department, when a financial guaranty (see forms available from the
 48 Public Works Department) and agreement to complete improvements are
 49 placed with the Town. The landscaping shall be completed within 6 months
 50 from the issuance of the certificate of occupancy, or the Town shall utilize

1 the financial guaranty to contract out the work to complete the
2 improvements as stipulated in the agreement to complete landscaping
3 improvements. **No other improvements shall be permitted to use a**
4 **financial guaranty for their completion for purposes of receiving a**
5 **certificate of occupancy.**
6

7 11. As built site plans must to be submitted to the Public Works
8 Department prior to the release of the applicant's financial guaranty.
9

10 12. It is the responsibility of the applicant to obtain all other local, state,
11 and federal permits, licenses, and approvals which may be required as part
12 of this project (that were not received prior to certification of the plans).
13 Contact the Building Division at extension 115 regarding building permits.
14

15 **R. Brideau seconded the motion.** No discussion. **Vote on the motion:**
16 **9-0-0.** The plan was conditionally approved.
17

18 C. Hampshire Ventures, Inc. (Applicant and Owner), Map 3 Lot 185 - Application
19 Acceptance and Public Hearing for formal review of a two-lot duplex
20 subdivision at 151 Mammoth Road, Zoned AR-I.
21

22 J. Trottier stated there was one checklist item, which had an associated
23 waiver request. Assuming the Board grants the waiver, he said, Staff
24 recommended the application be accepted as complete. He read the checklist
25 waiver request into the record:
26

27 1. The Applicant is requesting a waiver to Sections 3.05 and 4.18B of the
28 Subdivision Regulations and Item X.7.b and X.7.c of the Subdivision
29 Application checklist. The applicant has not provided all utility clearance
30 letters but has provided the request for such letters. Staff recommends
31 **granting** the waiver, for acceptance purposes only. Prior to final
32 approval of the plan all utility clearance letters must be obtained.
33

34 **L. Wiles made a motion to approve applicant's request for waiver**
35 **number 1 for acceptance purposes only and with the condition that**
36 **utility clearance letters must be obtained prior to final approval. L.**
37 **El-Azem seconded the motion.** No discussion. **Vote on the motion,**
38 **9-0-0.** The waiver was granted.
39

40 **L. Wiles made a motion to accept the application as complete.**

41 **M. Soares seconded the motion.** No discussion. **Vote on the motion,**
42 **9-0-0.** The application was accepted as complete.
43

44 A. Rugg mentioned that this starts the 65 day time frame under RSA 676:4.
45

46 Tony Basso, land surveyor with Keach Nordstrom Associates and his
47 colleague Ben DeBello presented the proposed subdivision. The existing 6.2
48 acre lot would be divided into two lots; one with nearly 4.5 acres and 484
49 feet of road frontage and the other with just over 3 acres and 416 feet of
50 frontage. While the lots have been sized to support duplex structures, single

1 family dwellings may be built depending on economic conditions. The lots
2 would be serviced by on site wells and septic systems. A curb cut permit is
3 pending from the State who has already approved the subdivision.

4
5 A. Rugg asked for Staff input.

6
7 J. Trottier summarized the DPW memo.

8
9 A. Rugg asked for Board input. There were no substantive questions and no
10 comments.

11
12 A. Rugg asked for public comment.

13
14 Forrest Pratt, 152 Mammoth Road, expressed concern for the prospect of two
15 four-bedroom duplexes producing 4,000 gallons per day (GPD) of sewerage,
16 based on the Town's regulation allowing 500 GPD per bedroom. Since the
17 land is mostly ledge, that sewerage would flow straight into Black Brook
18 which abuts the land to the west and south. T. Basso replied that the Town
19 regulation is actually 500 GPD per duplex, not per bedroom, and that the lots
20 have been sized to meet both Town and State regulations.

21
22 Glenn Jackson, 156 Mammoth Road, said he was told in 1976 that the land
23 was not suitable for building because of the wetlands and the former owner
24 (Manning) had previously been denied a building permit. He said the land
25 acts as flood storage for the area and building there would cause flooding to
26 the south (e.g. Brookview Drive). Since the land is mostly ledge, any
27 blasting could cause damage to the abutter's wells and house foundations.
28 Additional curb cuts would also increase the potential for accidents on a part
29 of Mammoth Road already associated with numerous accidents and two
30 fatalities. A. Rugg said that if the applicant is to do any blasting, they must
31 comply with regulations governed by the Fire Department. Curb cuts for new
32 driveways, he continued, are the purview of the State Department of
33 Transportation and are not regulated by the Planning Board. He added that
34 changes in Town and State regulations protecting wetlands have improved
35 since the mid-1970's. M. Soares asked Staff about the issue of additional
36 stormwater runoff. J. Trottier replied that considering the entirety of Black
37 Brook's drainage area, the anticipated increase in runoff would be considered
38 minimal. Although the buildable areas on the two lots are very restricted,
39 they still meet Town requirements, including with regard to wetlands. J.
40 Laferriere inquired with Staff about the comment that the wetlands made the
41 land nonbuildable and that a building permit had been denied. J. Trottier said
42 he was not aware of any history of an attempt to build that was denied. He
43 confirmed that the lots as proposed are designed to support duplexes, adding
44 that if the application is conditionally approved according to the items of the
45 DPW memo, the applicant would be required under comment number five to
46 ensure that the buildable areas of the lots are "suitably configured non-
47 wetland contiguous lot area[s] of 30,000 SF for duplex dwelling, septic and
48 well...and confirm it is acceptable with the Zoning Officer." If this
49 requirement cannot be met, the applicant would be restricted by the Building
50 Department to constructing single family dwellings. T. Basso said the

1 applicant is prepared to meet the area requirement for duplexes. L. El-Azem
2 confirmed with T. Basso that the proposed driveways meet the Town's sight
3 distance requirements, hence the aforementioned granting by the State of
4 the curb cut requests.

5
6 There was no further public comment.

7
8 **L. Wiles made a motion to conditionally approval of the subdivision**
9 **plan with the following conditions:**

10
11 "Applicant", herein, refers to the property owner, business owner, or
12 organization submitting this application and to his/its agents, successors, and
13 assigns.

14
15 **PRECEDENT CONDITIONS**

16
17 All of the precedent conditions below must be met by the applicant, at the
18 expense of the applicant, prior to certification of the plans by the Planning
19 Board. Certification of the plans is required prior to commencement of any
20 site work, any construction on the site or issuance of a building permit.

- 21
22 1. The Applicant has provided a drainage letter with the formal
23 submission stating the proposed project will cause an increase in
24 imperious area, but there is no increase in runoff. However, the
25 drainage information submitted does not provide any supporting
26 documentation (i.e. calculations) to indicate how compliance with
27 Section 3.08 the regulations (no increase in runoff) is achieved. The
28 Applicant shall provide sufficient and suitable documentation,
29 meeting approval of the Department of Public Works, to clarify how
30 compliance with the regulations is achieved.
31
32 2. The submitted lot size calculations do not properly indicate the
33 necessary minimum lot area for soil type 224EH consistent with the
34 other soil type information. The Applicant shall update the lot size
35 calculations accordingly.
36
37 3. The Applicant shall provide a driveway sight distance plan for lot 185
38 in the plan set and remove one duplicate site distance plan for lot
39 185-1 from the set. In addition, the Applicant shall update the title
40 block of the sight distance plan provided to clarify lot 185-1 vs. 185.
41
42 4. The benchmark information noted on the plan view of sheet 2 is
43 inconsistent with the elevations in the benchmark data tables on all
44 sheets and the Applicant shall review and revise the data as
45 necessary to be consistent. In addition, the Applicant shall indicate
46 utility services to serve lots 185 and 185-1 and the proposed tree
47 lines for lots 185 and 185-1 in accordance with the regulations.
48
49 5. The Applicant shall clarify the portion of lot 185 that is utilized to
50 comply with section 2.3.1.3.1.4.3 of the Zoning Ordinance (suitably

- 1 configured non-wetland contiguous lot area of 30,000 SF for duplex
2 dwelling, septic and well) and confirm it is acceptable with the Zoning
3 Officer.
4
- 5 6. The Applicant indicates the proposed well and septic system serving
6 lot 185 will be placed adjacent to the Conservation Overlay District
7 (COD) on sheet 2 and the proposed dwelling location is unknown. It
8 appears the construction of the dwelling and utilities could likely
9 impact the COD and require obtaining a Conditional Use Permit
10 (CUP). The Applicant shall provide additional information (such as a
11 septic design) to clarify if the proposed lot development would impact
12 the COD. The Applicant shall arrange a meeting with the Building
13 Division, and if necessary the Conservation Commission, to discuss
14 the proposed work and obtain a recommendation for a CUP under
15 this application, if applicable.
16
- 17 7. The Applicant indicates the NHDOT Driveway Permit and NHDES
18 Subdivision Approval permit applications have been submitted for the
19 project on the application checklist. The Applicant shall obtain all
20 project permits, indicate the permit approval numbers in note 14 on
21 sheet 1 and provide copies of all permits for the Planning Division
22 files per section 4.14 of the Subdivision Regulations.
23
- 24 8. The Applicant shall review and address the DRC comments as
25 applicable.
26
- 27 9. The Applicant shall note all waivers granted on the plan.
28
- 29 10. The Applicant shall provide a digital (electronic) copy of the complete
30 final plan sent to the Town at the time of signature by the Board in
31 accordance with Section 2.05.n of the regulations.
32
- 33 11. Outside consultant's fees shall be paid within 30 days of conditional
34 site plan approval.
35
- 36 12. The applicant shall provide a check for \$25 (made payable to the
37 Rockingham County Registry of Deeds) to pay for the LCHIP tax that
38 became effective on recording of all plans and documents at the
39 registry on July 1, 2008.
40
- 41 13. The applicant shall note all general and subsequent conditions on the
42 plans (must be on a sheet to be recorded, or a separate document to
43 be recorded with the subdivision plans), per the new requirements of
44 RSA 676:3.
45
- 46 14. Financial guaranty if necessary.
47
- 48 15. Final engineering review
49

PLEASE NOTE - Once these precedent conditions are met and the plans are certified the approval is considered final. If these conditions are not met within 120 days to the day of the meeting at which the Planning Board grants conditional approval the board's approval will be considered to have lapsed and re-submission of the application will be required. See RSA 674: 39 on vesting.

GENERAL AND SUBSEQUENT CONDITIONS

All of the conditions below are attached to this approval.

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

M. Soares seconded the motion. No discussion. **Vote on the motion, 9-0-0.** The plan was conditionally approved.

- D. Hickory Woods, LLC (Applicant), HSL Real Estate Trust c/o Tai-Deh Hsu, Trustee (Owner), Map 2 Lots 27 & 27-1, Application Acceptance and Public Hearing for formal review for the merger of Lots 27 & 27-1 and the subsequent subdivision of 27-1 into three Commercial-II lots at 304 & 314 Nashua Road, Zoned C-II.

(See announcement following next item).

1 E. Hickory Woods, LLC (Applicant), HSL Real Estate Trust c/o Tai-Deh Hsu,
 2 Trustee (Owner), Map 2 Lot 27, Application Acceptance and Public Hearing for
 3 formal review of a proposed 98-unit elderly (55+) development with
 4 associated improvements at 304 Nashua Road, Zoned C-I.

5
 6 A. Rugg announced that both the Hickory Woods, LLC Site and Subdivision
 7 Plans were withdrawn by the applicant back to design review.

8
 9 **Public Hearings/Workshops**

10
 11 A. Master Plan Public Hearing – Presentation and Public Hearing for the 2012
 12 Comprehensive Master Plan [Rescheduled from the January 9, 2013 Planning
 13 Board Meeting].

14
 15 Master Plan Steering Committee (MPSC) Chair and Planning Board
 16 representative L. Reilly introduced fellow committee members present: Bob
 17 Saur (Londonderry Trailways representative); Mike Speltz (Conservation
 18 Commission representative); Joe Green (Town Council representative); and
 19 Lisa Whittemore (Budget Committee representative). The remaining
 20 Committee members represented the Zoning Board of Adjustment, the
 21 Heritage Commission, the School Board, Londonderry Housing and
 22 Redevelopment Authority, the business community, along with three At-Large
 23 citizen representatives. She began with a brief history of the development of
 24 the 2012 Comprehensive Master Plan which would replace the 2004 update,
 25 from the formation of the Committee in the summer of 2011, to the creation
 26 of a 500-resident phone survey with the assistance of the UNH Survey
 27 Center, the hiring of consultant Town Planning and Urban Design
 28 Collaborative (TPUDC), and the various public outreach events and
 29 workshops, including the week-long Planapalooza event. Combined with the
 30 monthly Committee meetings, these efforts produced a balanced picture of
 31 the opinions of Londonderry residents and an inclusive community vision. L.
 32 Reilly next gave an overview (see Attachment #1) of the plan itself, from the
 33 six guiding principles to the illustrative depictions of the proposed activity
 34 centers that total 15% of the Town’s land area. (The remaining 85% of the
 35 town would remain as it is). Two development alternatives present two
 36 possible ways to deal with and guide impending development; one being to
 37 continue the current low density form of development and the other more
 38 high density village and corridor that seeks to create a future with
 39 environmental and economic sustainability to meet the goals and desires of
 40 residents that were identified in the public outreach process. Lastly, L. Reilly
 41 presented the two main resources found in the plan, one being the tool kit
 42 designed to actualize the guiding principles and the other the implementation
 43 matrix comprised of tasks, timeframes, budgets/funding sources, and the
 44 lead party that would ideally carry out the individual actions. The resulting
 45 Master Plan, she summarized, presents a blueprint for long term, informed
 46 development. At their final meeting on January 3, the MPSC voted to
 47 recommend adoption of the 2012 Comprehensive Master Plan to the Planning
 48 Board under RSA 674:2. L. Reilly formally requested this adoption from the
 49 Board, along with the dissolution of the MPSC and the formation of an
 50 implementation committee at such a time as the Board feels it is appropriate.

1
2 A. Rugg asked for Board input.

3
4 T. Freda asked for an explanation of the "Form Based Code" identified
5 throughout the document. L. Reilly replied that the concept is a form of
6 zoning that takes character into account rather than just the land use based
7 form of zoning Londonderry currently utilizes. It is an option the Town could
8 use if and when they choose to implement any of the activity centers outlined
9 in the plan. Current zoning regulations would not allow the town to
10 adequately realize the benefits and options of those centers, whereas form
11 based code (FBC) could. L. Reilly said it is one tool amongst many in the
12 implementation matrix, therefore adoption of the Master Plan does not
13 guarantee the adoption of form based zoning or any other action in the
14 matrix, nor does it automatically obligate the taxpayers in any way. T. Freda
15 expressed apprehension that adoption of FBC would limit landowners from
16 utilizing their land the way they would expect to under current zoning
17 options. C. May responded that FBC does not have to be enacted for the
18 entire town but can instead be used as a tool for a specific area within the
19 aforementioned 15% of undeveloped land in order to focus on its own
20 distinctive appearance. Rather than limit landowners, she said FBC can offer
21 more possibilities for their land with regard to character.

22
23 L. Wiles asked how the proposed Woodmont Commons project aligns with the
24 Master Plan update. L. Reilly replied that while the plan does not specifically
25 speak to Woodmont Commons, it seeks to provide the kind of flexible
26 development that would accommodate such a project.

27
28 J. Laferriere asked if the public has the ability to vote on adoption of the
29 Master Plan. A. Rugg explained that their opportunity to weigh in on its
30 adoption is at this public hearing. M. Soares added that residents make more
31 specific approvals when a bond is proposed to implement some portion of the
32 plan. Nothing in the document, she added, is more than a recommendation
33 until residents choose to make them a reality.

34
35 A discussion then ensued about an implementation committee. J. Laferriere
36 questioned why one would be needed when the town has a Planning Board
37 and Zoning Board to implement it through the normal course of their
38 activities. A. Rugg expressed he was not in favor of an implementation
39 committee, noting the Planning Board has ownership of the document and
40 should be the body to implement it. MPSC Committee members made a case
41 for such a committee. L. Reilly said the point is to make sure the plan is
42 used and not simply added to a shelf in the Planning Department. J. Green
43 asked that the excitement about the document from both the MPSC and the
44 public not be wasted by putting off any kind of implementation. B. Saur
45 noted that the plan includes input from the community about what they want
46 their town to become and that public involvement process begun by the
47 Master Plan process should be continued through its implementation;
48 realization of any of the goals in the plan should not be restricted to the
49 Planning Board. M. Speltz offered that not only would an implementation
50 committee free the Planning Board to focus on their typically demanding job

1 but would bring a wider array of talents and opinions to the table. The
2 matrix, he pointed out, relies on organizations other than the Planning Board
3 and Planning staff.

4
5 A. Rugg asked for public input.

6
7 Edward Combs, 23 Holton Circle, stressed the importance of implementation
8 in order to retain Londonderry's younger population, a group which is
9 continuing the trend of leaving town to find the kind of walkable, higher
10 density development offered by the plan.

11
12 Ann Chiampa, 28 Wedgewood Drive, said she was disappointed in both the
13 decline of public input following Planapalooza and what she said was a lack of
14 opportunity to speak at the public meetings, predominantly those in the latter
15 half of the process. Residents who gave their input in the public outreach
16 portion of the process, she said, were therefore not able to see how it was
17 later woven into the document. She also asked that the Board review the
18 document thoroughly before considering its formal adoption, noting
19 particularly the five focus areas whose residents and business owners were
20 not directly contacted about changes proposed there. She reminded the
21 Board that the phone survey identified that 50% of residents do not want
22 Londonderry to change. Some of the proposed changes, around the Town
23 Common for example, seem insensitive to the existing conditions. The
24 overall plan, she said, poses too much change and does not seek to conserve
25 what exists.

26
27 There was no further public input.

28
29 It was announced that copies of the final draft are available on the Master
30 Plan Facebook page as well as the Town website, while hard copies are
31 available for inspection in the Planning Department and the Library.

32
33 L. Reilly was thanked numerous times for her leadership. She thanked
34 committee members, public participants, and staff for all their efforts.

35
36 A. Rugg recommended continuing adoption of the Comprehensive Master Plan
37 to the March 6 meeting to allow Board members to examine it thoroughly.
38 M. Soares noted that if adoption took place this evening, copies could be
39 offered for sale at Town Meeting. Considering the overall consensus to
40 examine the document, **M. Soares made a motion to continue the Public
41 Hearing for the 2012 Comprehensive Master Plan to the March 6,
42 2013 meeting at 7 PM. L. Wiles seconded the motion. No discussion.
43 Vote on the motion, 8-0-1 with L. Reilly abstaining.**

44
45 B. Ten-Year Transportation Improvement Plan – Presentation of the update of
46 the Ten-Year Transportation Improvement Plan by Southern New Hampshire
47 Planning Commission.

48
49 Tim White, Principle Transportation Planner for the Southern New Hampshire
50 Planning Commission (SNHPC), stated that work on the FY 2015-2024 ten

1 year transportation plan is underway. The ten year plan runs in two year
2 cycles, therefore what T. White presented to the Board in 2010 was signed in
3 to law in June of 2012. From the time of that adoption, the two year cycle
4 has moved into its final step, the implementation phase. During this time,
5 SNHPC updates its regional air quality analysis, its long range plan, and its
6 Transportation Improvement Plan (TIP), which accounts for the first four
7 years of the ten year plan, i.e. those projects in the region that are ready to
8 be implemented. When this final step is complete, the next two year cycle
9 will commence (see page two of Attachment #2).

10
11 The State Department of Transportation (DOT) has informed SNHPC of its
12 priorities, namely to maintain current transportation infrastructure and
13 continue to address red listed bridges. The top priority in southern New
14 Hampshire is the completion of the widening of I-93, followed by Exit 4A on
15 I-93 as well as Exits 6 and 7 on I-293 in Manchester (which is currently not
16 included in the ten year plan). SNHPC will soon send out project solicitation
17 letters to the towns in its region, requesting projects those towns would like
18 to have considered for inclusion in the next ten year plan. Responses are due
19 (in Londonderry's case, from the Town Council) by March 8, 2013. The
20 SNHPC's Technical Advisory Committee will then evaluate and rank those
21 projects and submit them to DOT by April 1, 2013. After their first draft of
22 the next ten year plan is completed sometime this fall, the Governor's
23 Advisory Committee will hold a series of hearings to seek public input. T.
24 White encouraged residents to attend.

25
26 T. White then reviewed two lists (see page three of Attachment #2), the first
27 being those projects in Londonderry currently in the ten year plan and the
28 second being the projects in Londonderry currently in SNHPC's Long Range
29 Transportation Plan. DOT is asking SNHPC to evaluate all projects, including
30 all those submitted in this region of the state, all those currently in the ten
31 year plan, and all those in the long range plan while considering DOT's own
32 priority of maintaining existing infrastructure and addressing red listed
33 bridges. That analysis is due April 1, 2013.

34
35 A. Rugg asked for Board input.

36
37 L. Wiles verified with T. White that item number five on the list of existing ten
38 year plan projects (Transit Commuter Bus Preventative Maintenance) is
39 currently being funded. He then asked if the Stokes Road bridge, noted at
40 the end of page three (in Attachment #2), was the only red listed bridge in
41 Londonderry. T. White clarified that it is the only *municipally owned* red
42 listed bridge in Londonderry. M. Soares asked if the final design engineering
43 of Exit 4A (item number 3 on the aforementioned ten year list) is expected to
44 be completed in ten years. T. White said the funding is in the ten year plan,
45 although construction is not. Construction was previously in the ten year
46 plan and could be submitted again for the next ten year plan.

47
48 A. Rugg asked for public input.

49

1 M. Speltz, 18 Sugarplum Drive, asked if funding for the engineering of "Exit
2 4A" referred only to the east bound portion of that potential exit. T. White
3 replied that the interchange is the version taken from DOT's Environmental
4 Impact Statement, which is the east bound portion only.

5
6 There was no further public input.

7
8 The Board thanked T. White for his presentation.

- 9
10 C. Evans Family Limited Partnership (Owner), Map 16 Lot 9 – Conceptual
11 discussion of a proposed subdivision on Wilson Road, Zoned AR-1.

12
13 This item was postponed to the March 6, 2013 Planning Board Meeting per
14 the applicant's request.

- 15
16 D. Londonderry 2012 School Impact Fee Update and Alternative Assessment
17 Schedules – Presentation and Public Hearing for the Londonderry 2012 School
18 Impact Fee Update.

19
20 A. Rugg explained that Bruce Mayberry of BCM Planning LCC was present to
21 provide an overview of his recently completed update of the Town's School
22 impact fee schedules.

23
24 B. Mayberry began with a brief history of his involvement with the
25 Londonderry School Impact Fee Program, which began in 1998, at a time
26 when only Londonderry High School was included. The methodology at that
27 time was based on the average impacts per dwelling by unit structure.
28 Eventually all town schools became incorporated into the program and by the
29 2002 update, the methodology was changed to be based on the number of
30 bedrooms by structure type. The bedroom methodology has been used since
31 that time and in 2006, a statistical update was done and an estimate of
32 annual enrollment ratios performed. B. Mayberry noted that the bedroom
33 methodology seemed to be the most accurate, and is even more so now with
34 improved GIS technology that provides true local ratios.

35
36 Two basic elements should be considered for an impact fee methodology, B.
37 Mayberry explained. The key factor is proportionality with regard to what
38 demands the average unit of housing places on the school system facilities.
39 The goal is to reflect the community-wide average. The second component is
40 a level of service that should be included so that all development is assessed
41 relative to the same consumption standard, i.e. the average amount of space
42 require per pupil capacity in the school system.

43
44 In all impact fee methodologies, including the three offered in his report (see
45 Attachment #3), cost is based on the capital cost per square foot. Those
46 three options also take into account State aid, which tends to vary but
47 averages at around 32% in Londonderry for grades K-8 and 30% for the High
48 School. "Credit allowances" are also made for debt service paid by new
49 homes toward part of the cost of creating school facility capacity. The
50 bedroom per structure type is developed using the Town's GIS system to

1 determine enrollment by address. The two additional possibilities use ratios
2 calculated using overall town average by housing unit type, excluding age
3 restricted communities, and are either on a per unit basis or per 1,000 sq. ft.
4 basis. Cost per square foot is driven by the cost of facilities determined by
5 insurance replacement values of the school buildings and their contents. B.
6 Mayberry said this would be a more conservative method to utilize. Current
7 replacement costs are at \$120 million, which does not include costs for land
8 acquisition and site improvements. Demand of facilities is determined on the
9 School District's estimated capacity of the schools, therefore the square feet
10 allocated for K-8 (currently \$167/ft.) is different than for High School facilities
11 (\$184/ft.). Both of the ratios are well within the level required by the State
12 for building aid applications. Overall, the impact fee per dwelling unit
13 calculation is: pupils per unit multiplied by square foot per pupils multiplied
14 by cost per square foot minus State Aid and any allowances attributed to
15 debt service.

16
17 Each of the three methodologies is accompanied by an alternative version
18 that provides a further fee choice at 80% of a given total if the Board feels
19 enrollment will continue to decline as it has in the last few years. (The 80%
20 figure is derived from capacity figures from the School District). While
21 enrollment will most likely continue to decrease based on statistics, new
22 development continues to exert demand on existing school facilities. State
23 statute allows towns to collect impact fees on school facilities that are
24 expected to be built to meet demand as well as for those that have already
25 been built and paid for, but which still benefit new developments. B.
26 Mayberry recommended the current methodology (bedrooms by structure
27 type) as it appears to be the most equitable and accurate at predicting
28 enrollment.

29
30 A. Rugg asked if the enrollment ratios can be updated on an annual basis. B.
31 Mayberry said it could be done because of GIS technology but that
32 administratively it could pose a challenge. T. Freda asked why any of the
33 three choices should have the 80% option when the buildings and their space
34 are the same and still cost the same despite how many students are using
35 them. B. Mayberry responded that the possibility is available to the Planning
36 Board purely as an option. J. Laferriere asked how the proposed Woodmont
37 Commons development could impact the system in terms of enrollment
38 ratios. B. Mayberry replied that it depends on the absorption period
39 associated with a project on that scale, especially considering the number of
40 different unit types proposed and the overall duration of the development's
41 buildout in relation to changes in demographics over that time span. Other
42 variables such as the overall economy during that time make it difficult to
43 provide any kind of accurate answer. J. Laferriere also asked how workforce
44 housing will be treated in the School Impact Fee Program. B. Mayberry
45 stated that like age restricted housing, waivers or partial waivers could be
46 considered, particularly if the Town wants to encourage that kind of
47 development. The affordability factor, however, makes it impossible to have
48 a blanket waiver for workforce housing, which is not consistent with the spirit
49 of proportionality per the RSA. Specific criteria based on a documented

1 rationale would need to be designed and added to the Town's impact fee
2 ordinance.

3
4 A. Rugg asked for public input.

5
6 Patricia Panciocco, 392 Spofford Road in Auburn, NH, asked if B. Mayberry's
7 reports consider a sunset clause in the methodologies, i.e. a point where
8 money must be returned to the owner or developer. B. Mayberry said the
9 issue does not have an impact on methodologies and that this specific report
10 does not address any such clause because all of the bonds involved had been
11 approved, issued, and spent. P. Panciocco asked whether once a school has
12 been completed, if at that point the cost becomes final. Asked another way,
13 she posed whether a number was ever established to demarcate between
14 amounts collected from existing taxpayers and amount to be paid for by
15 impact fees that will be collected. B. Mayberry said the State statute does
16 not require such a division in the numbers. What it does say, he explained, is
17 that a town can recoup its capital investment, even after a structure is built,
18 in proportion to how much new development can benefit from that
19 investment. A. Rugg noted that the questions were more theoretical and not
20 appropriate to ask in relation to the report being presented. P. Panciocco
21 then asked how the addition of students to the Londonderry system from
22 other towns is reconciled in the report. A. Rugg said the questions would be
23 one for the School Board. B. Mayberry replied that his report is relative to
24 resident pupils based on resident enrollment ratios and does not account for
25 any students outside of Londonderry. M. Soares pointed out that residents
26 who send their children to private schools are still charged the school impact
27 fee.

28
29 A. Chiampa, 28 Wedgewood Drive, had a question pertaining to school
30 children from outside districts but said that it had already been answered.

31
32 Mike Boyle, 15 Old Derry Road, stated that he had paid an impact fee earlier
33 in the day for a new residence and was wondering if it would be possible to
34 ask for a rebate, assuming the rate will soon change and may decrease.
35 Staff informed him that his impact fee was actually assessed in the fall of
36 2012 when he applied for his building permit and M. Newman added that
37 adoption of the update may further lessen his proximity to any decrease. A.
38 Rugg said any such appeal can be made to the Town Council.

39
40 There was no further public input.

41
42 L. El-Azem asked B. Mayberry which of the three methods matches best with
43 the town's current school district situation. He replied the current method
44 based on the number of bedrooms appears to be the fairest. Whatever
45 option the Board chooses, he said, the goal should be to remain
46 proportionate to the demand estimate. M. Soares asked for Staff's
47 recommendation. C. May replied that she had intended for B. Mayberry to
48 present his report and then ask the Town Attorney for his opinion before
49 making any Staff recommendation. Consensus amongst Board members was
50 that they needed additional time to review the entire report. **M. Soares**

1 **made a motion to continue the public hearing for the Londonderry**
2 **2012 School Impact Fee Update to March 6, 2013 at 7 PM. L. El-Azem**
3 **seconded the motion. No discussion. Vote on the motion, 9-0-0.**
4

5 A. Rugg said this would be the only public notice of the continuation.
6

7 E. Traffic Impact Fees – Discussion regarding the suspension of the Route 102
8 and Route 28 Transportation Impact Fee Programs.
9

10 C. May reviewed a memo from Staff recommending the Planning Board ask
11 the Town Council to immediately suspend the practice of collecting
12 transportation impact fees for all three Route 102 Corridor Programs and
13 both Route 28 Corridor Programs until the Town can validate a long term
14 benefit to the town for that collection or at least until the current audit is
15 complete (see Attachment #4). She provided a brief history of impact fees
16 on state roadways, including the discontinuation in 2011 of the collection of
17 transportation impact fees on state roadways other than improvements to
18 intersections involving town roads to be consistent with State statute. An
19 update in 2012 to the fee schedule of the Rt. 28 Western Segment corridor
20 methodology was adopted by the Planning Board, however no action has
21 been taken to date on the matter by the Town Council, the only body
22 authorized to regulate impact fee schedules. Because of the current
23 inconsistency in transportation impact fee programs in Londonderry and
24 recent challenges to the programs, Staff is advising the recommendation
25 from the Board to the Town Council. If and when the Council confirms a
26 benefit associated with the collection of impact fees for the transportation
27 corridors, Staff also recommends that all five programs be comprehensively
28 updated for consistency and equitability and to enable regular future updates.
29 The memo also notes that the Planning Board retains the authority to require
30 developers to make necessary improvements to state roads at town road
31 intersections based on the project's impacts to infrastructure.
32

33 **L. Wiles made a motion to recommend to the Town Council that the**
34 **practice of collecting transportation impact fees for all three Route**
35 **102 Corridor Programs and both Route 28 Corridor Programs be**
36 **suspended. J. Laferriere seconded.**
37

38 A. Rugg asked for discussion. L. Reilly asked T. Freda how long he thought it
39 might take the Council to render a decision regarding the suspension and a
40 study of the benefits, given that the Council has not yet made a decision
41 regarding the Board's recommendation of the Rt. 28 Western Segment
42 revision. T. Freda replied that he did not know how long it would take.
43

44 **Vote on the motion: 9-0-0.**
45

46 **Other Business**
47

48 There was no other business.
49

50 **Adjournment:**

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R. Brideau made a motion to adjourn the meeting. L. Wiles seconded the motion. Vote on the motion: 9-0-0.

The meeting adjourned at 10:50 PM.

These minutes prepared by Planning & Economic Development Secretary Jaye Trottier

Respectfully Submitted,

Lynn Wiles, Secretary

Town of Londonderry, New Hampshire



Version 1.0 | January 4, 2013

Comprehensive Master Plan

Town Planning & Urban Design Collaborative, LLC

VISION STATEMENT

Londonderry is a close-knit, vibrant community, set in a landscape of protected forests and farms, that provides its residents, families and businesses with efficient services, inviting public spaces, a top-tier school system, and diverse options for housing, recreation, and transportation. These qualities attract knowledge-oriented businesses drawn to Londonderry's educated work force, access to commercial transport, and superior quality of life.

Common Vision & Guiding Principles

The Common Vision and Guiding Principles generated by the community during Planapalooza set priorities for moving the Town in a new direction. The value of the recommendations contained within this Plan depend on local leaders incorporating the intent of the Vision and Principles into the decision-making culture.

Common Vision

The Common Vision for Londonderry is to remain a close-knit, vibrant community in the heart of protected forests and farms. Residents, businesses, and visitors should expect a government that works diligently to link development with quality-of-life, while strengthening community and economic vitality. Efficient Town services, inviting public spaces, and a top-tier school system make the Town a great place to live and raise a family. A highly-educated work force, proximity to a regional airport, and an efficient transportation system make the Town an ideal place to work and invest in new business.

Guiding Principles

TPUDC worked with the Steering Committee, property owners, key stakeholders, and members of the general public to identify a set of enduring Guiding Principles critical to the current and future quality of life in Londonderry. These Principles embody the core philosophy and Common Vision expressed by the community. Though the local context and approach for achieving these goals may change over time, the Guiding Principles should endure for generations to come.



STAY FOREVER GREEN

Promote and preserve Londonderry's green advantage, including ponds, wetlands, woods, trails, agricultural lands, tree canopy, and the services they provide. Strive to create an interconnected network of green space that conserves critical natural areas, provides recreational linkages, protects water quality and quantity, and contributes to the identity and sense of place within the community. As part of this holistic system, integrate sustainable stormwater practices that contribute to the beauty of the public realm.



PROMOTE UNIQUE ACTIVITY CENTERS

Encourage the development of unique activity centers that include a mix of uses and activities located close together, providing people with new options for places to live, work, shop, and participate in civic life. Centers should vary in scale, use, and intensity, represented by a hierarchy of rural hamlets, walkable neighborhoods, mixed-use village centers, and the Town Common, all of which reflect the rural character of Londonderry. The presence of activity centers should further the economic vitality and sustainability of the Town, while also promoting social interaction and community building.



EMPHASIZE HOUSING CHOICE & DIVERSITY

Provide a greater range of housing choices to enable a diversity of people at all stages of life to enjoy Londonderry, including young adults, families, retirees, seniors, and people of different income levels. Housing opportunities should include small cottages, dignified multi-family housing, and live-work units, in addition to single family homes. A more diversified housing strategy will promote affordable housing and a more livable community.



INCREASE TRANSPORTATION CHOICE & WALKABILITY

Provide a safe, reliable transportation system that balances all modes of transportation, including walking, biking, public transportation, and cars. Consider land use and infrastructure together, promoting complete streets that emphasize the quality and character of both the thoroughfare and the private realm. Emphasize both destination-based as well as recreational trips, promoting active living for all ages, with special attention given to the mobility of children and seniors. Investment in the transportation system should favor multi-modal travel solutions, especially in new, walkable activity centers and along the corridors that link them, with capital improvements and Town policies targeted for vehicle, bicycle, pedestrian, and transit users.



ENHANCE THE MUNICIPAL ADVANTAGE

Promote a healthy and sustainable business environment by investing actively in infrastructure, providing favorable incentives, and building a community that is attractive to employers and their workers. Continue to promote Londonderry and build a competitive advantage to attract knowledge-based businesses to the area. Investment and recruitment initiatives should realize “triple bottom-line” benefits for Town residents by seeking to improve the tax base, promote economic vitality for local shops and businesses, and increase access to employment opportunities in Town.



EXCEL IN EDUCATION & TOWN SERVICES

Continue to advance quality-of-life for all residents of Londonderry by maintaining and expanding education and Town services, while ensuring that elected officials are good stewards of Town finances. This includes a strong partnership with the Londonderry School District to support their high quality programming and academic achievement, while continuing to earn strong community support.

Trend Development Scenario



Current Population:	24,129
Build-Out Population:	30,786
Current Employment:	13,474
Build-Out Employment:	27,510

Villages & Corridors Scenario



- Open space
- Existing suburban development
- New development: small-scale walkable infill
- New development: activity centers

Current Population:	24,129
Build-Out Population:	37,850
Current Employment:	13,474
Build-Out Employment:	55,380

the toolkit

This Toolkit is intended to be a source for concepts, ideas and actions related to the future of conservation and growth in Londonderry. It works as a kit of parts, each able to be utilized on its own or as part of a cohesive application of several tools. The Toolkit is organized around five of the six Guiding Principles from this Comprehensive Master Plan.

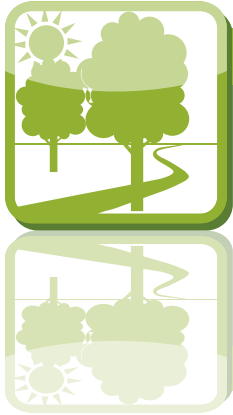
While there was overwhelming support for many of the concepts and ideas generated during Planapalooza, there were still some topics where consensus was not clear. The Toolkit is an excellent resource, where over time, the citizens of Londonderry can decide which tools they want to implement and which they don't. Some tools might be readily accepted today, while others may be too progressive for current views and will find their supporters in future generations. In the Toolkit there is something for everyone because, we know in Londonderry, there is not a one-size-fits-all solution.



Where Applicable



The Fix



forever green

Keep Londonderry Forever Green

- Promote sustainable stormwater solutions that contribute to the beauty of the public realm.
 - Create an interconnected network of green space.
 - Encourage energy-efficient design in new construction.
-

↑ tools ↓

- | | |
|---|--------------------------------|
| Urban Agriculture | Shade Trees |
| Reduction of Stormwater Infrastructure | Solar Orientation |
| Maintain Existing Hydrological Patterns | Natural Light |
| Green Streets | Ventilation & Air Conditioning |
| Rain Gardens | Greywater Recycling |
| Infiltration Parks | Rainwater Harvesting |
| Green Plazas | Xeriscaping |
| Pervious Parking Lots | Land Conservation |
| Staircase Cascade | Conservation Subdivisions |
| Green Bike Path | Transfer of Development Rights |
| Green Roofs | Green Building Design |
| Energy Efficient Design | |

Reduction of Stormwater Infrastructure

Conventional infrastructure used to maintain the suburban lifestyle is often oversized, designed to handle the worst possible scenario. This is costly to install and maintain and has a negative impact on the environment. It is for these reasons that a sustainability strategy should begin with finding ways to reduce dependence on complicated infrastructure systems to meet our daily needs.

The most environmentally sensitive method for dealing with stormwater is also the least expensive — the reduction of impervious surfaces. Automobile dominated sprawl development has made stormwater management more difficult and expensive, and has resulted in increased impervious surfaces in the form of wider roads and large parking lots.

In the past few years, there has been a push to deal with stormwater in a more sustainable way in order to reduce infrastructure needs and protect ground water. One of the first attempts was Low Impact Development (LID). While LID was based on sound ecological principles, its solutions were based on conventional suburban land use

and planning concepts. The result was more auto-oriented sprawl that utilized natural infiltration, but failed to address the system of the single-use, car-dependent development form on which it was predicated.

Building on the groundwork laid by Low Impact Development, a new approach, Light Imprint has been developed. Light Imprint reduces the need for expensive stormwater infrastructure and provides more sustainable solutions than do conventional engineering approaches. Techniques incorporate natural drainage, modern engineering infrastructure, and innovative infiltration practices, many of which are based on time-tested practice. This comprehensive collection of methodologies has been used for generations to deal with stormwater runoff, each with an appropriate application across a range of rural to urban contexts. The University of New Hampshire Department of Civil Engineering is home to the UNH Stormwater Center. This is an excellent resource for communities like Londonderry that want to implement more sustainable stormwater solutions.



TOWN PLANNING & URBAN DESIGN COLLABORATIVE, LLC

PERVIOUS COBBLE PAVERS

ACTION	TIMEFRAME (COMPLETION DATE)	BUDGET ALLOWANCE	LEAD PARTY	OTHER PARTNERS	FUNDING SOURCE
TOWN-WIDE RECOMMENDATIONS					
Include new rules and standards that prohibit development in the 500-yr floodplain.	Near Term (2016)	See Budget Allowance	Planning Board	Community Development Department	N/A
Include tree preservation and buffer standards for protecting mature tree stands throughout the study area.	Near Term (2016)	See Budget Allowance	Planning Board	Open Space Task Force, Community Development Department	N/A
Include new rules and standards that incorporates open space as a meaningful component of new development. Open space could be used for tree preservation, stormwater retention, recreation, animal habitat protection, or preserving scenic views.	Near Term (2016)	See Budget Allowance	Planning Board	Conservation Commission, Open Space Task Force, Community Development Department	N/A
Include new rules and standards that reduces the amount of impervious surface for a development. This is a very cost-effective and environmentally-sensitive method for reducing stormwater runoff.	Near Term (2016)	See Budget Allowance	Planning Board	Community Development Department, Public Works Department	N/A
Fund a purchase of development rights program that allows landowners the opportunity to voluntarily sell their development rights on a parcel for permanent conservation.	Near Term (2016)	\$100,000 - \$200,000 (Annual, Demand-Driven)	Town Council	Conservation Commission, Open Space Task Force, Community Development Department	General Fund
Adopt a form-based code for the study area that consolidates, simplifies, and updates zoning and subdivision language to implement the vision and supporting recommendations from the comprehensive master plan.	Near Term (2016)	\$200,000 - \$250,000	Planning Board	Planning Board, Zoning Board of Adjustment, Community Development Department	General Fund
Provide incentives for preserving historic buildings in the study area, which take advantage of the uniqueness of these sites and buildings for creating cool spaces.	Near Term (2016)	In-House Resources (Policy) / \$10,000 - \$20,000 (Matching Grant)	Town Council	Heritage/Historic District Commission, Community Development Department	General Fund, Grant Opportunities
Permit accessory dwelling units in growth sectors (G1 - G4) depicted on the Conservation & Growth Map. These units encourage greater housing choice for young adults, new families, and elderly residents in the study area.	Concurrent Action (2013)	In-House Resources	Planning Board	Housing Task Force, Community Development Department	N/A
Include new standards in a form-based code that promotes neighborhood diversity and greater housing choice to meet the needs of young adults, new families, and elderly residents.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Housing Task Force, Community Development Department	N/A
Evaluate the feasibility of building a graduated care facility within an activity center, and actively seek a development partner for expediting its construction. Remove unnecessary hurdles in the zoning and subdivision ordinances for construction.	Near Term (2016)	In-House Resources	Town Council	Elder Affairs, Community Development Department	N/A
Include street connectivity standards in a form-based code that require every street be connected to another street in a new development, unless otherwise deemed not feasible because of topographic or environmental concerns.	Concurrent Action (2013)	See Budget Allowance for Form-Based Code	Planning Board	Traffic Safety Committee, Community Development Department, Public Works Department	N/A
Include new rules and standards in a form-based code that addresses specific use, density, and design elements to reinforce safe and efficient transit service between major activity centers.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Cooperative Alliance for Regional Transportation, Community Development Department	N/A
Connectivity standards should not be limited to automobiles. Implement rules and requirements in a form-based code to build a comprehensive network of sidewalks, paths, and passage ways that make walking more convenient and enjoyable.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Traffic Safety Committee, Community Development Department, Public Works Department	N/A
Streamline the development review process (where necessary) to promote business recruitment and economic development in the study area. Remove unnecessary hurdles for attracting new or expanding business, including rules and requirements that make the development review process unfair, unclear, or cumbersome.	Concurrent Action (2013)	In-House Resources	Planning Board	Community Development Department	N/A
Invest in agri-tourism activities at the community level as another tool for economic development. Provide a budget and the staff necessary to let it thrive, supporting a farmers market, general marketing and communication activities, etc.	Near Term (2016)	\$15,000 (Annual)	Town Council	Community Development Department	General Fund
Partner with the New Hampshire Cooperative Extension Service to provide resources for individuals, businesses, schools, and family farms interested in growing food for local consumption.	Near Term (2016)	In-House Resources	Community Development Department	Open Space Task Force, Conservation Commission	N/A
Provide incentives in a form-based code for development that includes high-quality architecture and place-making principles, which together reinforce the town's history and sense of place. Actively market the quality of development and Londonderry brand for recruiting new businesses and industries to the study area.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department	N/A

ACTION	TIMEFRAME (COMPLETION DATE)	BUDGET ALLOWANCE	LEAD PARTY	OTHER PARTNERS	FUNDING SOURCE
TOWN-LED INITIATIVES					
Embrace Light Imprint development principles for managing the impact of new growth on the natural environment, especially for minimizing the amount of impervious surface associated with new development.	Concurrent Action (2013)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department, Public Works Department	N/A
Advocate for a town-wide stormwater management strategy that spans the boundaries of individual parcels to collect and store stormwater in local lakes, ponds, streams, and swales for groundwater infiltration.	Near Term (2016)	In-House Resources	Planning Board	Community Development Department, Public Works Department	N/A
Resume annual monitoring of the town's surface and ground waters, following the protocol set up by the Environmental Baseline Study Committee in 2001.	Near Term (2016)	\$50,000 - \$100,000 (Annual)	Environmental Baseline Study Committee	Community Development Department	General Fund
Locate open space required in a form-based code to complement green elements depicted on the Green Print Initiative Map.	Near Term (2016)	See Budget Allowance for Form-Based Code	Conservation Commission	Conservation Commission, Open Space Task Force, Community Development Department	N/A
Launch an education campaign and outreach program to let residents know about the benefits of vegetated areas for protecting surface waters.	Near Term (2016)	\$5,000 - \$15,000 (Annual)	Community Development Department	Open Space Task Force, Community Development Department	N/A
Continue resistance to widening entire street segments in the study area; focusing instead on maintaining the grid street system to diffuse traffic, a complete streets policy to encourage other modes of travel, and building more walkable, mixed-use activity centers that capture trips before they reach the major street network.	Concurrent Action (2013)	N/A	Planning Board	Planning Board, Traffic Safety Committee, Community Development Department, Public Works Department	N/A
Make the town a more walkable community, focused on a hierarchy of new mixed-use, walkable activity centers and a complete street system that supports multi-modal travel behavior.	Concurrent Action (2013)	N/A	Planning Board	Community Development Department	N/A
Lead a town-wide initiative to encourage 'active living' in the study area, including plans and policies that promote more walkable development and programs that increase the frequency and level of daily physical activity for students, families, employees, and seniors.	Near Term (2016)	In-House Resources	Community Development Department	Open Space Task Force, Elder Affairs, Londonderry Recreation Committee	N/A
Participate in the Derry-Londonderry Chamber of Commerce, the Greater Manchester Chamber of Commerce, Metro Center, and other legislative or business organizations that promote economic development initiatives in Londonderry.	Concurrent Action (2013)	\$5,000 - \$15,000 (Annual)	Community Development Department	Town Manager, Economic Development Task Force	General Fund
Create a business liaison position within Town government responsible for helping new and existing businesses navigate the planning and approval process. Priority for this position should be on making it easier to open and run a business in Londonderry. Weekly office hours for drop-in questions and general education material to help businesses navigate the bureaucratic process should be maintained to support the initiative.	Concurrent Action (2013)	\$5,000 - \$15,000 (Annual)	Town Manager	Community Development Department	General Fund
Form an action committee to work with state and regional leaders on new incentives, legislation, education opportunities, or town initiatives that will attract (and grow) businesses and industries to Londonderry. Key partners for the action committee will include the New Hampshire Department of Resources & Economic Development, Regional Economic Development Center of New Hampshire, and Southern New Hampshire Planning Commission, among others.	Concurrent Action (2013)	In-House Resources	Town Manager	Economic Development Task Force, Community Development Department	N/A
Town officials should support 'buy local' and 'support small business' campaigns in the study area, building a reputation for a community that values and partners with local businesses.	Concurrent Action (2013)	In-House Resources	Economic Development Task Force	Community Development Department	N/A
Become the hub of sustainable development in Southern New Hampshire, promoting green town principles and technologies that will attract niche industries to the area.	Near Term (2016)	In-House Resources	Economic Development Task Force	Planning Board, Community Development Department	N/A
Coordinate with local water and sewer utility providers to ensure adequate capacity is reserved for the magnitude and timing of future growth anticipated in the comprehensive master plan.	Concurrent Action (2013)	In-House Resources	Public Works Department	Derry Water Works Department, Manchester Water Works Department, Penichuck Water Service Company	N/A
Coordinate with the Londonderry School District on the timing and location of new development influenced by the comprehensive master plan and zoning ordinance, and strengthen their ties to the District's strategic plan and capital investment plan.	Concurrent Action (2013)	In-House Resources	Town Council	Londonderry School District, Community Development Department	N/A

ACTION	TIMEFRAME (COMPLETION DATE)	BUDGET ALLOWANCE	LEAD PARTY	OTHER PARTNERS	FUNDING SOURCE
SPECIFIC CAPITAL PROJECTS					
Build or improve pedestrian facilities identified in the recommended pedestrian facilities map.	Concurrent Action (2013)	\$50,000 - \$100,000 (Annual)	Londonderry Trailways	Open Space Task Force, Community Development Department, Public Works Department	General Fund, New Hampshire DOT
Build or improve bicycle facilities identified in the recommended bicycle facilities map; including bicycle routes on local streets and off-street, shared-use trails. Way-finding signage and pavement markings should be used throughout the proposed system to clearly designate bicycle routes and reinforce the presence of bicyclists in the travel realm.	Concurrent Action (2013)	\$50,000 - \$100,000 (Annual)	Londonderry Trailways	Open Space Task Force, Community Development Department, Public Works Department	General Fund, New Hampshire DOT
Install a new emergency traffic signal at Fire Station One on Grenier Field Road.	Near Term (2016)	\$125,000 - \$200,000	Public Works Department	Southern New Hampshire RPC, Public Works Department	General Fund, New Hampshire DOT
Improve the intersection of Pillsbury Road and Gilcreast Road. In the short-term, reconfigure the off-set intersection for stop control with signs placed to stop traffic on Gilcreast Road (southbound at both locations) and Pillsbury Road (eastbound and westbound).	Long-Term (2020)	\$10,000 - \$15,000	Public Works Department	New Hampshire DOT, Southern New Hampshire RPC	General Fund, Development Impact Fees
Improve the intersection of Pillsbury Road and Gilcreast Road. In the long-term, construct two single-lane roundabouts that work together to ease congestion in the area. The southern roundabout should include a right-turn bypass lane from Gilcreast Road (northbound) to Pillsbury Road (eastbound).	Long-Term (2020)	\$500,000 - \$700,000	Public Works Department	New Hampshire DOT, Southern New Hampshire RPC	General Fund, Development Impact Fees
Improve the intersection of Sanborn Road and Rockingham Road. Reconfigure the intersection for a turbine treatment (i.e., a modified roundabout design).	Long-Term (2020)	\$250,000 - \$500,000	New Hampshire DOT	Southern New Hampshire RPC, Public Works Department	New Hampshire DOT
Improve the intersection of Grenier Field Road and Mammoth Road. Add eastbound right and westbound left turn lanes at the signalized intersection on Grenier Field Road to improve intersection performance.	Long-Term (2020)	\$75,000 - \$100,000	New Hampshire DOT	Southern New Hampshire RPC, Public Works Department	New Hampshire DOT
Improve the intersection of Harvey Road and Grenier Field Road. Construct a double-lane roundabout at the Webster Road and Grenier Field intersection, and convert Harvey Road to two-way traffic between Webster Road and Grenier Field Road. Webster Road should be widened to four lanes between Harvey and Grenier Field Roads to support proposed turning movements.	Long-Term (2020)	\$2.0 - \$3.0M	New Hampshire DOT	Southern New Hampshire RPC, Public Works Department	New Hampshire DOT
Expand the Town's sewer collection and interceptor system to keep pace with growth, with priority given to serving new and emerging activity centers.	Near Term (2016)	Total estimated project cost: \$3M to \$20M	Public Works Department	Manchester Wastewater Department, Derry Wastewater Department	Program Revenues
Invest in local police service to keep pace with growth. New police sub-stations, equipment and personal should be focused where development is most concentrated.	Long-Term (2018)	\$10,000 - \$20,000 (Annual, Demand-Driven)	Town Council	Police Department	General Fund, Program Revenues
Invest in fire protection and emergency medical services to keep pace with growth. New fire stations, equipment, or personnel should be focused where development is most concentrated.	Long-Term (2018)	\$10,000 - \$20,000 (Annual, Demand-Driven)	Town Council	Fire Department	General Fund, Program Revenues
Coordinate with local utility providers to identify opportunities to bury existing utility lines, and require buried utilities in new development (especially new activity centers) to minimize the risk of outages in the community.	Long-Term (2018)	\$100,000 - \$300,000 (Annual Town Contribution)	Planning Board	Community Development Department,	General Fund, Program Revenues, Utility Service Provider

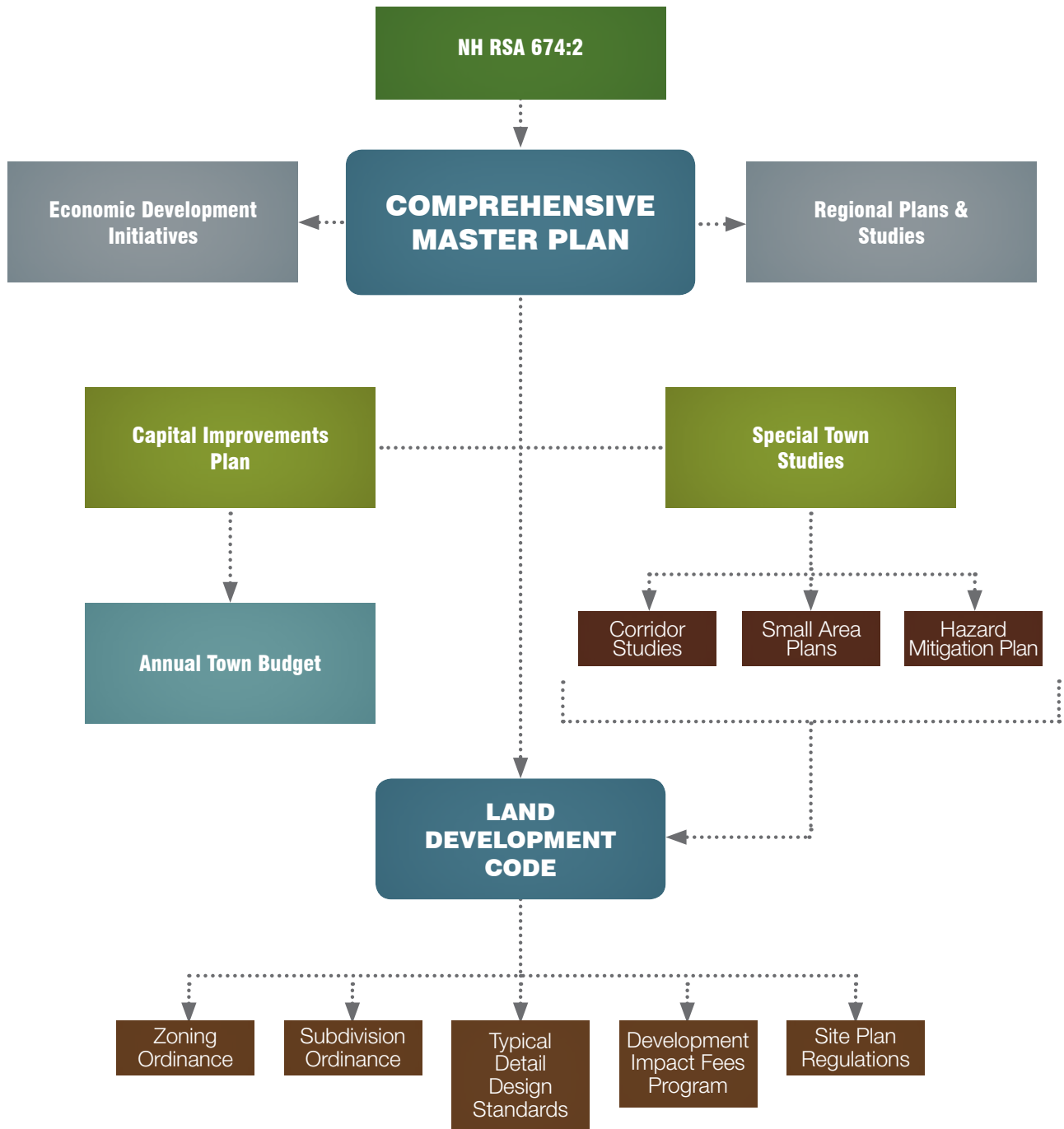
ACTION	TIMEFRAME (COMPLETION DATE)	BUDGET ALLOWANCE	LEAD PARTY	OTHER PARTNERS	FUNDING SOURCE
FOCUS AREA RECOMMENDATIONS					
PETTINGILL ROAD INDUSTRIAL VILLAGE					
Include new rules and standards in a form-based code for minimum lot size, list of permitted uses, site design standards, and building design elements to be consistent with a strategy developed for recruiting target industries to the village.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department	N/A
Include new rules and standards in a form-based code to implement village-wide design guidelines for all lots and buildings.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Planning Board, Economic Development Task Force, Community Development Department	N/A
Include typical street section requirements in a form-based code to promote more walkable streets in the industrial village; emphasizing key principles from a new complete street design policy recommended for the town.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department, Public Works Department	N/A
Expand the type of uses allowed in a form-based code for this area to support services recommended for the industrial village; extending activities in the village area beyond normal work hours.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department	N/A
Include new rules and standards in a form-based code to allow recreation facilities as a permitted use.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Conservation Commission, Open Space Task Force, Community Development Department	N/A
Continue fundraising campaign to build the rail-trail, beginning work soon on a preliminary engineering study. Explore opportunities to partner with the development community to expedite construction of the segment proposed through the industrial village.	Near Term (2016)	Total estimated project cost: \$1.5M - \$2.0M (outside funding sources are being sought)	Londonderry Trailways	Community Development Department, Public Works Department	General Fund, Grant Opportunities, Donations
Include new rules and standards in a form-based code that increase minimum green space requirements and allow agriculture as a permitted use.	Near Term (2016)	See Budget Allowance for Form-Based Code	Community Development Department	Conservation Commission, Open Space Task Force, Community Development Department	N/A
TOWN CENTER RECREATIONAL VILLAGE					
Update the Auditorium Study Committee report completed in 2006 to reaffirm if the conclusions and recommendations are still valid for 2012.	Concurrent Action (2013)	In-House Resources	Town Manager	Auditorium Study Committee (Reconvened)	N/A
Evaluate the feasibility of building a field house and community pool at this location; start the process to secure funding for these improvements.	Near Term (2016)	\$100,000 - \$200,000	Recreation Department	Londonderry Recreation Committee	General Fund
Evaluate the feasibility for reorganizing the ball fields in this location and start the process to secure funding for these improvements.	Near Term (2016)	\$100,000 - \$200,000	Recreation Department	Londonderry Recreation Committee	General Fund
Include provisions in a form-based code to allow the type and scale of neighborhood development recommended in this location.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department	N/A
Include new rules and standards in a form-based code to allow assisted living facility and nursing home as permitted uses.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department	N/A
Sponsor and administer a community garden program for town residents, with fee-simple purchase or lease agreements for agriculture uses, loan garden tools or donate seed and supplies, and connect growers with a local farmers market.	Near Term (2016)	\$5,000 - \$15,000	Town Manager	Londonderry Recreation Committee, Recreation Department, Community Development Department	General Fund

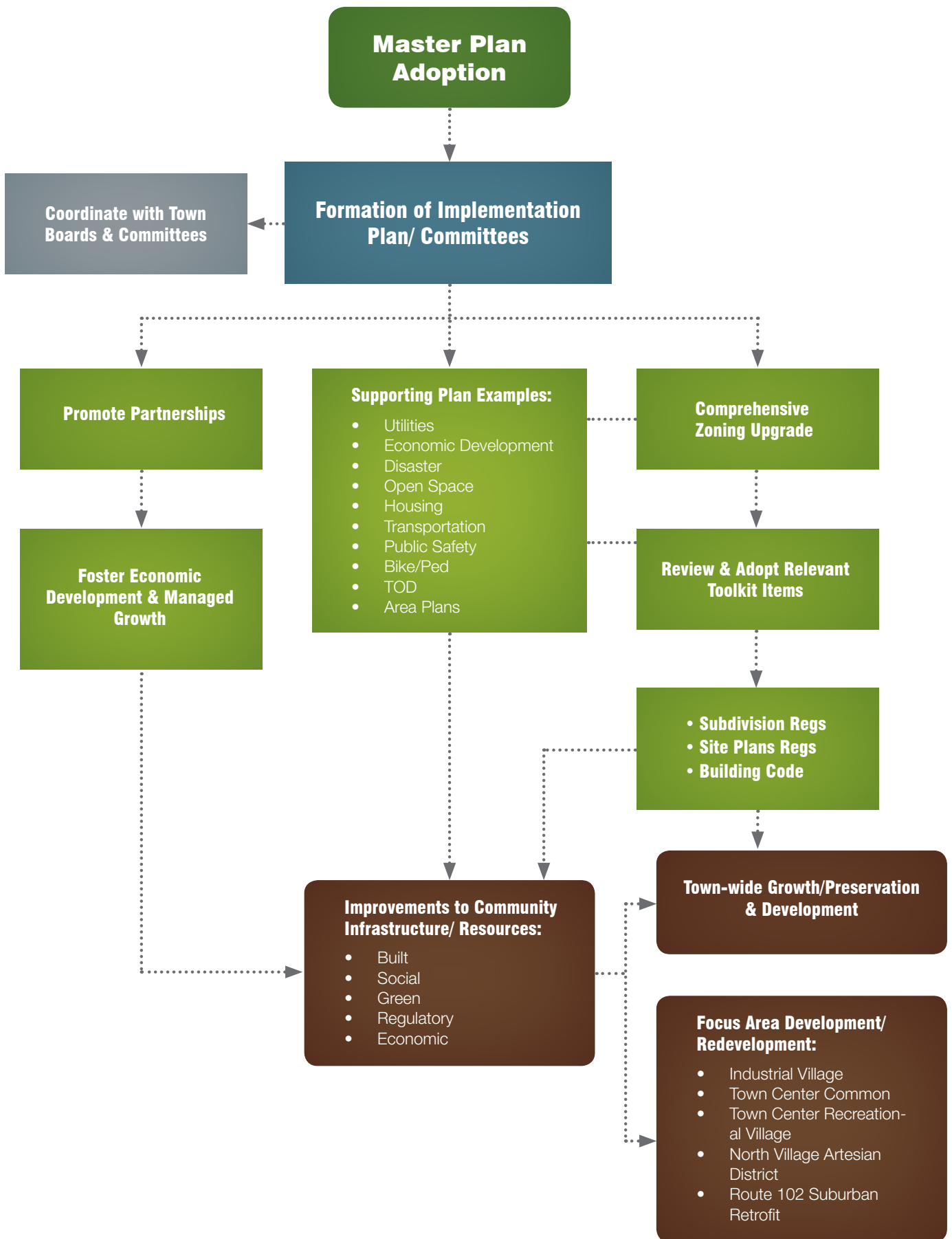
ACTION	TIMEFRAME (COMPLETION DATE)	BUDGET ALLOWANCE	LEAD PARTY	OTHER PARTNERS	FUNDING SOURCE
FOCUS AREA RECOMMENDATIONS					
TOWN CENTER COMMON					
Support provisions in a form-based code to allow the unique design proposed for the church site.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department	N/A
Complete a formal study of the town commons area to refine recommendations for making it a formal destination in the community, and develop zoning regulations to ensure proper execution of the vision.	Near Term (2016)	\$35,000 - \$60,000	Town Council	Community Development Department	General Fund
Evaluate the feasibility of a skating pond in the town forest, and start pre-planning for extension of trails leading to the pond.	Near Term (2016)	In-House Resources	Recreation Department	Londonderry Recreation Committee, Londonderry Trailways	N/A
Determine whether this area should become permanent open space, and secure funding for its purchase if deemed appropriate. Alternatively, develop provisions in a form-based code to allow this type and scale of neighborhood development contemplated in this location.	Near Term (2016)	See Budget Allowance for Form-Based Code	Londonderry Conservation Commission	Community Development Department	N/A
Move forward with funding recommended improvements for the new town commons area proposed in the comprehensive master plan.	Long-Term (2020)	\$250,000 - \$450,000	Town Council	Community Development Department	General Fund
Work with the New Hampshire Department of Transportation to implement improvements for Mammoth Road that emphasize complete street design principals; program funding for these improvements as a catalyst for redevelopment in the town commons.	Long-Term (2020)	\$150,000 - \$250,000	Town Council	Public Works Department	New Hampshire DOT
NORTH VILLAGE ARTISAN DISTRICT					
Use provisions in a form-based code to allow expansion of the street network in a grid format.	Near Term (2016)	See Budget Allowance for Form-Based Code	Community Development Department	Public Works Department	N/A
Include provisions in a form-based code to allow retrofit of existing mill buildings for mixed use development.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Heritage/Historic District Commission, Community Development Department	N/A
Continue fundraising campaign to build the rail-trail, beginning work soon on a preliminary engineering study.	Near Term (2016)	\$35,000 - \$85,000	Londonderry Trailways	Community Development Department, Public Works Department	General Fund, Grant Opportunities, Donations
Coordinate with the New Hampshire Department of Transportation to program recommended improvements at the intersection of Rockingham Road and Sanborn Road.	Long-Term (2020)	\$150,000 - \$250,000	Public Works Department	New Hampshire DOT	New Hampshire DOT
Program improvements to North Londonderry Elementary School in the School District's Capital Improvements Program.	Long-Term (2020)	N/A	Londonderry School District	Town Council, Community Development Department	N/A
SOUTH VILLAGE SUBURBAN RETROFIT					
Include new rules and standards in a form-based code to reduce minimum front yard setback requirements along the Nashua Road Corridor.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department	N/A
Include new rules and standards in a form-based code to allow urban character development.	Near Term (2016)	See Budget Allowance for Form-Based Code	Planning Board	Community Development Department	N/A
Promote redevelopment of the existing apartment complex through policy incentives. Reach out to the property owner to gauge interest for moving forward with the redevelopment project.	Near Term (2016)	In-House Resources	Planning Board	Community Development Department, Private Developer	N/A
Undertake a corridor study for Route 102 to make the street more walkable and ready for future fixed-route bus service.	Near Term (2016)	\$50,000 - \$100,000	Planning Board	Community Development Department, Public Works Department	N/A
Make improvements to the town park on Route 102 to activate this quadrant of the activity center.	Long-Term (2020)	\$100,000 - \$300,000	Recreation Department	Recreation Committee, Community Development Department	General Fund

ACTION	TIMEFRAME (COMPLETION DATE)	BUDGET ALLOWANCE	LEAD PARTY	OTHER PARTNERS	FUNDING SOURCE
SPECIFIC PLANS & STUDIES					
Study the feasibility of implementing a transfer of development rights program to protect scenic view sheds and natural areas in town.	Near Term (2016)	In-House Resources	Town Council	Community Development Department	N/A
Update the 1990 Water Resources Management Plan to evaluate the potential for a town-wide stormwater management strategy and identify next steps for moving forward.	Near Term (2016)	\$50,000 - \$150,000	Town Council	Community Development Department, Public Works Department	General Fund
Work with the New Hampshire Department of Transportation and Southern New Hampshire Regional Planning Commission to include the extension of Pettengill Road, between Industrial Drive and Raymond Wieczorek Drive, in their adopted plans and work programs.	Concurrent Action (2013)	In-House Resources	Town Council	New Hampshire DOT, Southern New Hampshire RPC	N/A
Develop a comprehensive bicycle and pedestrian plan to facilitate the implementation of a safe and accessible system of trails in accordance with the recommendations of the master plan. The Town should work with Londonderry Trailways to look for alternative funding sources as matching contributions to state or federal grants.	Near Term (2016)	\$35,000 - \$65,000	Town Council, Londonderry Trailways	Open Space Task Force, Community Development Department, Public Works Department	General Fund
Complete a transit circulator feasibility study to confirm when demand for such a service would be high, and establish appropriate service parameters and cost estimates for implementing the preferred system.	Long-Term (2020)	\$20,000 - \$35,000	Community Development Department	Cooperative Alliance for Regional Transportation	General Fund
Stay committed to the www.thriveinlondonderry.com website as a one-stop resource for advertising sites, statistics, and quality-of-life in Londonderry important to recruiting new businesses or industries to the area.	Concurrent Action (2013)	In-House Resources	Community Development Department	Economic Development Task Force	N/A
Update the 2008 Community Economic Development Plan to reflect key economic drivers in the new economy (i.e., post 2008 Recession) and the development types, patterns, and intensities recommended in the comprehensive master plan. Key topics for the plan update should include: regional cooperative partnerships, growing existing business, education and training opportunities, and maximizing community assets for economic development.	Near Term (2016)	\$50,000 - \$80,000	Community Development Department	Town Manager, Economic Development Task Force	General Fund
Review the Londonderry Hazard Mitigation Plan on an annual basis and update the document every three to five years.	Near Term (2016)	\$15,000 - \$25,000	Community Development Department	Town Council	General Fund
Update the Londonderry Wastewater Facilities Plan based on the development types, patterns, and intensities recommended in the comprehensive master plan.	Near Term (2016)	\$85,000 - \$125,000	Public Works Department	Manchester Wastewater Department, Derry Wastewater Department	Program Revenues

Regulatory Flow Chart

This flowchart illustrates the relationship of the Comprehensive Master Plan (CMP) to planning activities and procedures in New Hampshire, as defined by NH Statute. The CMP is the keystone document that informs and sets goals for local or regional plans and studies, economic development initiatives, Capital Improvement Plans, town budgets and local development codes.





FY 2015 - FY 2024 Ten-Year Highway Plan



Southern New Hampshire
Planning Commission

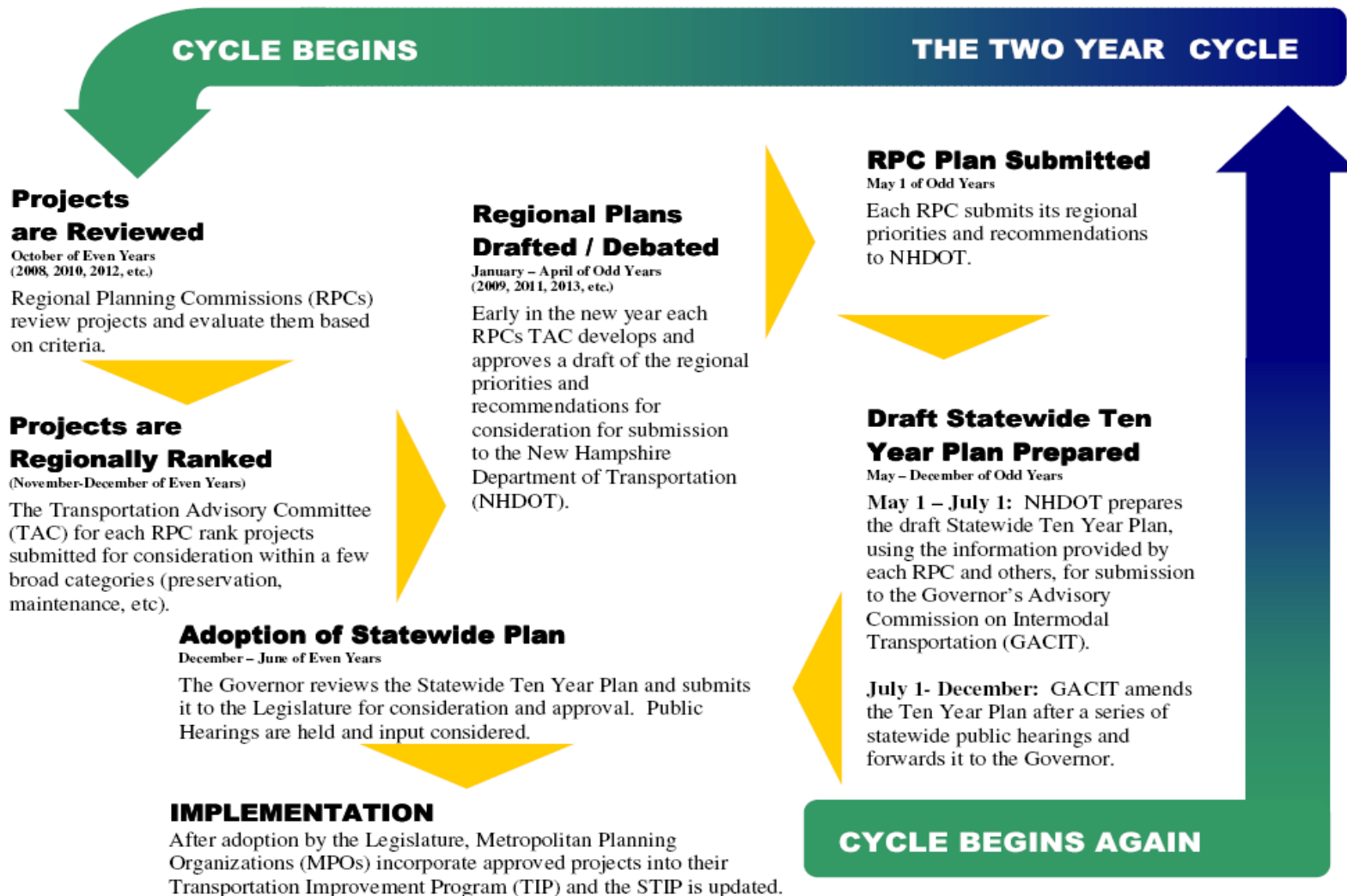
Wednesday February 6, 2013

Londonderry Planning Board



SNHPC

FY 2015 – FY 2024 Ten Year Highway Plan



Southern New Hampshire Planning Commission

Ten Year Transportation Improvement Plan 2015-2024

Current (FY 2013 – FY 2022) Ten Year Transportation Improvement Plan Projects in Londonderry

1. CART – Operating Assistance
2. CART – Preventative Maintenance
3. Derry - Londonderry – 13065 – I-93 Exit 4A – Final Design Engineering
4. Londonderry-Salem – Transit Capital
5. Londonderry-Salem – Transit Commuter Bus Preventative Maintenance
6. Manchester-Londonderry – Manchester-Boston Regional Airport – Equipment Improvements
7. Manchester-Londonderry – Manchester-Boston Regional Airport – Miscellaneous Enhancement/Improvements
8. Manchester-Londonderry – Manchester-Boston Regional Airport –Safety Enhancements
9. Salem to Manchester – 14633F – I-93 Exit 5 Area
10. Salem to Manchester – 14800B – I-93 Debt Service on 14633F

SNHPC (FY 2013 – FY 2040) Regional Transportation Plan Projects in Londonderry

1. Londonderry-Derry – NH 28 – Shoulders/Drainage
2. Londonderry-Derry – I-93 Exit 4A – Construction
3. CART – Operating Assistance
4. CART – Preventative Maintenance
5. NH 102 – Central Corridor – Widen from I-93 West to NH 128
6. NH 102 – Lower Corridor – Widen from Hudson Town Line to NH 128
7. NH 102/NH 128 – Intersection Improvements
8. NH 102 – Upper Corridor – Widen from I-93 East to Londonderry Road
9. NH 28 – Widening from NH 28 to Page Road
10. NH 28/NH 128 – Intersection Improvements
11. Pettengill Road – Construction of New Roadway Based on Recommendations of Study

State Red-List Bridges In Londonderry

1. Stokes Road over Little Cohas Brook (Municipal Redlist)



FY 2015 - FY 2024 Ten-Year Highway Plan

Questions/Comments

**Londonderry 2012
School Impact Fee Update
And Alternative
Assessment Schedules**

October 10, 2012

Prepared for:

Town of Londonderry
Department of Community Development

Prepared by:



49 Pineland Drive – Suite 202B
New Gloucester, Maine 04260
bcmplanning@seurespeed.us (207) 688-8433

EXECUTIVE SUMMARY

This report contains supporting data and fee schedules for updating Londonderry’s school impact fee assessment schedules. The last such update was prepared in 2006. In this update, the current basis of assessment (based on bedrooms and structure type) is revised, and compared to two alternative approaches: fees based on average units by structure type, and fees per square foot of living area.

1. Results of Analysis

The chart below provides a comparison of the three alternative methods of assessment and how the applicable fees would differ when assessed to the examples shown. In order to provide a comparison of the square-foot method to other alternatives, the average living area of housing units in Londonderry has been used to make a comparison to the other methods. As noted in the report, use of a square foot method should be accompanied by a cap on the maximum floor area subject to assessment.

The chart shows an “A” and “B” version of the three alternatives. In the “A” series the 2012 enrollment ratios for Londonderry is the basis for measuring the proportionate demand on facilities. In the “B” series, the proportionate enrollment ratios are reduced to 80% of the actual 2012 averages in Londonderry in anticipation of a future decline in the current ratios.

APPLICATION OF 2012 ALTERNATIVE ASSESSMENT METHODS TO AVERAGE HOUSING UNITS								
Structure Type	Bedrooms	Average Living Area (1)	At 2012 Enrollment Ratio (2)			At 80% of 2012 Ratio (2)		
			Existing Method (Updated)	Average Unit Method	Square Foot Method	Existing Method (Updated)	Average Unit Method	Square Foot Method
			1-A	2-A	3-A	1-B	2-B	3-B
Single Family Detached	2 BR	1,340	\$2,971	\$7,269	\$5,360	\$1,956	\$5,318	\$4,301
	3 BR	1,740	\$6,615	\$7,269	\$6,960	\$4,846	\$5,318	\$5,585
	4 BR	2,450	\$9,702	\$7,269	\$9,800	\$7,218	\$5,318	\$7,865
Townhouse	2 BR	1,180	\$3,569	\$3,655	\$4,189	\$2,533	\$2,601	\$3,351
	3 BR	1,480	\$4,889	\$3,655	\$5,254	\$3,563	\$2,601	\$4,203
Duplex/Condo	2 BR	1,240	\$4,595	\$5,676	\$5,406	\$3,406	\$4,247	\$4,328
	3 BR	1,600	\$7,300	\$5,676	\$6,976	\$5,572	\$4,247	\$5,584
Multifamily	Avg Unit	900	\$3,290	\$3,290	\$3,600	\$2,447	\$2,447	\$2,871
Manufactured Housing	Avg Unit	1,060	\$2,354	\$2,354	\$2,692	\$1,595	\$1,595	\$2,078
<i>(1) Average living area based on all existing housing units excluding those in age-restricted developments</i>								
<i>(2) Series "A" alternatives reflect 2012 enrollment ratios; series "B" uses ratios @ 80% of 2012 average</i>								

The update of the current fee structure is represented by column 1-A, and its discounted version using the lower enrollment ratio (80% of current averages) is shown in column 1-B.

2. Changes in Fee Basis From 2006 Report

This report provides an update to the basis for school impact fee assessment in Londonderry last computed in 2006. The update takes into account estimated changes in enrollment per housing unit, school space per pupil capacity, replacement cost of facilities, changes in assessed valuation, and net local debt service costs for school facility development and expansion.

Enrollment Ratios. Total enrollment in the Londonderry public schools has declined since the last update. The shifting demographics of households toward older age groups, lower numbers of births, slow rates of housing construction, and a higher proportion of newer homes subject to age-restricted occupancy have contributed to this change.

The net effect of these trends has resulted in a decline in total enrollment and average school enrollment per dwelling unit in Londonderry. Average enrollment per unit is the primary component of assessing a proportionate impact fee to new development, based on town-wide averages for units that are not age restricted. Consequently, the fees computed in this update mirror the lower enrollment ratios per unit with a reduction in the school impact fee. In anticipation of further reductions in enrollment per dwelling unit, a discounted series of impact fee schedules has also been calculated at 80% of the 2012 enrollment ratios.

School Floor Area and Capacity. The 2012 update has restated the capacities for Londonderry schools based on school district policy, and reflects changes in the floor area of the permanent facilities in the school system since the 2006 study. Londonderry continues to have available capacity to absorb enrollment and to accommodate new housing development. Average floor area per pupil capacity is now computed at 112 square feet per pupil in grades K-8 and 135 per pupil in grades 9-12.

School Capital Cost Basis. It is not likely that additional school space will need to be created in the foreseeable future because total enrollment is expected to decline in the public schools. The impact fee will represent the recoupment of a portion of the Londonderry School District investment in school facilities in proportion to the space consumed by enrollment generated by average housing units. The costs per square foot of facility space used in the impact fee calculation in the 2012 update reflect the estimated replacement cost of the school facilities in Londonderry, based on its insurance schedule.

Credit Allowances for Taxes Paid on Bonded Debt. The impact fee calculations incorporate allowances for past and future debt service payments on bonds to fund the creation or expansion of school capacity. In the 2006 update, credit allowances reflected the portion of debt service costs required to rectify pre-existing deficiencies in space. This update incorporates a broader credit allowance that reflects the full net local cost of debt service after state building aid.

Options for Assessment. The 2012 update includes recommended changes to the current impact fee schedules, and alternative methods and schedules that reflect fees assessed based on average housing unit characteristics, and fees per square foot of living area. For each of the three methods, a discounted fee option is computed using enrollment ratios at 80% of the current (2012) average. These discounted alternatives are based on the potential decline in average enrollment per dwelling unit over the next 5 to 10 years.

A. Introduction

This report presents revised calculations of proportionate impact fees that may be assessed to new residential development in the Town of Londonderry. The documents which have served as Londonderry's basis of assessment for school impact fees have been periodically updated since they were initially implemented. The studies supporting the school impact fee assessments in Londonderry have included:

February 1994: Impact Fee Analysis, Town of Londonderry (Original methodology, prepared by the Town of Londonderry Planning Department).

Subsequent studies have been prepared by Bruce C. Mayberry, Planning Consultant (now BCM Planning, LLC):

January 22, 1999: Methodology for Assessment of Public School Impact Fees - Town Of Londonderry

July 17, 2002: Update of the 1999 report and fee schedule

December 15, 2006: Update of the 2002 report and fee schedule

The 2012 update summarized in this report included a complete review of Londonderry enrollment ratios per housing unit, based on a matching of the number of pupils by address to property characteristics performed by the Town's GIS manager. BCM Planning, LLC tabulated the data to evaluate enrollment by type of structure, number of bedrooms, living area, and year built. The revised enrollment ratios measure the proportionate demand on school facilities by average residential units in Londonderry as of 2012. Average enrollment per dwelling unit has declined in Londonderry since the last update in 2006.

Consequently, this report supports a reduction in the school impact fee assessments as computed in 2006. The updated fee schedules in this report include the current school impact fee categories by structure type and bedrooms, as well as other alternatives of assessments per square foot of living area, and fees based on average housing units by structure type only (without respect to number of bedrooms).

For each of the three alternative approaches to assessment, the 2012 update includes discounted school impact fee schedules that incorporating a proportionate reduction in ratios of enrollment per dwelling unit to 80% of the 2012 averages. These discounted fee schedules presume that enrollment per housing unit will decline over the next ten years, and result in a fee schedule that is lower in anticipation of this demographic change.

In this update, the capacity of all school facilities has been restated to reflect the current school capacity estimates in the Londonderry School District, expressed relative to the permanent facilities now available, and exclusive of the modular or portable classroom space that the District once relied on to accommodate enrollment.

In the 2006 analysis, credit allowances within the fee basis reflected property tax payments for debt service costs to rectify pre-existing deficiencies in facility space. In this update, the credit allowances are broader, reflecting all debt service on school facility projects.

B. Demographic Analysis

1. School Age Population Per Household

As part of the demographic analysis, BCM Planning reviewed the most recent decennial Census data for 2010 and compared it to the prior three decades, as shown in Table 1. The ratio of the school-age population (aged 5 to 17) to total households in Londonderry declined from an average of 0.776 per occupied unit in 2000 to 0.633 per occupied unit in 2010.

Both the preschool and school-age populations showed significant declines between 2000 and 2010. Net household growth was also lower in 2000 to 2010. The number of households increased by 815 between 2000 and 2010 compared to 1,237 in the 1990s and a gain of over 2,000 households during the 1980s.

Table 1

LONDONDERRY, NH - POPULATION AND HOUSEHOLDS					Change by Decade		
Demographic Factor	1980	1990	2000	2010	1980-1990	1990-2000	2000-2010
Population	13,598	19,781	23,236	24,129	6,183	3,455	893
In Group Quarters	0	4	10	0	4	6	-10
In Households	13,598	19,777	23,226	24,129	6,179	3,449	903
Households	4,374	6,386	7,623	8,438	2,012	1,237	815
Average Household Size	3.11	3.10	3.05	2.86	(0.01)	(0.05)	(0.19)
Pre-School Age Population (<5)	1,238	1,771	1,726	1,161	533	(45)	(565)
Per Household	0.283	0.277	0.226	0.138	(0.006)	(0.051)	(0.089)
School Age Population (5-17)	3,484	4,573	5,917	5,338	1,089	1,344	(579)
Per Household	0.797	0.716	0.776	0.633	(0.080)	0.060	(0.144)
Total Housing Units	4,584	6,739	7,718	8,711	2,155	979	993
Households by Age of Head							
Under 25	247	135	104	98	(112)	(31)	(6)
25 to 34	1,576	1,723	1,114	757	147	(609)	(357)
35 to 44	1,164	2,251	2,608	1,833	1,087	357	(775)
45 to 54	617	1,273	2,064	2,659	656	791	595
55 to 64	439	543	1,014	1,821	104	471	807
65 to 74	248	301	458	855	53	157	397
75 or older	83	160	261	415	77	101	154
Total	4,374	6,386	7,623	8,438	2,012	1,237	815
Ratio Age 5-17 Pop. To Total Households	0.797	0.716	0.776	0.633	(0.080)	0.060	(0.144)
Ratio Age 5-17 Pop. to Households <55	0.967	0.850	1.005	0.998	(0.117)	0.155	(0.006)

2. Age Distribution of Households

The data for those Census years also shows that the number of households headed by persons in all age groups under the age of 45 declined, while the number of households in all age brackets 45 and older increased.

In 2000, 22.7% of Londonderry households were headed by a person age 55 or older; by 2010, this ratio had climbed to 36.6% of households. The implication of that change is that a greater proportion of resident households in Londonderry are now beyond the typical ages of child-rearing adults.

But the data also shows that among Londonderry households under the age of 55, the school age population per household was about the same in 2010 as it was in 2000 (average of 1 school age child per household under the age of 55). See also Figure 1 for a comparison of the average school-age children per total household versus school-age children per household under age 55.

Figure 1

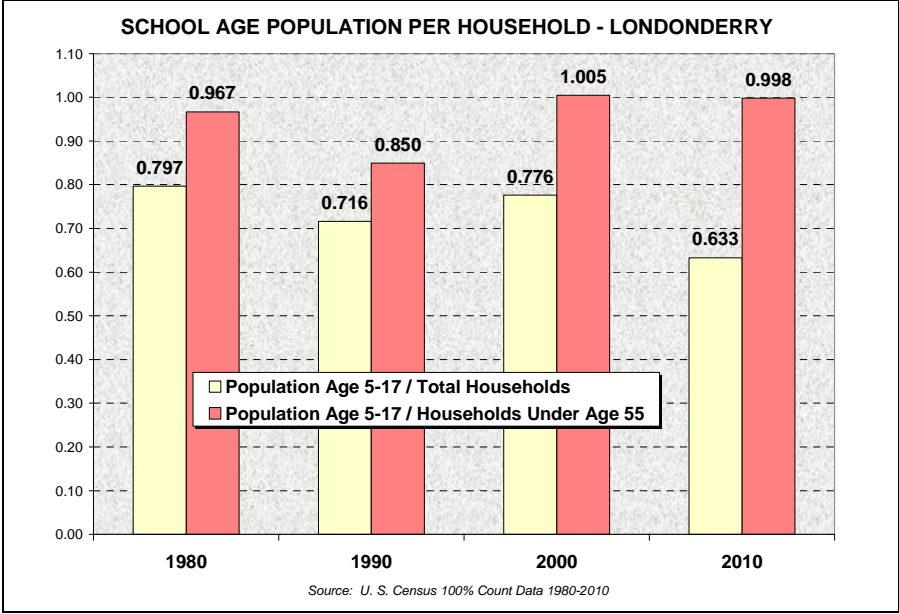
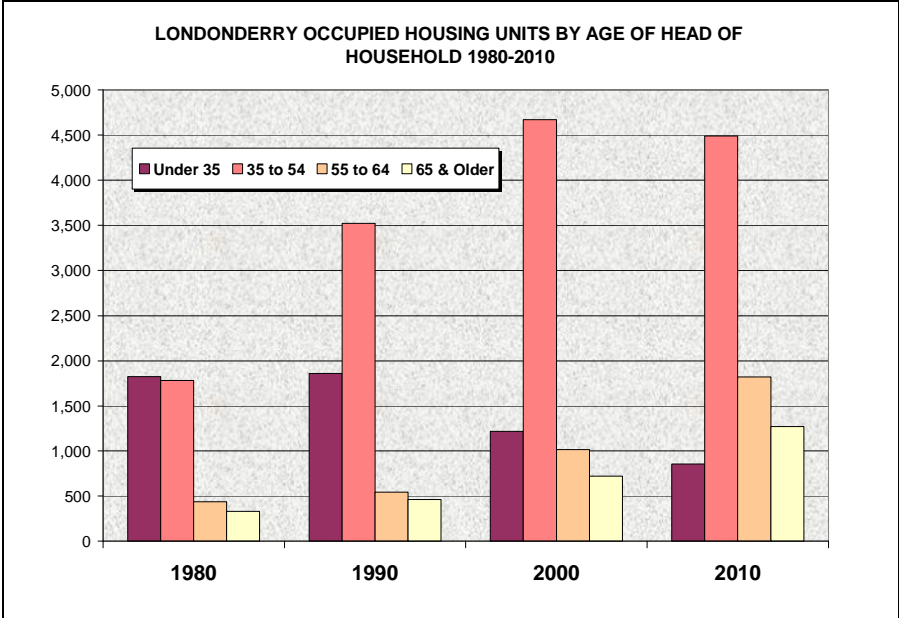


Figure 2



3. Change in Enrollment

An analysis of enrollment change and draft enrollment projections was prepared in September 2012 by the New England School Development Council (NESDC) for the Londonderry School District. Over the past ten years (2002 to 2012, public school enrollment in Londonderry's K-8 grades declined by 26.5% while high school enrollment (grades 9-12) fell by 3.8%. Total enrollment declined by about 19.5% over that ten year period.

For the next five years (2012-2017), the NESDC projections indicate that the K-8 grade grouping could decline by another 13.3% and high school enrollment may decline by 14.8%, for an overall reduction in enrollment of 13.8% by 2017.

The longer-term projections for the next 10 years show continued decline in the K-4 grades, until around 2017, where the projected enrollment begins to climb. The same pattern is shown for grades 5-8, declining through the year 2020 and then begins to grow. The ten-year projection through 2022 shows a net decline in high school enrollment, but presumably there would be increases in the years beyond the projection period as increase in K-4 and grade 5-8 enrollments begin to mature through the grades. The NESDC projections note that the longer-term projections will be less reliable than the shorter-term estimates.

The NESDC projections are not directly related to any particular assumption about the volume or rate of future housing development in Londonderry. Rather, the projections are based on historic ratios of Kindergarten enrollment to the number of births five years prior, and to the historic progression ratios between the grades. Since these ratios draw on patterns from 2002 to 2012, the projection basis will reflect any influences of demographic change, net migration, and levels of housing development that occurred in those base years.

As shown in Figure 3, the volume of residential construction for units that are not age-restricted has declined considerably in Londonderry in the recent past. During the five calendar years 2005 through 2009 the number of units built was only 46% of the number constructed during the prior five year period 2000 through 2004. For the same periods (see Figure 4) the number of births in Londonderry from 2005-2009 was only 79% of the number registered from 2000 to 2004.

Both the demographic age shifts and the lower recent volumes of housing construction have affected the enrollment changes in Londonderry. Changes in the pace and volume of the economy, changes in access to mortgage credit, and the volume of new housing development that the Town accommodates will also affect future enrollment counts.

Figure 3

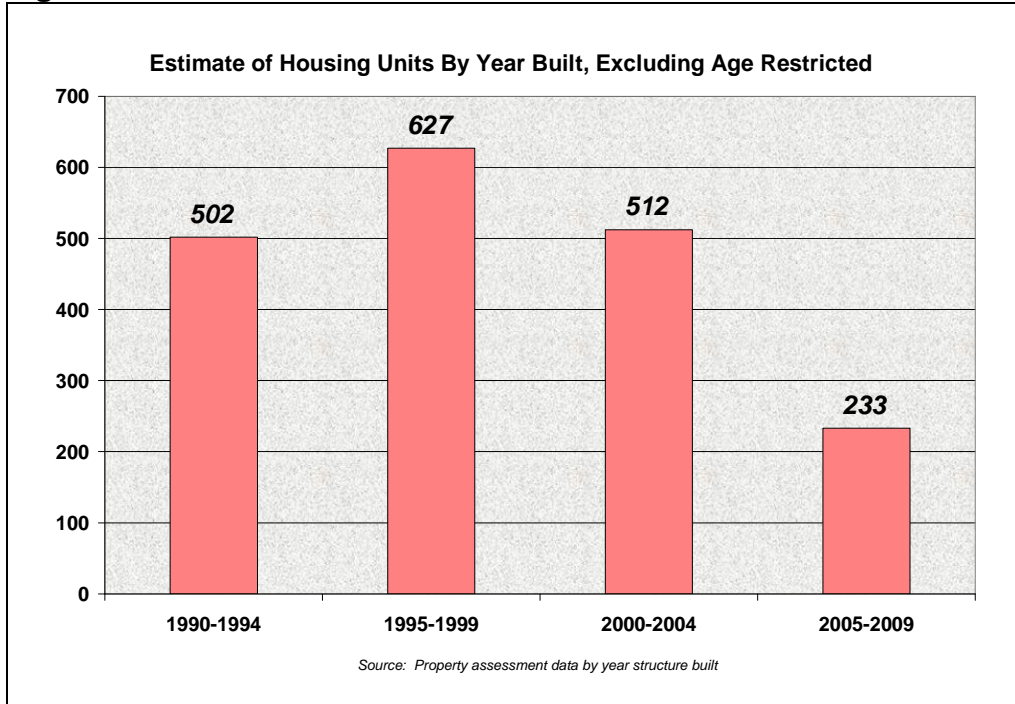
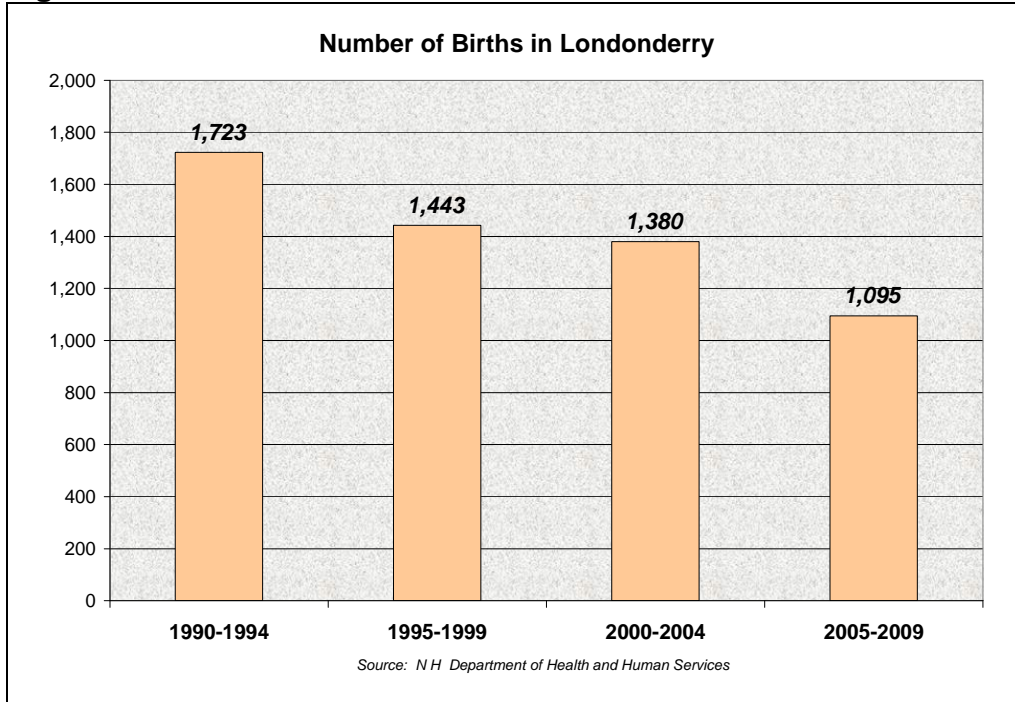


Figure 4



C. Results of Londonderry Enrollment Tabulations 2012

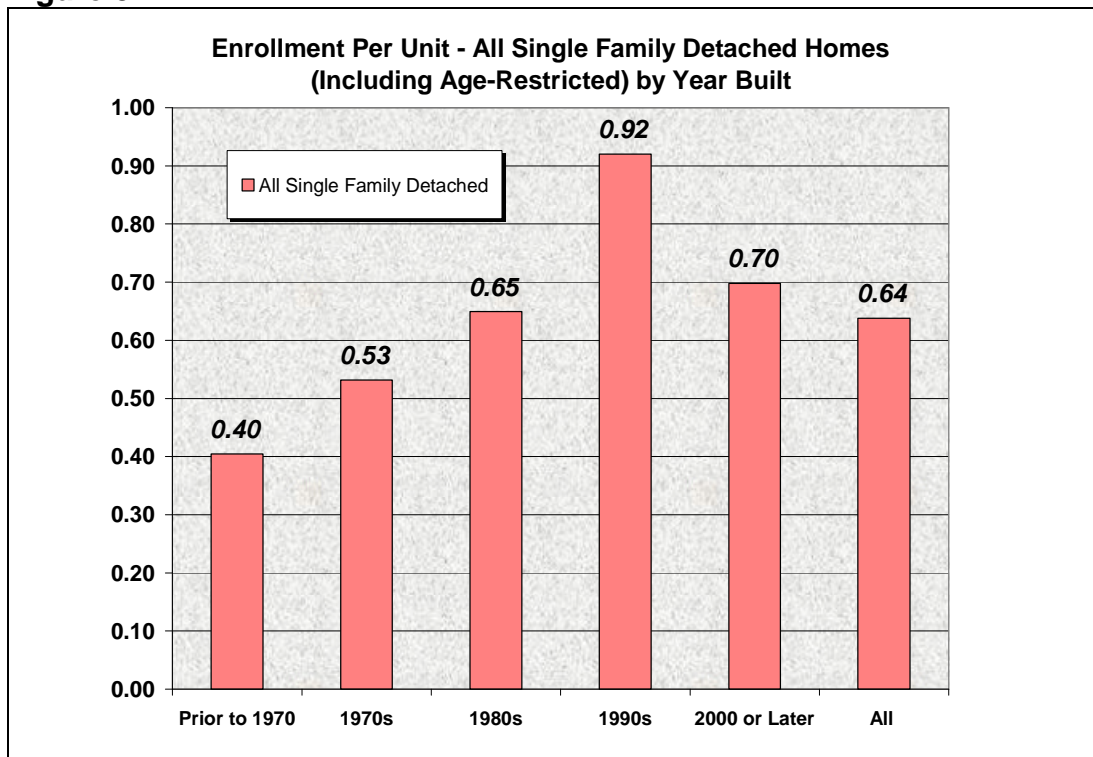
The most important component of any impact fee is its proportionality with respect to average demand associated with new development. For school impact fees, proportionality is best represented by average enrollment per unit of development.

Assisted by the Londonderry's GIS manager, BCM Planning was able to tabulate ratios of actual public school enrollment in Londonderry by structure type of housing units, the living area of the units, the number of bedrooms, and the year they were built. The detail available for this update permitted a highly accurate review of enrollment characteristics by property type, and a direct measurement of the proportionate demand of average housing units on school capacity. This section illustrates some of the summary results from those tabulations.

1. Enrollment Per Unit in Single Family Homes

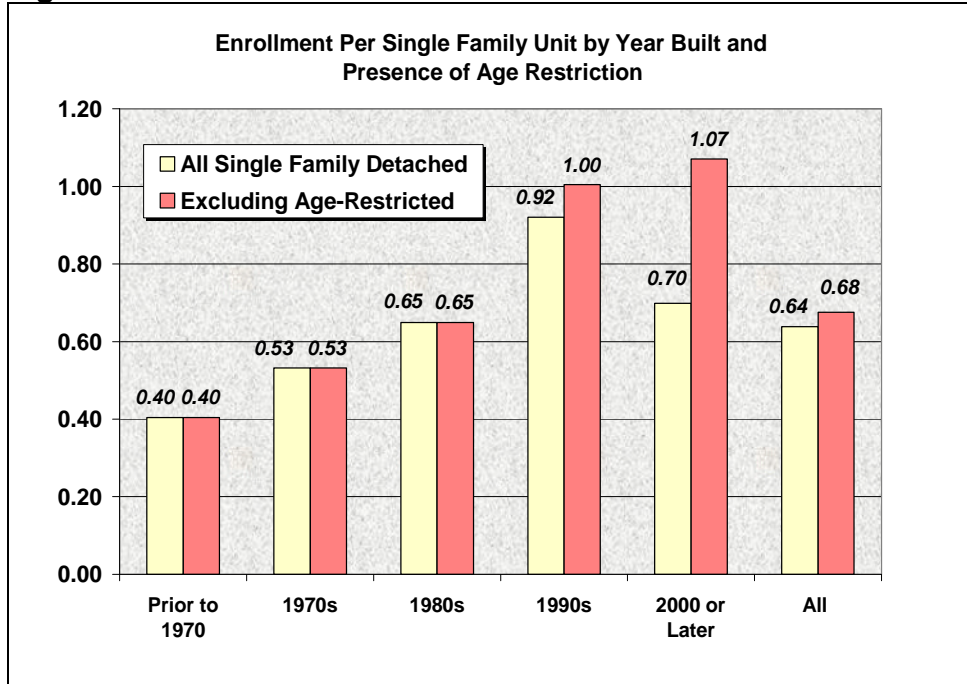
Average enrollment per single family home is illustrated in Figure 5 by the year the housing was built. Homes constructed during the 1990s have an average of 0.92 pupils per dwelling unit; for all single family homes constructed 2000 or later, the average was 0.70. The lower average in the newest units is partially affected by the introduction of many age-restricted housing units since 2000.

Figure 5



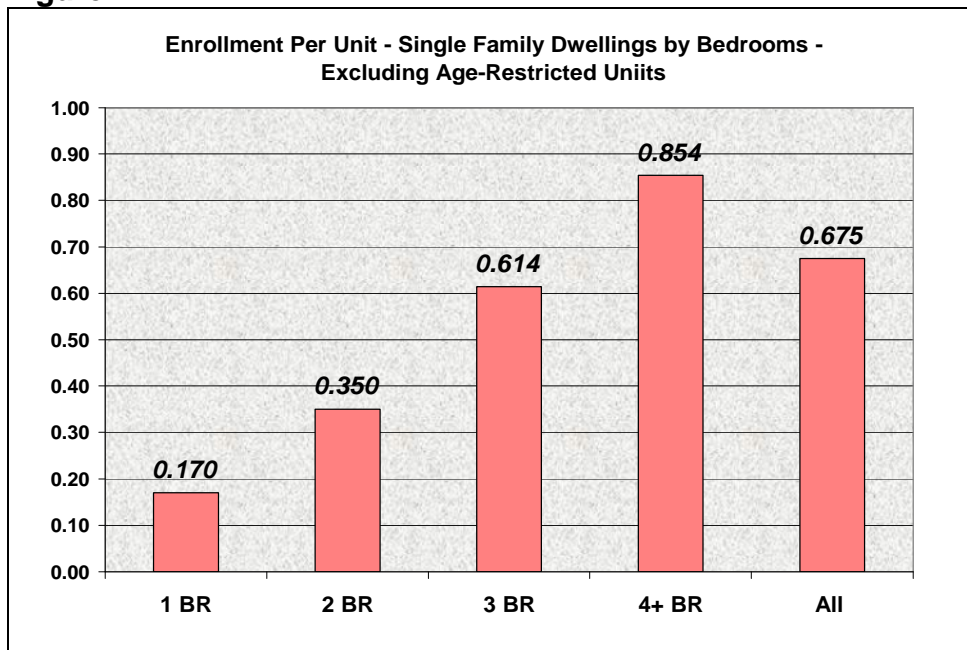
When age-restricted units are excluded from the computation, the ratios differ significantly. If all single family units built 2000 or later are included, average enrollment is around 0.70 pupils per home; when age-restricted units are excluded, the average is 1.07 pupils per home. (Figure 6)

Figure 6



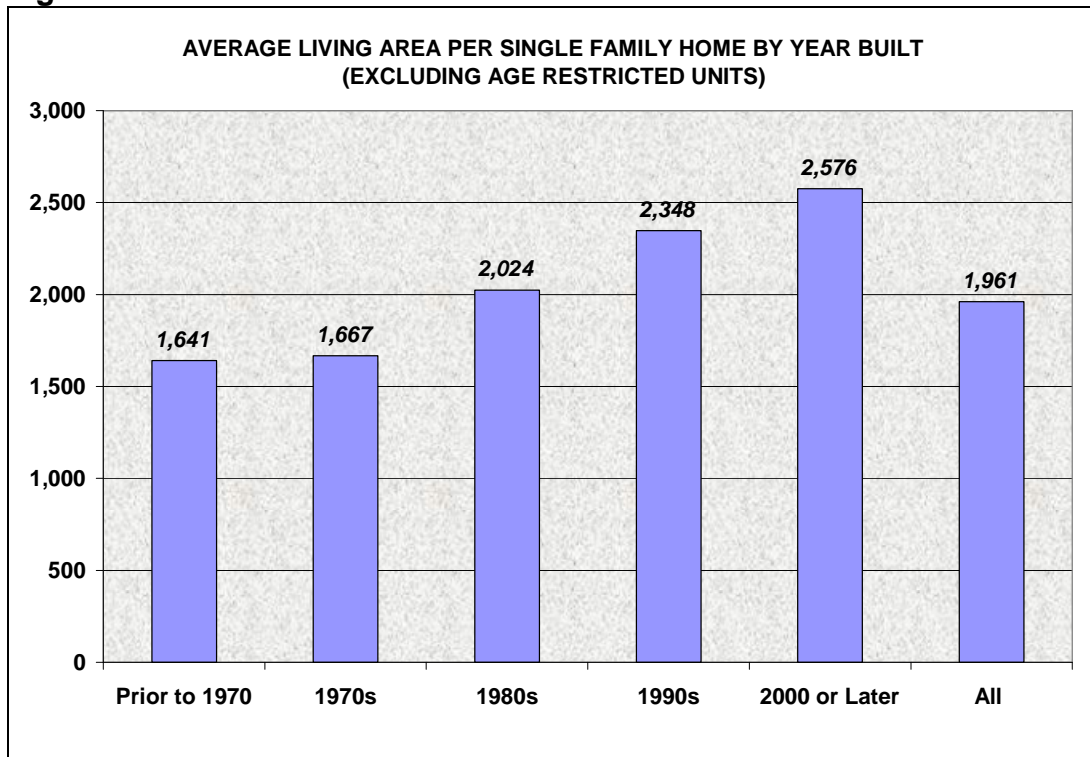
Average enrollment within all of Londonderry’s single family homes (excluding age restricted units, including homes of all ages) is shown in Figure 7 by number of bedrooms.

Figure 7



The average living area of single family homes has grown considerably over the years. Non age-restricted single family homes built from 2000 to 2011 had an average living area of 2,576 square feet. These newest units are about 31% larger than the average for all non-age restricted single family homes in Londonderry. (See Figure 8.)

Figure 8

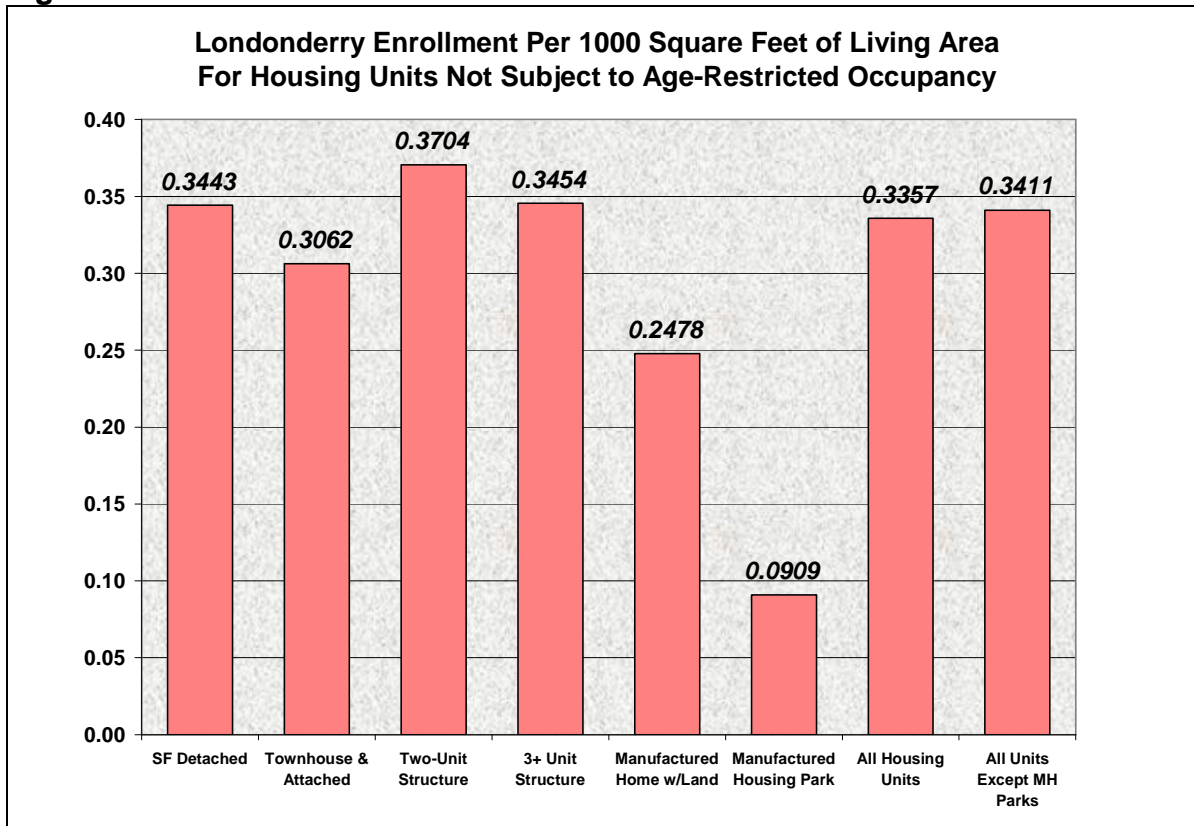


The newest single family homes in Londonderry (excluding age restricted units) tend to have the highest enrollment ratios. In part, this is the influence of more four-bedroom single-family units in the inventory and the increased average floor area of these residences. Nevertheless, in the impact fee assessment calculations, we have consistently used overall Londonderry town averages rather than the ratios for the newest units only.

2. Enrollment Per Thousand Square Feet of Living Area

Another means of computing enrollment ratios is illustrated in Figure 9, comparing various structure types with respect to enrollment per 1,000 square feet of living area. Note that the averages for single-family homes, townhouses, two-unit structures and multifamily structures all fall within a range of between 0.31 and 0.37 pupils per 1,000 square feet. Only in manufactured housing are the ratios lower. Even though manufactured housing in Londonderry is not limited to age-restricted developments, these units appear to serve an older clientele based on their relatively low enrollment ratios.

Figure 9



D. 2012 School Facilities, Capacity and Cost

1. Derivation of School Floor Area Ratio (Facility Standard)

Between 1999 and 2012, the permanent facility space of Londonderry schools has increased by about 165,000 square feet, or an increase of 31% in total floor area for grades K-12. Excluding the Moose Hill Kindergarten, about 131,000 square feet was added during this period, or an increase of 25% in total floor area for grades 1-12.

The 2012 assessment basis reflects an updated ratio of total square feet of facility space (for classrooms, core facilities, and circulation space) of 112 square feet per pupil for grades K-8, and 135 square feet per pupil for grade 9-12 facilities.

These are somewhat lower than the NH Department of Education guidelines used in its review of allowable State Building Aid. Its review standards are 120 square feet for elementary, 140 square feet for middle schools and 160 square feet for high schools per pupil capacity.

The facility space standards used for impact fee assessment are based on the floor area of the permanent school facilities and Londonderry School District's divided by the estimated capacity of K-8 schools and the high school. (See Table 2.)

Table 2

LONDONDERRY SCHOOL DISTRICT: FACILITY INVENTORY AND CAPACITY								
Calculation of Facility Standards For Impact Fee Update 2012								
School Facilities	Yr. Built/Last Expansion	Acreage Gross	Grades Served	Building Area Gross Sq. Ft.	Capacity Estimate (1)	Gross Sq Ft/Pupil Capacity (1)	1-Oct-12 Enrollment (1)	Enrollment as % Of Capacity
ELEMENTARY								
Moose Hill *	2001	15.00	Pre-K & Kindergarten	34,500	560	62	338	60%
Matthew Thornton	1949, 1952, 1960, 1965, 1985	31.14	1-5	74,535	658	113	563	86%
North School	1967, 1991, 1997, 2005, 2006	15.00	1-5	61,052	528	116	475	90%
South School	1978, 1997, 2008	6.50	1-5	71,987	580	124	510	88%
All Elementary		67.64	1-5	242,074	2,326	104	1,886	81%
MIDDLE SCHOOL								
Middle School	1982, 1997-98	24.78	6-8	163,000	1,275	128	1,090	85%
Total Grades Pre-K to 8		92.42	1-8	405,074	3,601	112	2,976	83%
HIGH SCHOOL (AFTER EXPANSION 2003 SCHOOL YEAR)								
Londonderry High School	1972, 1975, 1978, 1982, 1998, 2003	135.00	9-12	284,250	2,100	135	1,662	79%
Total School System		227.42	1-12	689,324	5,701	121	4,638	81%
<small>(1) Capacity estimates from Londonderry School District based on 2012 facility space and programming. Moose Hill: capacity for Kindergarten based on AM/PM sessions; 14 classrooms @ 20 per room, 2 sessions per day. Enrollment includes 105 pupils in LEEP Since total Kindergarten pupils are included in enrollment multipliers for impact fee assessment, total floor area and capacity are used for floor area ratio.</small>								

2. Replacement Cost of School Facilities and Cost Per Pupil

In this update, the cost basis for school facilities has been assigned at the estimated replacement cost of buildings and contents based on Londonderry School District's property insurance schedule. This value is expressed per square foot of facility space. (See Table 3.) The Londonderry School District has a total capital investment in public school facilities (not including land values) of about \$120 million, based on insured values at replacement cost)

Table 3

School Facility	2012 Insured Values (Replacement Cost)			Square Feet	Value Per Sq. Ft.
	Building	Contents	Total		
Moose Hill	\$5,712,000	\$669,000	\$6,381,000	34,500	\$185
Matthew Thornton	\$11,732,000	\$1,418,000	\$13,150,000	74,535	\$176
North School	\$8,767,000	\$98,700	\$8,865,700	61,052	\$145
South School	\$11,735,000	\$1,473,000	\$13,208,000	71,987	\$183
Grade 1-4	\$32,234,000	\$2,989,700	\$35,223,700	242,074	\$146
Grade K-4	\$37,946,000	\$3,658,700	\$41,604,700	242,074	\$172
Middle School (5-8)	\$24,162,000	\$1,972,000	\$26,134,000	163,000	\$160
Total K-8	\$62,108,000	\$5,630,700	\$67,738,700	405,074	\$167
High School & Gym (9-12)	\$47,690,000	\$4,609,000	\$52,299,000	284,250	\$184
Total School System (K-12)	\$109,798,000	\$10,239,700	\$120,037,700	689,324	\$174
Total Excluding Kindergarten	\$104,086,000	\$9,570,700	\$113,656,700	654,824	\$174

For the impact fee calculations, a replacement cost of \$167 per square foot has been applied for the K-8 component of the impact fee, and \$184 per square foot for high school space.

A total capital value of \$120 million, divided by total pupil capacity in the schools (5,701) represents an average facility value of \$21,055 per pupil capacity. That replacement cost, less an allowance of 30% state building aid on principal costs, indicates that the average capital value supported by local funds is about \$14,739 per pupil, not including interest on bonded debt paid by the District to construct the facilities.

If Kindergarten is excluded, the replacement cost of \$113.7 million divided by Grade 1-12 capacity (5,141) is equivalent to \$22,108 per pupil capacity, or an average of \$15,476 per pupil capacity if 30% state building aid is deducted to estimate the local share of that capital investment (not including interest on bonded debt).

Impact fees are designed to recoup the capital investment in facilities in proportion to consumption of space generated by enrollment in an average dwelling unit. In the absence of impact fees, only a small portion of the cost to create school capacity will be borne by new development, and only to the extent that there is remaining debt service to be amortized. The school impact fee is designed to bridge the gap between what new development will pay in property taxes for the capacity it will consume and the total local cost of creating that capacity.

The earliest use of school impact fees was subsequent to the Town's adoption of the 1994 methodology for impact fee assessment. A tabulation of 2012 enrollment and property assessment data shows that about 26% of Londonderry's public school students in grades 1-12 live in housing units that were constructed in 1995 or later (since the inception of school impact fees).

Table 4

Proportion of Pupils Living In Dwelling Units Built Since the Enactment of the School Impact Fee in Londonderry			
Grade Level	Pupils Living In Units Built 1995 or Later	2012 Pupils by Grade Level	% of Pupils in Units Built 1995 or Later
Grade 1-4 *	379	1,288	29%
Grade 5-8	385	1,500	26%
Total Grade 1-8	764	2,788	27%
Grade 9-12	403	1,705	24%
Total Grade 1-12	1,167	4,493	26%
<i>* Kindergarten not included in this comparison, as it was not yet established when the impact fee was initiated</i>			

The 1,167 pupils in grades 1-12 who live in housing constructed 1995 or later encumber 22.7% of the school capacity (5,141 pupils) available to those grades.

The proportionate value of Grade 1-12 school capacity consumed by these dwelling units, may be viewed as representing 22.7% of the replacement costs for grade 1-12 facilities (\$113.7 million), or about \$25.8 million in capital value (about \$22,000 per pupil). Adjusted to exclude State Building Aid at 30% of principal costs, the locally supported capital value is about \$15,482 per pupil (exclusive of interest on bonded debt).

4. School Impact Fee Revenue History

In 1999 the Town amended its school impact fee to include all grade levels, and a new more comprehensive impact fee was initiated thereafter. The data in Table 5 provide an estimate of the impact fees collected between mid-1999 and the end of 2011. Actual collected amounts are shown alongside an estimated 2012 value for those collections, based on application of the Consumer Price Index.

Table 5

SCHOOL IMPACT FEE COLLECTIONS 1999-2011		
Calendar Year	Amount Collected	2012 Equivalent (CPI-Adjusted)
1999 (1/2 Yr)	\$210,677	\$290,458
2000	\$459,211	\$612,226
2001	\$347,475	\$450,991
2002	\$186,968	\$238,370
2003	\$190,057	\$237,189
2004	\$450,317	\$547,460
2005	\$323,508	\$379,477
2006	\$261,186	\$295,104
2007	\$256,077	\$283,742
2008	\$306,395	\$322,188
2009	\$93,217	\$99,499
2010	\$82,428	\$86,984
2011	\$79,165	\$80,505
1999-2011	\$3,246,680	\$3,924,193
Avg Annual - 12.5 Yrs	\$259,734	\$313,935

The impact fee has generated an annual average of about \$314,000 in revenue over the period (adjusted to 2012 dollars). Due to the much lower volume of assessable housing development that occurred after 2008, the annual school impact fee revenue for 2009-2011 was only 25%-30% of the long term average. The above figures do not include the additional revenue generated from interest on deposits of the impact fees collected.

E. Impact Fee Update and Alternatives for 2012

1. Summary of Changes to Fee Basis

The impact fee update reflects the following changes in the basis of assessment from the 2006 calculations:

- The estimated capacities of the schools have been restated to reflect 2012 estimates to reflect the additional school space developed since the last update in 2006.
- The facility standards used in the impact fee assessment now average 112 square feet per pupil capacity for K-8 schools and 135 square feet per pupil for the high school.
- Rather than continue to increase the assigned cost of school facilities per square foot using a construction cost multiplier, the 2012 update uses replacement costs based on the insured values of school buildings and contents. The school impact fee basis does not include recovery of investment in land or site improvements.
- The proportionate use of school facility space per housing unit has been reduced based on updated 2012 average enrollment per dwelling unit in Londonderry. The assigned ratios are based on unit counts that do not include age-restricted occupancy (senior housing or units restricted to age 55 or older).
- Credit allowances (property tax payments for capacity development) now reflect total debt service costs borne by the Londonderry School District, net of State Building Aid, for capacity-related projects developed since 1983. In the 2006 analysis, credit allowances included only a portion of the debt service for the expansions at the North School, South School, and the High School. The net result of this change is that the credit allowances within the impact fee formula are proportionately higher.
- The average assessed values assigned to housing units to compute credit allowances have been updated to reflect the 2011 assessed values of newer housing development (housing constructed in the year 2000 or later), and the Town's total net assessed valuation in 2011.
- In addition to updating the 2006 method of impact fee assessment, the 2012 update includes fee calculations using two other approaches. One is based on the enrollment characteristics of average housing units by structure type (not adjusted for bedrooms). The other is based on enrollment per 1,000 square feet of living area by structure type. If the square foot method is used, it should be accompanied by a cap on the maximum living area subject to assessment, probably between 2,500 and 3,000 square feet.
- In addition to its current waiver provisions for housing subject to age restrictions, the Town should also consider appropriate conditions for granting waivers of school impact fees for smaller one bedroom units of perhaps 600 to 650 square feet or less. Waivers or partial waivers may also be appropriate for lawfully established accessory apartments that meet certain size or bedroom conditions. Smaller one bedroom and accessory units (if permitted, and depending on how they are defined locally) usually have a minimal effect on school enrollment.

2. Comparison of Fee Basis for 3-BR Single Family Home: 2002-2012

The chart below illustrates the changes in the impact fee assessment from 2002 to 2012 based on the current bedroom-based method as it applies to a 3-bedroom single family detached unit. The 2012 fee applicable under this method would represent approximately an assessment that is about \$1,000 lower, or 14% less than would be assessed under the 2006 schedules.

The principal variables affecting the change in the fee basis are the updated and reduced average enrollment ratio (-18%), the restatement of the capacities of the schools as floor area provided per pupil (+11%), and a higher credit allowance for property taxes (+33%). Impact fee credit allowances have been updated to reflect total local debt service costs and revised estimates of assessed valuation per unit. The valuations per unit now reflect those typical of newer units (constructed 2000 or later). Overall, the capital cost basis for the fee is reduced, and the credit allowance is increased.

Table 6

COMPARISON OF UPDATES – 3 BR SINGLE FAMILY DWELLING

School Impact Fee Basis for 3 Bedroom Single Family Home	2012 Update			2006 Update			2002 Methodology		
	K-8 Facilities	High School	Total K-12	K-8 Facilities	High School	Total K-12	K-8 Facilities	High School	Total K-12
Londonderry, NH									
Enrollment Per Unit - 3 BR Home	0.394	0.220	0.614	0.514	0.232	0.746	0.588	0.236	0.824
Average Floor Area Per Pupil Capacity	112	135	120	96	135	108	90	120	99
Capital Cost Per Square Foot	\$167	\$184		\$159	\$184		\$130	\$150	
Capital Facility Cost Per Housing Unit	\$7,369	\$5,465	\$12,834	\$7,846	\$5,763	\$13,609	\$6,880	\$4,248	\$11,128
Less State Share of Principal	(\$2,358)	(\$1,640)	(\$3,998)	(\$2,511)	(\$1,729)	(\$4,240)	(\$2,202)	(\$1,274)	(\$3,476)
Net Local Capital Cost	\$5,011	\$3,825	\$8,836	\$5,335	\$4,034	\$9,369	\$4,678	\$2,974	\$7,652
Average Assessed Valuation 3 BR (Newer Units Built Past 10 yrs)			\$372,000			\$350,000			\$220,000
Londonderry Net Local Assessed Valuation (Fall 2011)			\$3,374,318,239			\$3,267,784,875			\$1,596,098,764
Credit Allowances for Debt Service Property Tax Payments									
Past debt service payments by raw land (pre-development)			(\$811)			(\$379)			(\$337)
Future debt service payments (completed home)			(\$1,410)			(\$1,291)			(\$1,181)
Total Credit Allowance			(\$2,221)			(\$1,670)			(\$1,518)
Impact Fee for 3 BR Single Family Detached Unit			\$6,615			\$7,699			\$6,134

3. Summary of Alternative Assessment Approaches

Table 7 compares the school fees that result from various alternative approaches to proportional impact fee assessment for average housing units in Londonderry. The fee examples under the square foot method are based on the square foot rate for each type of unit applied to the average living area in existing Londonderry housing units.

The examples under columns 1-A, 2-A, and 3-A have been calculated using existing (2012) enrollment averages per dwelling unit or per thousand square feet of living area. The series of fees in columns 1-B, 2-B and 3-B were computed using enrollment ratios at 80% of the current average in anticipation of declining enrollment ratios.

The schedule that reflects an update to the current fee structure is shown in column 1-A. Its discounted version, based on a reduced enrollment ratio is shown in column 1-B. The current method assigns bedroom-based enrollment ratios to single family, townhouse, and duplex or condex units. For multifamily units and manufactured housing units (based on homes on individually owned lots) the enrollment ratios are based on average units, regardless of bedrooms.

Table 7

APPLICATION OF 2012 ALTERNATIVE ASSESSMENT METHODS TO AVERAGE HOUSING UNITS								
Structure Type	Bedrooms	Average Living Area (1)	At 2012 Enrollment Ratio (2)			At 80% of 2012 Ratio (2)		
			Existing Method (Updated)	Average Unit Method	Square Foot Method	Existing Method (Updated)	Average Unit Method	Square Foot Method
			1-A	2-A	3-A	1-B	2-B	3-B
Single Family Detached	2 BR	1,340	\$2,971	\$7,269	\$5,360	\$1,956	\$5,318	\$4,301
	3 BR	1,740	\$6,615	\$7,269	\$6,960	\$4,846	\$5,318	\$5,585
	4 BR	2,450	\$9,702	\$7,269	\$9,800	\$7,218	\$5,318	\$7,865
Townhouse	2 BR	1,180	\$3,569	\$3,655	\$4,189	\$2,533	\$2,601	\$3,351
	3 BR	1,480	\$4,889	\$3,655	\$5,254	\$3,563	\$2,601	\$4,203
Duplex/Condex	2 BR	1,240	\$4,595	\$5,676	\$5,406	\$3,406	\$4,247	\$4,328
	3 BR	1,600	\$7,300	\$5,676	\$6,976	\$5,572	\$4,247	\$5,584
Multifamily	Avg Unit	900	\$3,290	\$3,290	\$3,600	\$2,447	\$2,447	\$2,871
Manufactured Housing	Avg Unit	1,060	\$2,354	\$2,354	\$2,692	\$1,595	\$1,595	\$2,078
<i>(1) Average living area based on all existing housing units excluding those in age-restricted developments</i>								
<i>(2) Series "A" alternatives reflect 2012 enrollment ratios; series "B" uses ratios @ 80% of 2012 average</i>								

While there are pros and cons to the equitability of various methods of assessment, all of the approaches represent proportionate impact fee assessments. Under the "average unit" or "square foot" method, a smaller 2-bedroom single family home would pay much higher fees than under the current structure because the related enrollment ratios are not bedroom-specific under those alternatives. If the Town is satisfied with the current assessment categories and

method, then it need not consider a change. However, if there are aspects of the other methods that are deemed more equitable, an alternative schedule could be adopted.

4. Other Recommendations for Assessment

If the square-foot assessment alternative is selected, it is recommended that the maximum fee be capped at a maximum living area subject to assessment probably at between 2,500-3,000 square feet (with no assessment on additional living area within that particular dwelling unit.) The data for Londonderry and other communities indicates that enrollment impacts per square foot may over-estimate school impacts and proportionate share costs for the largest units.

Under any of the approaches, BCM Planning recommends that the Town consider waivers for school impact fees in the instance of one-bedroom units that meet certain size criteria. For example, if the unit contains only one room that can function as a bedroom, and the living area is not more than 600 to 650 square feet (they typical size of a new one-bedroom apartment), expected enrollment impacts would be minimal and a waiver should be available. The same waiver process would be applicable to lawfully-established accessory or in-law apartments that have a single bedroom and meet a floor area maximum, in compliance with any other requirements of Londonderry ordinances as applicable.

5. Detailed Calculations and Fee Schedules

The detailed charts which follow this section illustrate the calculations and credit allowances assigned in computing the various impact fee schedules.

The three means of calculating the fees in the following tables are:

- Alternative 1: Bedroom-based assessment by structure type (current approach);
- Alternative 2: Average unit assessment by structure type; and
- Alternative 3: Square foot method by structure type and living area

In the case of Alternative 3 (the square foot method), BCM Planning recommends that the fee be capped by assessing not more than 2,500 to 3,000 square feet of living area.

Each of the methods includes “A” and “B” versions of the fee schedule. The “A” versions use current enrollment ratios computed from 2012 data. The “B” versions are the same in all respects, with the exception that the enrollment ratio in the fee formula is reduced to 80% of the 2012 average. The options listed as “B” are intended to generate a lower assessment amount in anticipation of lower enrollment ratios per housing unit.

APPENDIX A contains the derivation of the credit allowance computations that are used in the impact fee alternatives.

APPENDIX B contains detailed data from the Londonderry enrollment tabulations that relate resident enrollment to housing characteristics based on property assessment data.

ALTERNATIVE 1: 2012 Update Using Existing Bedroom-Based Fee Structure (Current Method, Updated)
 (Average unit values used for Multifamily and Manufactured Housing)

ALTERNATIVE 1-A
SCHOOL IMPACT FEE SCHEDULE BY DWELLING UNIT TYPE AND BEDROOMS - LONDONDERRY, NH 2012 UPDATE
Enrollment Ratios at Current Averages

Type of Structure	SCHOOL CAPITAL COST PER OCCUPIED DWELLING UNIT						Cost Per D.U. @ Indicated \$/Sq. Ft.		
	Public School Enrollment Per Household			Existing Average Sq. Ft./Pupil Capacity			\$167	\$184	Weighted Average Cost/D.U.
	Elementary and Middle	High School	Total Public Schools	Elementary and Middle	High School	Avg. Sq. Ft. Needed Per Pupil Per Unit	Elementary and Middle	High School	
Single Family Detached - 2 BR	0.233	0.118	0.351	112	135	120	\$4,358	\$2,931	\$7,289
Single Family Detached - 3 BR	0.394	0.220	0.614	112	135	120	\$7,369	\$5,465	\$12,834
Single Family Detached - 4 BR+	0.526	0.328	0.854	112	135	121	\$9,838	\$8,148	\$17,986
Single Family Att. (Townhouse) - 2 BR	0.252	0.113	0.365	112	135	119	\$4,713	\$2,807	\$7,520
Single Family Att. (Townhouse) - 3 BR	0.275	0.181	0.456	112	135	121	\$5,144	\$4,496	\$9,640
Duplex or Condex - 2 BR	0.311	0.113	0.424	112	135	118	\$5,817	\$2,807	\$8,624
Duplex or Condex - 3 BR	0.383	0.217	0.600	112	135	120	\$7,164	\$5,390	\$12,554
Multifamily 3+ Units - All	0.213	0.085	0.298	112	135	119	\$3,984	\$2,111	\$6,095
Manufactured Housing - All	0.176	0.088	0.264	112	135	120	\$3,292	\$2,186	\$5,478

Type of Structure	LOCAL CAPITAL COST PER DWELLING UNIT ADJUSTED			Credit For Debt Service On Capacity for Existing Development Through Property Tax Payments			Net Impact Fee Per Dwelling Unit (Capital Cost Impact Credit Allowance)	
	Local Capital Cost Per Unit			Past Payments	Future Payments	Total Credit Allowance	School Impact Fee Per Unit	
	Initial Fee Per Housing Unit - Londonderry (Total Capital Cost Less State Building Aid)							
	K-8 @ 32%	9-12 @ 30%	Total Public Schools					
Single Family Detached - 2 BR	\$2,963	\$2,052	\$5,015	(\$768)	(\$1,276)	(\$2,044)	\$2,971	
Single Family Detached - 3 BR	\$5,011	\$3,825	\$8,836	(\$811)	(\$1,410)	(\$2,221)	\$6,615	
Single Family Detached - 4 BR+	\$6,690	\$5,704	\$12,394	(\$983)	(\$1,709)	(\$2,692)	\$9,702	
Single Family Att. (Townhouse) - 2 BR	\$3,205	\$1,965	\$5,170	(\$584)	(\$1,017)	(\$1,601)	\$3,569	
Single Family Att. (Townhouse) - 3 BR	\$3,498	\$3,147	\$6,645	(\$642)	(\$1,114)	(\$1,756)	\$4,889	
Duplex or Condex - 2 BR	\$3,956	\$1,965	\$5,921	(\$485)	(\$841)	(\$1,326)	\$4,595	
Duplex or Condex - 3 BR	\$4,872	\$3,773	\$8,645	(\$491)	(\$854)	(\$1,345)	\$7,300	
Multifamily 3+ Units - All	\$2,709	\$1,478	\$4,187	(\$328)	(\$569)	(\$897)	\$3,290	
Manufactured Housing - All	\$2,239	\$1,530	\$3,769	(\$517)	(\$898)	(\$1,415)	\$2,354	

Londonderry School Impact Fee Update 2012

Long-term demographic changes and the aging of the population are likely to reduce overall enrollment per occupied dwelling unit in over the next 10 years. The following alternative shows the result of applying enrollment ratios that are 80% of the current average, and holding all other factors constant using the existing bedroom based method.

This alternative parallels the current method of assessment, but applies the reduced enrollment ratios in the computation.

ALTERNATIVE 1-B
SCHOOL IMPACT FEE SCHEDULE BY DWELLING UNIT TYPE AND BEDROOMS - LONDONDERRY, NH 2012 UPDATE
Enrollment Ratios @ 80% of Current Averages

SCHOOL CAPITAL COST PER OCCUPIED DWELLING UNIT							Cost Per D.U. @ Indicated \$/Sq. Ft.		
Type of Structure	Public School Enrollment Per Household			Existing Average Sq. Ft./Pupil Capacity			\$167	\$184	Weighted Average Cost/D.U.
	Elementary and Middle	High School	Total Public Schools	Elementary and Middle	High School	Avg. Sq. Ft. Needed Per Pupil Per Unit	Elementary and Middle	High School	
Single Family Detached - 2 BR	0.186	0.094	0.280	112	135	120	\$3,479	\$2,335	\$5,814
Single Family Detached - 3 BR	0.315	0.176	0.491	112	135	120	\$5,892	\$4,372	\$10,264
Single Family Detached - 4 BR+	0.421	0.262	0.683	112	135	121	\$7,874	\$6,508	\$14,382
Single Family Att. (Townhouse) - 2 BR	0.202	0.090	0.292	112	135	119	\$3,778	\$2,236	\$6,014
Single Family Att. (Townhouse) - 3 BR	0.220	0.145	0.365	112	135	121	\$4,115	\$3,602	\$7,717
Duplex or Condex - 2 BR	0.249	0.090	0.339	112	135	118	\$4,657	\$2,236	\$6,893
Duplex or Condex - 3 BR	0.306	0.174	0.480	112	135	120	\$5,723	\$4,322	\$10,045
Multifamily 3+ Units - All	0.170	0.068	0.238	112	135	119	\$3,180	\$1,689	\$4,869
Manufactured Housing - All	0.141	0.070	0.211	112	135	120	\$2,637	\$1,739	\$4,376

Type of Structure	Local Capital Cost Per Unit			Credit For Debt Service On Capacity for Existing Development Through Property Tax Payments			Net Impact Fee Per Dwelling Unit Assessment Schedule (Capital Cost Impact Less Tax Credits)	
	Initial Fee Per Housing Unit - Londonderry (Total Capital Cost Less State Building Aid)			Past Payments	Future Payments	Total Credit Allowance	School Impact Fee Per Unit	
	K-8 @ 32%	9-12 @ 30%	Total Public Schools					
Single Family Detached - 2 BR	\$2,366	\$1,634	\$4,000	(\$768)	(\$1,276)	(\$2,044)		\$1,956
Single Family Detached - 3 BR	\$4,007	\$3,060	\$7,067	(\$811)	(\$1,410)	(\$2,221)		\$4,846
Single Family Detached - 4 BR+	\$5,354	\$4,556	\$9,910	(\$983)	(\$1,709)	(\$2,692)		\$7,218
Single Family Att. (Townhouse) - 2 BR	\$2,569	\$1,565	\$4,134	(\$584)	(\$1,017)	(\$1,601)		\$2,533
Single Family Att. (Townhouse) - 3 BR	\$2,798	\$2,521	\$5,319	(\$642)	(\$1,114)	(\$1,756)		\$3,563
Duplex or Condex - 2 BR	\$3,167	\$1,565	\$4,732	(\$485)	(\$841)	(\$1,326)		\$3,406
Duplex or Condex - 3 BR	\$3,892	\$3,025	\$6,917	(\$491)	(\$854)	(\$1,345)		\$5,572
Multifamily 3+ Units - All	\$2,162	\$1,182	\$3,344	(\$328)	(\$569)	(\$897)		\$2,447
Manufactured Housing - All	\$1,793	\$1,217	\$3,010	(\$517)	(\$898)	(\$1,415)		\$1,595

ALTERNATIVE 2: FEE BASED ON AVERAGE DWELLING UNITS BY STRUCTURE TYPE

Under this method, all fees would be assessed based on structure type regardless of living area or number of bedrooms

**ALTERNATIVE 2-A
SCHOOL IMPACT FEE SCHEDULE - AVERAGE DWELLING UNIT BY TYPE - LONDONDERRY, NH 2012 UPDATE
Enrollment Ratios at Current Averages**

SCHOOL CAPITAL COST PER OCCUPIED DWELLING UNIT							Cost Per D.U. @ Indicated \$/Sq. Ft.		
Type of Structure	Public School Enrollment Per Household			Existing Average Sq. Ft./Pupil Capacity			\$167	\$184	Weighted Average Cost/D.U.
	Elementary and Middle	High School	Total Public Schools	Elementary and Middle	High School	Avg. Sq. Ft. Needed Per Pupil Per Unit	Elementary and Middle	High School	
Single Family Detached	0.426	0.249	0.675	112	135	120	\$7,968	\$6,185	\$14,153
Single Family Att. (Townhouse)	0.252	0.121	0.373	112	135	119	\$4,713	\$3,006	\$7,719
Duplex or Condo	0.348	0.155	0.503	112	135	119	\$6,509	\$3,850	\$10,359
Multifamily 3+ Units	0.213	0.085	0.298	112	135	119	\$3,984	\$2,111	\$6,095
Manufactured Housing	0.176	0.088	0.264	112	135	120	\$3,292	\$2,186	\$5,478

LOCAL CAPITAL COST PER DWELLING UNIT ADJUSTED	Local Capital Cost Per Unit			Credit For Debt Service On Capacity for Existing Development Through Property Tax Payments			Net Impact Fee Per Dwelling Unit (Capital Cost Impact Credit Allowance)	
	Initial Fee Per Housing Unit - Londonderry (Total Capital Cost Less State Building Aid)			Past Payments	Future Payments	Total Credit Allowance	School Impact Fee Per Unit	
Type of Structure	K-8 @ 32%	9-12 @ 30%	Total Public Schools					
Single Family Detached	\$5,418	\$4,330	\$9,748	(\$906)	(\$1,573)	(\$2,479)	\$7,269	
Single Family Att. (Townhouse)	\$3,205	\$2,104	\$5,309	(\$604)	(\$1,050)	(\$1,654)	\$3,655	
Duplex or Condo	\$4,426	\$2,695	\$7,121	(\$528)	(\$917)	(\$1,445)	\$5,676	
Multifamily 3+ Units	\$2,709	\$1,478	\$4,187	(\$328)	(\$569)	(\$897)	\$3,290	
Manufactured Housing	\$2,239	\$1,530	\$3,769	(\$517)	(\$898)	(\$1,415)	\$2,354	

Londonderry School Impact Fee Update 2012

Long-term demographic changes and the aging of the population are likely to reduce overall enrollment per occupied dwelling unit in over the next 10 years. The following alternative shows the result of applying enrollment ratios that are 80% of the current average, and holding all other factors constant using the average unit method.

ALTERNATIVE 2-B
SCHOOL IMPACT FEE SCHEDULE - AVERAGE DWELLING UNIT BY TYPE - LONDONDERRY, NH 2012 UPDATE
Enrollment Ratios @ 80% of Current Average

SCHOOL CAPITAL COST PER OCCUPIED DWELLING UNIT							Cost Per D.U. @ Indicated \$/Sq. Ft.		
Type of Structure	Public School Enrollment Per Household			Existing Average Sq. Ft./Pupil Capacity			\$167	\$184	Weighted Average Cost/D.U.
	Elementary and Middle	High School	Total Public Schools	Elementary and Middle	High School	Avg. Sq. Ft. Needed Per Pupil Per Unit	Elementary and Middle	High School	
Single Family Detached	0.341	0.199	0.540	112	135	120	\$6,378	\$4,943	\$11,321
Single Family Att. (Townhouse)	0.202	0.097	0.299	112	135	119	\$3,778	\$2,409	\$6,187
Duplex or Condex	0.278	0.124	0.402	112	135	119	\$5,200	\$3,080	\$8,280
Multifamily 3+ Units	0.170	0.068	0.238	112	135	119	\$3,180	\$1,689	\$4,869
Manufactured Housing	0.141	0.070	0.211	112	135	120	\$2,637	\$1,739	\$4,376

Type of Structure	Local Capital Cost Per Unit			Credit For Debt Service On Capacity for Existing Development Through Property Tax Payments			Net Impact Fee Per Dwelling Unit Assessment Schedule
	Initial Fee Per Housing Unit - Londonderry (Total Capital Cost Less State Building Aid)						(Capital Cost Impact Less Tax Credits)
	K-8 @ 32%	9-12 @ 30%	Total Public Schools	Past Payments	Future Payments	Total Credit Allowance	School Impact Fee Per Unit
Single Family Detached	\$4,337	\$3,460	\$7,797	(\$906)	(\$1,573)	(\$2,479)	\$5,318
Single Family Att. (Townhouse)	\$2,569	\$1,686	\$4,255	(\$604)	(\$1,050)	(\$1,654)	\$2,601
Duplex or Condex	\$3,536	\$2,156	\$5,692	(\$528)	(\$917)	(\$1,445)	\$4,247
Multifamily 3+ Units	\$2,162	\$1,182	\$3,344	(\$328)	(\$569)	(\$897)	\$2,447
Manufactured Housing	\$1,793	\$1,217	\$3,010	(\$517)	(\$898)	(\$1,415)	\$1,595

ALTERNATIVE 3: FEE PER SQUARE FOOT OF LIVING AREA IN DWELLING UNIT BY TYPE OF STRUCTURE

In this approach, enrollment ratios are expressed per 1000 square feet of living area by structure type, and fees are computed per square foot of living area. To prevent the fee from being disproportionate when applied to the largest dwelling units, a cap on the maximum amount of the fee or on the floor area assessed should be adopted. For single family homes, this maximum should probably be not more than 2,500 to 3,000 square feet.

**ALTERNATIVE 3-A
SCHOOL IMPACT FEE SCHEDULE BY DWELLING UNIT TYPE - LONDONDERRY, NH 2012 UPDATE
Enrollment Ratios at Current Averages**

SCHOOL CAPITAL COST PER OCCUPIED DWELLING UNIT							Cost Per D.U. @ Indicated \$/Sq. Ft.		
Type of Structure	Enrollment Per 1000 Sq. Ft. Living Area			Facility Space Per Pupil (Sq. Ft.)			\$167	\$184	Weighted Average Cost/Sq. Ft. Living Area
	Elementary and Middle	High School	Total Public Schools	Elementary and Middle	High School	Avg. Sq. Ft. Needed Per Pupil Per Unit	Elementary and Middle	High School	
Single Family Detached	0.2173	0.1269	0.3442	112	135	120	\$4.06	\$3.15	\$7.21
Single Family Att. (Townhouse)	0.2070	0.0992	0.3062	112	135	119	\$3.87	\$2.46	\$6.33
Duplex or Condex	0.2564	0.1140	0.3704	112	135	119	\$4.80	\$2.83	\$7.63
Multifamily 3+ Units	0.2465	0.0989	0.3454	112	135	119	\$4.61	\$2.46	\$7.07
Manufactured Housing	0.1652	0.0826	0.2478	112	135	120	\$3.09	\$2.05	\$5.14
Average for All Housing Units	0.2187	0.1224	0.3411	112	135	120	\$4.09	\$3.04	\$7.13

LOCAL CAPITAL COST PER DWELLING UNIT ADJUSTED	Local Capital Cost Per Unit			Credit For Debt Service On Capacity for Existing Development Through Property Tax Payments			Net Impact Fee Per Dwelling Unit (Capital Cost Impact Credit Allowance)	
	Initial Fee Per Housing Unit - Londonderry (Total Capital Cost Less State Building Aid)			Past Payments	Future Payments	Total Credit Allowance	School Impact Fee Per Unit	
Type of Structure	K-8 @ 32%	9-12 @ 30%	Total Public Schools					
Single Family Detached	\$2.76	\$2.21	\$4.97	(\$0.36)	(\$0.61)	(0.97)	\$4.00	
Single Family Att. (Townhouse)	\$2.63	\$1.72	\$4.35	(\$0.29)	(\$0.51)	(0.80)	\$3.55	
Duplex or Condex	\$3.26	\$1.98	\$5.24	(\$0.32)	(\$0.56)	(0.88)	\$4.36	
Multifamily 3+ Units	\$3.13	\$1.72	\$4.85	(\$0.31)	(\$0.54)	(0.85)	\$4.00	
Manufactured Housing	\$2.10	\$1.44	\$3.54	(\$0.37)	(\$0.63)	(1.00)	\$2.54	
Average Housing Unit	\$2.78	\$2.13	\$4.91	(\$0.36)	(\$0.61)	(0.97)	\$3.94	

Londonderry School Impact Fee Update 2012

Long-term demographic changes and the aging of the population are likely to reduce overall enrollment per occupied dwelling unit in over the next 10 years. The following alternative shows the result of applying enrollment ratios that are 80% of the current average, and holding all other factors constant using the average unit method.

ALTERNATIVE 3-B
SCHOOL IMPACT FEE SCHEDULE BY DWELLING UNIT TYPE - LONDONDERRY, NH 2012 UPDATE
Enrollment @ 80% of Current Averages

SCHOOL CAPITAL COST PER OCCUPIED DWELLING UNIT							Cost Per D.U. @ Indicated \$/Sq. Ft.		
Type of Structure	Enrollment Per 1000 Sq. Ft. Living Area			Facility Space Per Pupil (Sq. Ft.)			\$167	\$184	Weighted Average Cost/D.U.
	Elementary and Middle	High School	Total Public Schools	Elementary and Middle	High School	Avg. Sq. Ft. Needed Per Pupil Per Unit	Elementary and Middle	High School	
Single Family Detached	0.1738	0.1129	0.2868	112	135	121	\$3.25	\$2.81	\$6.06
Single Family Att. (Townhouse)	0.1656	0.0883	0.2539	112	135	120	\$3.10	\$2.19	\$5.29
Duplex or Condex	0.2051	0.1015	0.3066	112	135	120	\$3.84	\$2.52	\$6.36
Multifamily 3+ Units	0.1972	0.0880	0.2852	112	135	119	\$3.69	\$2.19	\$5.88
Manufactured Housing	0.1322	0.0735	0.2057	112	135	120	\$2.47	\$1.83	\$4.30
Average Housing Unit	0.1750	0.1089	0.2839	112	135	121	\$3.27	\$2.71	\$5.98

Type of Structure	Local Capital Cost Per Unit			Credit For Debt Service On Capacity for Existing Development Through Property Tax Payments			Net Impact Fee Per Dwelling Unit Assessment Schedule (Capital Cost Impact Less Tax Credits)	
	Initial Fee Per Housing Unit - Londonderry (Total Capital Cost Less State Building Aid)			Past Payments	Future Payments	Total Credit	Londonderry School Impact Fee Per Unit:	
	K-8 @32%	9-12 @30%	Total Public Schools					
Single Family Detached	\$2.21	\$1.97	\$4.18	(\$0.36)	(\$0.61)	(\$0.97)	\$3.21	
Single Family Att. (Townhouse)	\$2.11	\$1.53	\$3.64	(\$0.29)	(\$0.51)	(\$0.80)	\$2.84	
Duplex or Condex	\$2.61	\$1.76	\$4.37	(\$0.32)	(\$0.56)	(\$0.88)	\$3.49	
Multifamily 3+ Units	\$2.51	\$1.53	\$4.04	(\$0.31)	(\$0.54)	(\$0.85)	\$3.19	
Manufactured Housing	\$1.68	\$1.28	\$2.96	(\$0.37)	(\$0.63)	(\$1.00)	\$1.96	
Average Housing Unit	\$2.22	\$1.90	\$4.12	(\$0.36)	(\$0.61)	(\$0.97)	\$3.15	

APPENDIX A:

**COMPUTATION OF CREDIT ALLOWANCES
FOR IMPACT FEE ALTERNATIVES**

Londonderry School Impact Fee Update 2012

**CREDIT ALLOWANCE CALCULATIONS FOR SCHOOL IMPACT FEE
(EXISTING BEDROOM-BASED METHOD – ALTERNATIVES 1-A and 1-B)**

CREDIT ALLOWANCE FOR CAPACITY RELATED PROJECTS CONSTRUCTED 1983-1997
LONDONDERRY SCHOOL DISTRICT

Year	Original Principal Amount	Capital Project for Capacity Development
1983	\$4,665,000	Junior HS/Middle School
1985	\$2,480,000	Matthew Thornton Addition/Renovation
1992		Refunding of Balance on 1983 and 1985 bonds (\$2,995,000)
1996	\$10,000,000	Additions-HS and Elementary Schools
1997	\$600,000	Additions-HS and Elementary Schools
2004		Refunding of Outstanding Debt on 1996 Additions

ASSUMPTIONS

State Aid To District:	30.0%	Of Principal Due on Bonds
Local Government Share:	100.0%	Of District Costs Paid By Londonderry
Discount Rate:	5.0%	

Year	Principal	Interest	Total	Less State Building Aid	Net Debt Service Cost to District
PAST PAYMENTS					
1983	\$0	\$191,970	\$191,970	\$0	\$191,970
1984	\$315,000	\$371,183	\$686,183	(\$94,500)	\$591,683
1985	\$315,000	\$345,668	\$660,668	(\$94,500)	\$566,168
1986	\$475,000	\$514,753	\$989,753	(\$142,500)	\$847,253
1987	\$475,000	\$476,918	\$951,918	(\$142,500)	\$809,418
1988	\$475,000	\$439,083	\$914,083	(\$142,500)	\$771,583
1989	\$475,000	\$401,248	\$876,248	(\$142,500)	\$733,748
1990	\$475,000	\$363,255	\$838,255	(\$142,500)	\$695,755
1991	\$475,000	\$325,105	\$800,105	(\$142,500)	\$657,605
1992	\$475,000	\$286,935	\$761,935	(\$142,500)	\$619,435
1993	\$345,000	\$124,430	\$469,430	(\$103,500)	\$365,930
1994	\$545,000	\$114,080	\$659,080	(\$163,500)	\$495,580
1995	\$525,000	\$95,005	\$620,005	(\$157,500)	\$462,505
1996	\$510,000	\$74,005	\$584,005	(\$153,000)	\$431,005
1997	\$995,000	\$574,575	\$1,569,575	(\$298,500)	\$1,271,075
1998	\$670,000	\$516,805	\$1,186,805	(\$201,000)	\$985,805
1999	\$765,000	\$473,475	\$1,238,475	(\$229,500)	\$1,008,975
2000	\$660,000	\$440,685	\$1,100,685	(\$198,000)	\$902,685
2001	\$680,000	\$411,365	\$1,091,365	(\$204,000)	\$887,365
2002	\$600,000	\$385,625	\$985,625	(\$180,000)	\$805,625
2003	\$600,000	\$360,625	\$960,625	(\$180,000)	\$780,625
2004	\$600,000	\$335,625	\$935,625	(\$180,000)	\$755,625
2005	\$585,000	\$211,588	\$796,588	(\$175,500)	\$621,088
2006	\$575,000	\$194,338	\$769,338	(\$172,500)	\$596,838
2007	\$570,000	\$171,238	\$741,238	(\$171,000)	\$570,238
2008	\$560,000	\$160,438	\$720,438	(\$168,000)	\$552,438
2009	\$550,000	\$143,938	\$693,938	(\$165,000)	\$528,938
2010	\$540,000	\$127,738	\$667,738	(\$162,000)	\$505,738
2011	\$535,000	\$111,688	\$646,688	(\$160,500)	\$486,188
2012	\$525,000	\$95,938	\$620,938	(\$157,500)	\$463,438
Total Past Payments	\$15,890,000	\$8,791,319	\$24,681,319	(\$4,767,000)	\$19,914,319

FUTURE PAYMENTS ON EXISTING DEBT

Year	Principal	Interest	Total	Less State Building Aid	Net Debt Service Cost to District
2013	\$515,000	\$79,200	\$594,200	(\$154,500)	\$439,700
2014	\$505,000	\$59,000	\$564,000	(\$151,500)	\$412,500
2015	\$490,000	\$39,000	\$529,000	(\$147,000)	\$382,000
2016	\$485,000	\$19,400	\$504,400	(\$145,500)	\$358,900
Total Future Period	\$1,995,000	\$196,600	\$2,191,600	(\$598,500)	\$1,593,100

Present Worth of Past Payments @ 5%	\$43,713,063
Londonderry Net Local Assessed Valuation (Fall 2011)	\$3,374,318,239
PW of Past Payments Per Thousand Assessed Value on Land	\$12.95
Net Present Value of Future Payments	\$1,418,165
Londonderry Net Local Assessed Valuation (Fall 2011)	\$3,374,318,239
PV Future Payments Per Thousand Assessed Value Completed Home	\$0.42

CREDIT SCHEDULE: PAYMENTS TOWARD SCHOOL CAPACITY PROJECTS CONSTRUCTED 1983-1997

Type Unit	Avg Assessed Value/New Unit	Raw Land Value Per Unit @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached - 2 BR	\$358,000	\$46,540	\$603	\$150
Single Family Detached - 3 BR	\$372,000	\$48,360	\$626	\$156
Single Family Detached - 4 BR+	\$451,000	\$58,630	\$759	\$189
Single Family Att. (Townhouse) - 2 BR	\$268,000	\$34,840	\$451	\$113
Single Family Att. (Townhouse) - 3 BR	\$294,000	\$38,220	\$495	\$123
Duplex or Condo - 2 BR	\$222,000	\$28,860	\$374	\$93
Duplex or Condo - 3 BR	\$225,000	\$29,250	\$379	\$95
Multifamily 3+ Units - All	\$150,000	\$19,500	\$253	\$63
Manufactured Housing - All	\$237,000	\$30,810	\$399	\$100

Londonderry School Impact Fee Update 2012

**CREDIT ALLOWANCE FOR NORTH SCHOOL RENOVATION/ADDITION
NORTH SCHOOL RENOVATION/ADDITION - 2005**

\$5,500,000	3.896%	20 Yrs			
State Aid To District:		30.0%	Of Principal Due on Bonds		
Local Government Share:		100.0%	Of District Costs Paid By Londonderry		
Discount Rate:		5.0%			
Year	Principal	Interest	Total	Less State Building Aid	Net Debt Service Cost to District
PAST PAYMENTS					
2007	\$275,000	\$201,369	\$476,369	(\$82,500)	\$393,869
2008	\$275,000	\$192,225	\$467,225	(\$82,500)	\$384,725
2009	\$275,000	\$182,875	\$457,875	(\$82,500)	\$375,375
2010	\$275,000	\$173,525	\$448,525	(\$82,500)	\$366,025
2011	\$275,000	\$164,175	\$439,175	(\$82,500)	\$356,675
2012	\$275,000	\$154,825	\$429,825	(\$82,500)	\$347,325
Total Past Payments	\$1,650,000	\$1,068,994	\$2,718,994	(\$495,000)	\$2,223,994

FUTURE PAYMENTS					
2013	\$275,000	\$145,338	\$420,338	(\$82,500)	\$337,838
2014	\$275,000	\$135,713	\$410,713	(\$82,500)	\$328,213
2015	\$275,000	\$125,744	\$400,744	(\$82,500)	\$318,244
2016	\$275,000	\$115,431	\$390,431	(\$82,500)	\$307,931
2017	\$275,000	\$105,050	\$380,050	(\$82,500)	\$297,550
2018	\$275,000	\$94,325	\$369,325	(\$82,500)	\$286,825
2019	\$275,000	\$83,325	\$358,325	(\$82,500)	\$275,825
2020	\$275,000	\$72,325	\$347,325	(\$82,500)	\$264,825
2021	\$275,000	\$61,325	\$336,325	(\$82,500)	\$253,825
2022	\$275,000	\$50,325	\$325,325	(\$82,500)	\$242,825
2023	\$275,000	\$39,325	\$314,325	(\$82,500)	\$231,825
2024	\$275,000	\$28,325	\$303,325	(\$82,500)	\$220,825
2025	\$275,000	\$17,188	\$292,188	(\$82,500)	\$209,688
2026	\$275,000	\$5,775	\$280,775	(\$82,500)	\$198,275
Total Future Payments	\$3,850,000	\$1,079,513	\$4,929,513	(\$1,155,000)	\$3,774,513

Present Worth of Past Payments @ 5% \$2,530,243
Londonderry Net Local Assessed Valuation (Fall 2011) \$3,374,318,239
PW of Past Payments Per Thousand Assessed Value on Land \$0.75

Net Present Value of Future Payments \$2,752,677
Londonderry Net Local Assessed Valuation (Fall 2011) \$3,374,318,239
PV Future Payments Per Thousand Assessed Value Completed Home \$0.82

CREDIT ALLOWANCE FOR NORTH SCHOOL RENOVATION/ADDITION - 2005

Type Unit	Avg Assessed Value/New Unit	Raw Land Value Per Unit @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached - 2 BR	\$358,000	\$46,540	\$35	\$294
Single Family Detached - 3 BR	\$372,000	\$48,360	\$36	\$305
Single Family Detached - 4 BR+	\$451,000	\$58,630	\$44	\$370
Single Family Att. (Townhouse) - 2 BR	\$268,000	\$34,840	\$26	\$220
Single Family Att. (Townhouse) - 3 BR	\$294,000	\$38,220	\$29	\$241
Duplex or Condex - 2 BR	\$222,000	\$28,860	\$22	\$182
Duplex or Condex - 3 BR	\$225,000	\$29,250	\$22	\$185
Multifamily 3+ Units - All	\$150,000	\$19,500	\$15	\$123
Manufactured Housing - All	\$237,000	\$30,810	\$23	\$194

Londonderry School Impact Fee Update 2012

CREDIT ALLOWANCE SOUTH SCHOOL RENOVATION/EXPANSION - 2008

\$5,100,000	4.094%	20 Yrs		
State Aid To District:		30.0%	Of Principal Due on Bonds	
Local Government Share:		100.0%	Of District Costs Paid By Londonderry	
Discount Rate:		5.0%		

Year	Principal	Interest	Total	Less State Building Aid	Net Debt Service Cost to District
PAST PAYMENTS					
2009	\$0	\$103,753	\$103,753	\$0	\$103,753
2010	\$255,000	\$202,406	\$457,406	(\$76,500)	\$380,906
2011	\$255,000	\$192,206	\$447,206	(\$76,500)	\$370,706
2012	\$255,000	\$181,806	\$436,806	(\$76,500)	\$360,306
Total Past Payments	\$765,000	\$680,171	\$1,445,171	(\$229,500)	\$1,215,671

FUTURE PAYMENTS					
2013	\$255,000	\$171,806	\$426,806	(\$76,500)	\$350,306
2014	\$255,000	\$161,606	\$416,606	(\$76,500)	\$340,106
2015	\$255,000	\$151,406	\$406,406	(\$76,500)	\$329,906
2016	\$255,000	\$141,206	\$396,206	(\$76,500)	\$319,706
2017	\$255,000	\$131,027	\$386,027	(\$76,500)	\$309,527
2018	\$255,000	\$120,349	\$375,349	(\$76,500)	\$298,849
2019	\$255,000	\$109,331	\$364,331	(\$76,500)	\$287,831
2020	\$255,000	\$98,812	\$353,812	(\$76,500)	\$277,312
2021	\$255,000	\$88,612	\$343,612	(\$76,500)	\$267,112
2022	\$255,000	\$78,412	\$333,412	(\$76,500)	\$256,912
2023	\$255,000	\$68,212	\$323,212	(\$76,500)	\$246,712
2024	\$255,000	\$58,012	\$313,012	(\$76,500)	\$236,512
2025	\$255,000	\$47,839	\$302,839	(\$76,500)	\$226,339
2026	\$255,000	\$37,358	\$292,358	(\$76,500)	\$215,858
2027	\$255,000	\$26,839	\$281,839	(\$76,500)	\$205,339
2028	\$255,000	\$16,193	\$271,193	(\$76,500)	\$194,693
2029	\$255,000	\$5,419	\$260,419	(\$76,500)	\$183,919
Total Future Payments	\$4,335,000	\$1,512,439	\$5,847,439	(\$1,300,500)	\$4,546,939

Present Worth of Past Payments @ 5%	\$1,289,603
Londonderry Net Local Assessed Valuation (Fall 2011)	\$3,374,318,239
PW of Past Payments Per Thousand Assessed Value on Land	\$0.38
Net Present Value of Future Payments	\$3,151,011
Londonderry Net Local Assessed Valuation (Fall 2011)	\$3,374,318,239
PV Future Payments Per Thousand Assessed Value Completed Home	\$0.93

CREDIT ALLOWANCE SOUTH SCHOOL RENOVATION/EXPANSION - 2008

Type Unit	Avg Assessed Value/New Unit	Raw Land Value Per Unit @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached - 2 BR	\$326,000	\$42,380	\$16	\$303
Single Family Detached - 3 BR	\$372,000	\$48,360	\$18	\$346
Single Family Detached - 4 BR+	\$451,000	\$58,630	\$22	\$419
Single Family Att. (Townhouse) - 2 BR	\$268,000	\$34,840	\$13	\$249
Single Family Att. (Townhouse) - 3 BR	\$294,000	\$38,220	\$15	\$273
Duplex or Condex - 2 BR	\$222,000	\$28,860	\$11	\$206
Duplex or Condex - 3 BR	\$225,000	\$29,250	\$11	\$209
Multifamily 3+ Units - All	\$150,000	\$19,500	\$7	\$140
Manufactured Housing - All	\$237,000	\$30,810	\$12	\$220

Londonderry School Impact Fee Update 2012

CREDIT ALLOWANCE FOR HIGH SCHOOL EXPANSION - 2002

2002 \$12,700,000 High School Addition

ASSUMPTIONS

State Aid To District:	30.0%	Of Principal Due on Bonds
Local Government Share:	100.0%	Of District Costs Paid By Londonderry
Discount Rate:	5.0%	

Year	Principal Payment	Interest Payment	Total Payment	Less State Bldg Aid	Net Debt Service Cost to District
PAST PAYMENTS					
2005	\$670,000	\$531,525	\$1,201,525	(\$201,000)	\$1,000,525
2006	\$670,000	\$518,125	\$1,188,125	(\$201,000)	\$987,125
2007	\$670,000	\$491,345	\$1,161,345	(\$201,000)	\$960,345
2008	\$670,000	\$464,545	\$1,134,545	(\$201,000)	\$933,545
2009	\$670,000	\$437,725	\$1,107,725	(\$201,000)	\$906,725
2010	\$670,000	\$410,925	\$1,080,925	(\$201,000)	\$879,925
2011	\$670,000	\$383,706	\$1,053,706	(\$201,000)	\$852,706
2012	\$670,000	\$355,652	\$1,025,652	(\$201,000)	\$824,652
Total Past Payments	\$5,360,000	\$3,593,548	\$8,953,548	(\$1,608,000)	\$7,345,548

FUTURE PAYMENTS					
2013	\$670,000	\$329,177	\$999,177	(\$201,000)	\$798,177
2014	\$670,000	\$300,700	\$970,700	(\$201,000)	\$769,700
2015	\$670,000	\$269,806	\$939,806	(\$201,000)	\$738,806
2016	\$670,000	\$240,075	\$910,075	(\$201,000)	\$709,075
2017	\$670,000	\$209,590	\$879,590	(\$201,000)	\$678,590
2018	\$665,000	\$178,553	\$843,553	(\$199,500)	\$644,053
2019	\$665,000	\$147,131	\$812,131	(\$199,500)	\$612,631
2020	\$665,000	\$115,544	\$780,544	(\$199,500)	\$581,044
2021	\$665,000	\$83,125	\$748,125	(\$199,500)	\$548,625
2022	\$665,000	\$49,875	\$714,875	(\$199,500)	\$515,375
2023	\$665,000	\$16,625	\$681,625	(\$199,500)	\$482,125
Total Past Payments	\$7,340,000	\$1,940,201	\$9,280,201	(\$2,202,000)	\$7,078,201

Present Worth of Past Payments @5%	\$8,830,840
Londonderry Net Local Assessed Valuation (Fall 2011)	\$3,267,784,875
PW of Past Payments Per Thousand Assessed Value on Land	\$2.70

Net Present Value of Future Payments	\$5,472,762
Londonderry Net Local Assessed Valuation (Fall 2011)	\$3,374,318,239
PV Future Payments Per Thousand Assessed Value	\$1.62

CREDIT ALLOWANCE FOR HIGH SCHOOL EXPANSION - 2002

Type Unit	Avg Assessed Value/New Unit	Raw Land Value Per Unit @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached - 2 BR	\$326,000	\$42,380	\$114	\$529
Single Family Detached - 3 BR	\$372,000	\$48,360	\$131	\$603
Single Family Detached - 4 BR+	\$451,000	\$58,630	\$158	\$731
Single Family Att. (Townhouse) - 2 BR	\$268,000	\$34,840	\$94	\$435
Single Family Att. (Townhouse) - 3 BR	\$294,000	\$38,220	\$103	\$477
Duplex or Condex - 2 BR	\$222,000	\$28,860	\$78	\$360
Duplex or Condex - 3 BR	\$225,000	\$29,250	\$79	\$365
Multifamily 3+ Units - All	\$150,000	\$19,500	\$53	\$243
Manufactured Housing - All	\$237,000	\$30,810	\$83	\$384

**CREDIT ALLOWANCE COMPUTATIONS FOR AVERAGE UNIT METHOD
(ALTERNATIVES 2-A and 2-B)**

CREDIT SCHEDULE: PAYMENTS TOWARD SCHOOL CAPACITY PROJECTS 1983 THROUGH 1997

Type Unit	Avg Assessed Value/New Unit	Raw Land Value Per Unit @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached	\$415,000	\$53,950	\$699	\$174
Single Family Att. (Townhouse)	\$277,000	\$36,010	\$466	\$116
Duplex or Condex	\$242,000	\$31,460	\$407	\$102
Multifamily 3+ Units	\$150,000	\$19,500	\$253	\$63
Manufactured Housing	\$237,000	\$30,810	\$399	\$100

CREDIT ALLOWANCE FOR NORTH SCHOOL RENOVATION/ADDITION 2005

Type Unit	Avg Assessed Value/New Unit	Raw Land Value Per Unit @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached	\$415,000	\$53,950	\$40	\$340
Single Family Att. (Townhouse)	\$277,000	\$36,010	\$27	\$227
Duplex or Condex	\$242,000	\$31,460	\$24	\$198
Multifamily 3+ Units	\$150,000	\$19,500	\$15	\$123
Manufactured Housing	\$237,000	\$30,810	\$23	\$194

CREDIT ALLOWANCE SOUTH SCHOOL RENOVATION/EXPANSION - 2008

Type Unit	Avg Assessed Value/New Unit	Raw Land Value Per Unit @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached	\$415,000	\$53,950	\$21	\$386
Single Family Att. (Townhouse)	\$277,000	\$36,010	\$14	\$258
Duplex or Condex	\$242,000	\$31,460	\$12	\$225
Multifamily 3+ Units	\$150,000	\$19,500	\$7	\$140
Manufactured Housing	\$237,000	\$30,810	\$12	\$220

CREDIT ALLOWANCE FOR HIGH SCHOOL EXPANSION - 2002

Type Unit	Avg Assessed Value/New Unit	Raw Land Value Per Unit @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached	\$415,000	\$53,950	\$146	\$673
Single Family Att. (Townhouse)	\$277,000	\$36,010	\$97	\$449
Duplex or Condex	\$242,000	\$31,460	\$85	\$392
Multifamily 3+ Units	\$150,000	\$19,500	\$53	\$243
Manufactured Housing	\$237,000	\$30,810	\$83	\$384

SUMMARY CREDIT ALLOWANCES - AVERAGE UNIT METHOD			
Type of Structure	PAST	FUTURE	TOTAL
Single Family Detached	\$906	\$1,573	\$2,479
Single Family Att. (Townhouse)	\$604	\$1,050	\$1,654
Duplex or Condex	\$528	\$917	\$1,445
Multifamily 3+ Units	\$328	\$569	\$897
Manufactured Housing	\$517	\$898	\$1,415

**CREDIT ALLOWANCE COMPUTATIONS FOR SQUIRE FOOT METHOD
(ALTERNATIVES 3-A and 3-B)**

CREDIT ALLOWANCE FOR CAPACITY RELATED PROJECTS 1983-1997

Type Unit	Avg Assessed Value Per Sq. Ft.	Raw Land Value Per Sq. Ft. @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached	\$161	\$21	\$0.27	\$0.07
Single Family Att. (Townhouse)	\$133	\$17	\$0.22	\$0.06
Duplex or Condex	\$146	\$19	\$0.25	\$0.06
Multifamily 3+ Units	\$144	\$19	\$0.24	\$0.06
Manufactured Housing	\$166	\$22	\$0.28	\$0.07
Average New Unit	\$158	\$21	\$0.27	\$0.07

CREDIT ALLOWANCE FOR NORTH SCHOOL RENOVATION/ADDITION 2005

Type Unit	Avg Assessed Value Per Sq. Ft.	Raw Land Value Per Sq. Ft. @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached	\$161	\$21	\$0.02	\$0.13
Single Family Att. (Townhouse)	\$133	\$17	\$0.01	\$0.11
Duplex or Condex	\$146	\$19	\$0.01	\$0.12
Multifamily 3+ Units	\$144	\$19	\$0.01	\$0.12
Manufactured Housing	\$166	\$22	\$0.02	\$0.14
Average New Unit	\$158	\$21	\$0.02	\$0.13

CREDIT ALLOWANCE SOUTH SCHOOL RENOVATION/EXPANSION - 2008

Type Unit	Avg Assessed Value Per Sq. Ft.	Raw Land Value Per Sq. Ft. @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached	\$161	\$21	\$0.01	\$0.15
Single Family Att. (Townhouse)	\$133	\$17	\$0.01	\$0.12
Duplex or Condex	\$146	\$19	\$0.01	\$0.14
Multifamily 3+ Units	\$144	\$19	\$0.01	\$0.13
Manufactured Housing	\$166	\$22	\$0.01	\$0.15
Average New Unit	\$158	\$21	\$0.01	\$0.15

CREDIT ALLOWANCE FOR HIGH SCHOOL EXPANSION - 2002

Type Unit	Avg Assessed Value Per Sq. Ft.	Raw Land Value Per Sq. Ft. @ 13%	Past Payments Debt Credit	Future Payments Debt Credit
Single Family Detached	\$161	\$21	\$0.06	\$0.26
Single Family Att. (Townhouse)	\$133	\$17	\$0.05	\$0.22
Duplex or Condex	\$146	\$19	\$0.05	\$0.24
Multifamily 3+ Units	\$144	\$19	\$0.05	\$0.23
Manufactured Housing	\$166	\$22	\$0.06	\$0.27
Average New Unit	\$158	\$21	\$0.06	\$0.26

SUMMARY CREDIT ALLOWANCES FOR SQUARE FOOT METHOD			
Type of Structure	PAST	FUTURE	TOTAL
Single Family Detached	\$0.36	\$0.61	\$0.97
Single Family Att. (Townhouse)	\$0.29	\$0.51	\$0.80
Duplex or Condex	\$0.32	\$0.56	\$0.88
Multifamily 3+ Units	\$0.31	\$0.54	\$0.85
Manufactured Housing	\$0.37	\$0.63	\$1.00
Average Housing Unit	\$0.36	\$0.61	\$0.97

**APPENDIX B:
LONDONDERRY ENROLLMENT TABULATIONS
DETAILED TABLES**

Average Enrollment, Living Area and Assessed Value by Structure Type

All Housing Units by Structure Type	Grade K-4 Per Unit	Grade 5-8 Per Unit	Grade K-8 Per Unit	Grade 9-12 Per Unit	Grade K-12 Per Unit	Avg Living Area Sq. Ft.	Average Assessed Value
SF Detached	0.200	0.203	0.403	0.235	0.638	1,942	\$313,272
Townhouse & Attached	0.131	0.121	0.252	0.121	0.373	1,218	\$161,342
Two-Unit Structure	0.180	0.168	0.348	0.155	0.503	1,357	\$193,549
3+ Unit Structure	0.132	0.081	0.213	0.085	0.298	912	\$105,247
Manufactured Home w/Land	0.132	0.044	0.176	0.088	0.264	1,064	\$151,143
Manufactured Home - Park	0.021	0.021	0.042	0.031	0.073	802	\$44,818
Total	0.177	0.172	0.349	0.196	0.545	1,691	\$260,231

All Housing Units Except Age-Restricted	Grade K-4 Per Unit	Grade 5-8 Per Unit	Grade K-8 Per Unit	Grade 9-12 Per Unit	Grade K-12 Per Unit	Avg Living Area Sq. Ft.	Average Assessed Value
SF Detached	0.212	0.215	0.426	0.249	0.675	1,961	\$314,809
Townhouse & Attached	0.131	0.121	0.252	0.121	0.373	1,218	\$161,342
Two-Unit Structure	0.180	0.168	0.348	0.155	0.503	1,357	\$193,549
3+ Unit Structure	0.138	0.085	0.223	0.089	0.312	903	\$103,634
Manufactured Home w/Land	0.132	0.044	0.176	0.088	0.264	1,064	\$151,143
Manufactured Home - Park	0.021	0.021	0.042	0.031	0.073	802	\$28,238
Total	0.185	0.180	0.365	0.205	0.569	1,696	\$258,820

Enrollment Per Unit in Single Family Homes By Year Built

Single Family Homes by Year Built	Grade K-4 Per Unit	Grade 5-8 Per Unit	Grade K-8 Per Unit	Grade 9-12 Per Unit	Grade K-12 Per Unit	Avg Living Area Sq. Ft.	Average Assessed Value
Prior to 1970	0.136	0.118	0.255	0.150	0.404	1,641	\$250,418
1970s	0.172	0.175	0.347	0.185	0.532	1,667	\$277,401
1980s	0.184	0.202	0.386	0.263	0.649	2,024	\$318,964
1990s	0.242	0.307	0.549	0.372	0.920	2,247	\$363,134
2000 or Later	0.316	0.207	0.524	0.175	0.698	2,305	\$384,152
Total	0.200	0.203	0.403	0.235	0.638	1,942	\$313,272

Single Family Homes Excluding Age-Restricted Units, By Year Built	Grade K-4 Per Unit	Grade 5-8 Per Unit	Grade K-8 Per Unit	Grade 9-12 Per Unit	Grade K-12 Per Unit	Avg Living Area Sq. Ft.	Average Assessed Value
Prior to 1970	0.136	0.118	0.255	0.150	0.404	1,641	\$250,418
1970s	0.172	0.175	0.347	0.185	0.532	1,667	\$277,401
1980s	0.184	0.202	0.386	0.263	0.649	2,024	\$318,964
1990s	0.264	0.335	0.599	0.406	1.005	2,348	\$379,306
2000 or Later	0.485	0.318	0.803	0.268	1.070	2,576	\$415,069
Total	0.212	0.215	0.426	0.249	0.675	1,961	\$314,809

Enrollment Per Unit in Single Family Homes by Bedrooms

Single Family Homes by Number of Bedrooms	Grade K-4 Per Unit	Grade 5-8 Per Unit	Grade K-8 Per Unit	Grade 9-12 Per Unit	Grade K-12 Per Unit	Avg Living Area Sq. Ft.	Average Assessed Value
Unknown	0.143	0.129	0.271	0.100	0.371	2,141	\$365,430
One Bedroom	0.024	0.035	0.059	0.035	0.094	1,075	\$191,626
Two Bedrooms	0.073	0.075	0.148	0.075	0.223	1,457	\$260,078
Three Bedrooms	0.202	0.192	0.394	0.220	0.614	1,740	\$292,162
Four or More Bedrooms	0.251	0.274	0.526	0.328	0.854	2,451	\$367,613
Total	0.200	0.203	0.403	0.235	0.638	1,942	\$313,272

Single Family Homes Excluding Age-Restricted Units, By Bedrooms	Grade K-4 Per Unit	Grade 5-8 Per Unit	Grade K-8 Per Unit	Grade 9-12 Per Unit	Grade K-12 Per Unit	Avg Living Area Sq. Ft.	Average Assessed Value
Unknown	0.244	0.220	0.463	0.171	0.634	2,387	\$383,346
One Bedroom	0.043	0.064	0.106	0.064	0.170	1,034	\$201,745
Two Bedrooms	0.115	0.118	0.233	0.118	0.350	1,338	\$239,126
Three Bedrooms	0.202	0.192	0.394	0.220	0.614	1,740	\$292,175
Four or More Bedrooms	0.251	0.274	0.526	0.328	0.854	2,451	\$367,613
Total	0.212	0.215	0.426	0.249	0.675	1,961	\$314,809

Current Enrollment by Year Housing Was Built – Before vs. After Impact Fee Adoption

All Housing Units by Period of Construction - Before Vs. After Impact Fee Adoption	Grade K-4	Grade 5-8	Grade K-8	Grade 9-12	Grade K-12	Dwelling Units	Living Area Square Feet	Assessed Value
1994 or Earlier	1,102	1,115	2,217	1,302	3,519	6,958	11,138,442	1,686,167,162
1995 Or Later	439	385	824	403	1,227	1,747	3,579,651	579,146,282
Total	1,541	1,500	3,041	1,705	4,746	8,705	14,718,093	\$2,265,313,444
% in Units Built 1995 or Later	28.5%	25.7%	27.1%	23.6%	25.9%	20.1%	24.3%	25.6%

All Housing Units by Period of Construction - Before Vs. After Impact Fee Adoption	Grade K-4 Per Unit	Grade 5-8 Per Unit	Grade K-8 Per Unit	Grade 9-12 Per Unit	Grade K-12 Per Unit	Avg Living Area Sq. Ft.	Average Assessed Value
1994 or Earlier	0.158	0.160	0.319	0.187	0.506	1,601	\$242,335
1995 Or Later	0.251	0.220	0.472	0.231	0.702	2,049	\$331,509
Total	0.177	0.172	0.349	0.196	0.545	1,691	\$260,231

Londonderry School Impact Fee Update 2012

Enrollment and Dwelling Units by Structure Type and Bedrooms – All Housing Units

Structure Type and Bedrooms	Grade K-4	Grade 5-8	Grade K-8	Grade 9-12	Grade K-12	Dwelling Units	Living Area Square Feet	Assessed Value
SF Detached								
Unknown	10	9	19	7	26	70	149,869	\$25,580,100
One Bedroom	2	3	5	3	8	85	91,348	\$16,288,194
Two Bedrooms	54	55	109	55	164	737	1,073,778	\$191,677,133
Three Bedrooms	639	607	1,246	696	1,942	3,165	5,508,256	\$924,693,578
Four or More Bedrooms	521	569	1,090	681	1,771	2,074	5,083,461	\$762,428,847
Total	1,226	1,243	2,469	1,442	3,911	6,131	11,906,712	\$1,920,667,852
Townhouse & Attached								
Unknown								
One Bedroom	0	0	0	0	0	13	12,717	\$1,721,400
Two Bedrooms	121	104	225	101	326	892	1,054,004	\$138,705,500
Three Bedrooms	16	22	38	25	63	138	203,846	\$27,852,600
Four or More Bedrooms								
Total	137	126	263	126	389	1,043	1,270,567	\$168,279,500
Two-Unit Structure								
Unknown	9	6	15	7	22	32	44,268	\$6,173,900
One Bedroom	1	5	6	3	9	12	12,875	\$2,199,900
Two Bedrooms	38	31	69	25	94	222	275,518	\$41,221,200
Three Bedrooms	21	23	44	25	69	115	183,796	\$24,244,000
Four or More Bedrooms	1	0	1	0	1	7	9,980	\$1,258,100
Total	70	65	135	60	195	388	526,437	\$75,097,100
3+ Unit Structure								
Unknown	3	1	4	2	6	9	10,466	\$1,317,900
One Bedroom	0	0	0	0	0	64	44,352	\$5,117,700
Two Bedrooms	68	40	108	48	156	564	524,457	\$61,182,900
Three Bedrooms	17	13	30	7	37	31	30,238	\$2,686,300
Four or More Bedrooms								
Total	88	54	142	57	199	668	609,513	\$70,304,800
Manufactured Home w/Land								
Unknown								
One Bedroom	0	0	0	0	0	6	5,190	\$886,900
Two Bedrooms	5	3	8	6	14	50	48,894	\$7,186,900
Three Bedrooms	7	1	8	2	10	33	38,941	\$5,279,900
Four or More Bedrooms	0	0	0	0	0	2	3,826	\$400,300
Total	12	4	16	8	24	91	96,851	\$13,754,000
Manufactured Home - Park								
Unknown	0	0	0	0	0	1	1,152	\$106,101
One Bedroom	0	0	0	0	0	24	16,938	\$1,040,164
Two Bedrooms	8	8	16	12	28	340	273,211	\$15,157,207
Three Bedrooms	0	0	0	0	0	17	15,068	\$840,556
Four or More Bedrooms	0	0	0	0	0	2	1,644	\$66,164
Total	8	8	16	12	28	384	308,013	\$17,210,192
All Dwelling Units								
Unknown	22	16	38	16	54	112	205,755	\$33,178,001
One Bedroom	3	8	11	6	17	204	183,420	\$27,254,258
Two Bedrooms	294	241	535	247	782	2,805	3,249,862	\$455,130,840
Three Bedrooms	700	666	1,366	755	2,121	3,499	5,980,145	\$985,596,934
Four or More Bedrooms	522	569	1,091	681	1,772	2,085	5,098,911	\$764,153,411
Total	1,541	1,500	3,041	1,705	4,746	8,705	14,718,093	\$2,265,313,444

Londonderry School Impact Fee Update 2012

Average Enrollment, Living Area and Assessed Value – All Housing Units
By Structure Type and Number of Bedrooms

Structure Type and Bedrooms	Grade K-4 Per Unit	Grade 5-8 Per Unit	Grade K-8 Per Unit	Grade 9-12 Per Unit	Grade K-12 Per Unit	Avg Living Area Sq. Ft.	Average Assessed Value
SF Detached							
Unknown	0.143	0.129	0.271	0.100	0.371	2,141	\$365,430
One Bedroom	0.024	0.035	0.059	0.035	0.094	1,075	\$191,626
Two Bedrooms	0.073	0.075	0.148	0.075	0.223	1,457	\$260,078
Three Bedrooms	0.202	0.192	0.394	0.220	0.614	1,740	\$292,162
Four or More Bedrooms	0.251	0.274	0.526	0.328	0.854	2,451	\$367,613
Total	0.200	0.203	0.403	0.235	0.638	1,942	\$313,272
Townhouse & Attached							
Unknown							
One Bedroom	0.000	0.000	0.000	0.000	0.000	978	\$132,415
Two Bedrooms	0.136	0.117	0.252	0.113	0.365	1,182	\$155,499
Three Bedrooms	0.116	0.159	0.275	0.181	0.457	1,477	\$201,830
Four or More Bedrooms							
Total	0.131	0.121	0.252	0.121	0.373	1,218	\$161,342
Two-Unit Structure							
Unknown	0.281	0.188	0.469	0.219	0.688	1,383	\$192,934
One Bedroom	0.083	0.417	0.500	0.250	0.750	1,073	\$183,325
Two Bedrooms	0.171	0.140	0.311	0.113	0.423	1,241	\$185,681
Three Bedrooms	0.183	0.200	0.383	0.217	0.600	1,598	\$210,817
Four or More Bedrooms	0.143	0.000	0.143	0.000	0.143	1,426	\$179,729
Total	0.180	0.168	0.348	0.155	0.503	1,357	\$193,549
3+ Unit Structure							
Unknown	0.333	0.111	0.444	0.222	0.667	1,163	\$146,433
One Bedroom	0.000	0.000	0.000	0.000	0.000	693	\$79,964
Two Bedrooms	0.121	0.071	0.191	0.085	0.277	930	\$108,480
Three Bedrooms	0.548	0.419	0.968	0.226	1.194	975	\$86,655
Four or More Bedrooms							
Total	0.132	0.081	0.213	0.085	0.298	912	\$105,247
Manufactured Home w/Land							
Unknown							
One Bedroom	0.000	0.000	0.000	0.000	0.000	865	\$147,817
Two Bedrooms	0.100	0.060	0.160	0.120	0.280	978	\$143,738
Three Bedrooms	0.212	0.030	0.242	0.061	0.303	1,180	\$159,997
Four or More Bedrooms	0.000	0.000	0.000	0.000	0.000	1,913	\$200,150
Total	0.132	0.044	0.176	0.088	0.264	1,064	\$151,143
Manufactured Home - Park							
Unknown	0.000	0.000	0.000	0.000	0.000	1,152	\$106,101
One Bedroom	0.000	0.000	0.000	0.000	0.000	706	\$43,340
Two Bedrooms	0.024	0.024	0.047	0.035	0.082	804	\$44,580
Three Bedrooms	0.000	0.000	0.000	0.000	0.000	886	\$49,444
Four or More Bedrooms	0.000	0.000	0.000	0.000	0.000	822	\$33,082
Total	0.021	0.021	0.042	0.031	0.073	802	\$44,818
All Dwelling Units							
Unknown	0.196	0.143	0.339	0.143	0.482	1,837	\$296,232
One Bedroom	0.015	0.039	0.054	0.029	0.083	899	\$133,599
Two Bedrooms	0.105	0.086	0.191	0.088	0.279	1,159	\$162,257
Three Bedrooms	0.200	0.190	0.390	0.216	0.606	1,709	\$281,680
Four or More Bedrooms	0.250	0.273	0.523	0.327	0.850	2,446	\$366,500
Total	0.177	0.172	0.349	0.196	0.545	1,691	\$260,231

Londonderry School Impact Fee Update 2012

Note: Multipliers in this table are per 1000 square feet of living area

All Units Except Age-Restricted	Enrollment Per 1000 Square Feet of Living Area					Assessed Value Per Square Foot
	Grade K-4	Grade 5-8	Grade K-8	Grade 9-12	Grade K-12	
SF Detached						
Unknown	0.1022	0.0920	0.1941	0.0715	0.2657	\$161
One Bedroom	0.0412	0.0618	0.1029	0.0618	0.1647	\$195
Two Bedrooms	0.0863	0.0879	0.1741	0.0879	0.2620	\$179
Three Bedrooms	0.1161	0.1103	0.2263	0.1264	0.3528	\$168
Four or More Bedrooms	0.1025	0.1119	0.2144	0.1340	0.3484	\$150
Total	0.1079	0.1094	0.2173	0.1269	0.3443	\$161
Townhouse & Attached						
Unknown						
One Bedroom	0.0000	0.0000	0.0000	0.0000	0.0000	\$135
Two Bedrooms	0.1148	0.0987	0.2135	0.0958	0.3093	\$132
Three Bedrooms	0.0785	0.1079	0.1864	0.1226	0.3091	\$137
Four or More Bedrooms						
Total	0.1078	0.0992	0.2070	0.0992	0.3062	\$132
Two-Unit Structure						
Unknown	0.2033	0.1355	0.3388	0.1581	0.4970	\$139
One Bedroom	0.0777	0.3883	0.4660	0.2330	0.6990	\$171
Two Bedrooms	0.1379	0.1125	0.2504	0.0907	0.3412	\$150
Three Bedrooms	0.1143	0.1251	0.2394	0.1360	0.3754	\$132
Four or More Bedrooms	0.1002	0.0000	0.1002	0.0000	0.1002	\$126
Total	0.1330	0.1235	0.2564	0.1140	0.3704	\$143
3+ Unit Structure						
Unknown	0.2866	0.0955	0.3822	0.1911	0.5733	\$126
One Bedroom	0.0000	0.0000	0.0000	0.0000	0.0000	\$115
Two Bedrooms	0.1385	0.0815	0.2199	0.0977	0.3177	\$116
Three Bedrooms	0.5622	0.4299	0.9921	0.2315	1.2236	\$89
Four or More Bedrooms						
Total	0.1527	0.0937	0.2465	0.0989	0.3454	\$115
Manufactured Home w/Land						
Unknown						
One Bedroom	0.0000	0.0000	0.0000	0.0000	0.0000	\$171
Two Bedrooms	0.1023	0.0614	0.1636	0.1227	0.2863	\$147
Three Bedrooms	0.1798	0.0257	0.2054	0.0514	0.2568	\$136
Four or More Bedrooms	0.0000	0.0000	0.0000	0.0000	0.0000	\$105
Total	0.1239	0.0413	0.1652	0.0826	0.2478	\$142
Manufactured Home - Park						
Unknown	0.0000	0.0000	0.0000	0.0000	0.0000	\$92
One Bedroom	0.0000	0.0000	0.0000	0.0000	0.0000	\$61
Two Bedrooms	0.0293	0.0293	0.0586	0.0439	0.1025	\$55
Three Bedrooms	0.0000	0.0000	0.0000	0.0000	0.0000	\$56
Four or More Bedrooms	0.0000	0.0000	0.0000	0.0000	0.0000	\$40
Total	0.0260	0.0260	0.0519	0.0390	0.0909	\$56
All Dwelling Units						
Unknown	0.1431	0.1041	0.2471	0.1041	0.3512	\$152
One Bedroom	0.0213	0.0569	0.0782	0.0427	0.1209	\$145
Two Bedrooms	0.1062	0.0870	0.1932	0.0892	0.2824	\$134
Three Bedrooms	0.1171	0.1114	0.2286	0.1263	0.3549	\$165
Four or More Bedrooms	0.1024	0.1116	0.2140	0.1336	0.3475	\$150
Total	0.1090	0.1061	0.2151	0.1206	0.3357	\$153
All Except MH Parks						
Unknown	0.1442	0.1048	0.2490	0.1048	0.3539	\$152
One Bedroom	0.0242	0.0647	0.0889	0.0485	0.1374	\$157
Two Bedrooms	0.1146	0.0934	0.2080	0.0942	0.3021	\$143
Three Bedrooms	0.1174	0.1117	0.2291	0.1266	0.3558	\$165
Four or More Bedrooms	0.1024	0.1116	0.2140	0.1336	0.3476	\$150
Total	0.1108	0.1079	0.2187	0.1224	0.3411	\$155



Town of Londonderry



Planning & Economic Development Department

268B Mammoth Road
Londonderry, New Hampshire 03053
Phone: (603) 432-1100 ext.103
www.thriveinlondonderry.com
www.londonderrynh.org

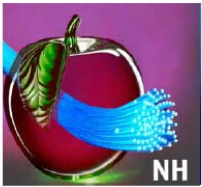
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TO: Planning Board
FROM: Cynthia A. May, ASLA, Town Planner
CC: William R. Hart, Acting Town Manager
DATE: February 6, 2013
SUBJECT: Suspension of Rt. 102 and Rt. 28 Transportation Impact Fee Programs

In May 2011, at the advice of the Town's legal counsel, Londonderry promptly discontinued its practice of collecting transportation impact fees on state roadways. Specifically, since 1994, Londonderry has collected impact fees on State Roadway for two categories of improvements: "link" trips and "intersection improvements. "Link" trip improvements involve the expansion of a state roadway to increase capacity warranted by existing and new trips added to the corridors. "Intersection" improvements are upgrades to a state roadway intersecting a local roadway, again, to increase capacity warranted by existing and new trips added to the intersections. On March 14, 2012, the former Community Development Director updated the Rt. 28 Western Segment corridor impact fee methodology removing all "link" trips from the program. The Planning Board adopted the revised program and sent a revised fee schedule to Town Council for consideration. The Town Council has not voted on the revised fee schedule to date. In accordance with Londonderry Zoning Ordinance, Section 1.2, Impact Fees, only Town Council is authorized to adjust the impact fee schedule.

In light of the challenges the Town has faced over the last 12 months regarding transportation corridor impact fees, Staff recommends that the Planning Board send a request to the Town Council to immediately suspend the practice of collecting transportation impact fees for all three Route 102 Corridor Programs and both Route 28 Corridor Programs. Staff recommends suspension until such time that the Town can thoroughly evaluate whether or not the cost of establishing and administering the program will continue to provide a reasonable long term benefit to the Community, but at the very least until the audit is complete. Should the Town Council determine that the corridor impact fee programs are beneficial, Staff recommends a comprehensive update of all 5 corridor programs to ensure that they are consistent, based on the best available intersection construction project estimates, can be administered equitably, and are updateable at regular intervals at a reasonable cost.

Londonderry, through it Planning Board, can still require developers to make improvements to state and local roadways deemed necessary by the development proposal's impact on such infrastructure. In accordance with Londonderry Zoning Ordinance, Impact Fees, Section 1.2.12-Additonal Assessment:



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"Payment of a public capital facilities impact fee does not restrict the Town or the Planning Board in requiring other payments from the fee payer, including such payments relating to the cost of the extensions of water and sewer mains or the construction of roads or streets or turning lanes to access the site or other infrastructure and facilities specifically benefiting the development as required by the subdivision or site plan review regulations."

and RSA 674:21, II, IV (i) and (j)

(i) Neither the adoption of an impact fee ordinance, nor the failure to adopt such an ordinance, shall be deemed to affect existing authority of a planning board over subdivision or site plan review, except to the extent expressly stated in such an ordinance.

(j) The failure to adopt an impact fee ordinance shall not preclude a municipality from requiring developers to pay an exaction for the cost of off-site improvement needs determined by the planning board to be necessary for the occupancy of any portion of a development. For the purposes of this subparagraph, "off-site improvements" means those improvements that are necessitated by a development but which are located outside the boundaries of the property that is subject to a subdivision plat or site plan approval by the planning board. Such off-site improvements shall be limited to any necessary highway, drainage, and sewer and water upgrades pertinent to that development. The amount of any such exaction shall be a proportional share of municipal improvement costs not previously assessed against other developments, which is necessitated by the development, and which is reasonably related to the benefits accruing to the development from the improvements financed by the exaction..."