

1 **LONDONDERRY, NH PLANNING BOARD**  
2 **MINUTES OF THE MEETING OF March 14, 2012, 2012 AT THE MOOSE HILL**  
3 **COUNCIL CHAMBERS**  
4

5 Members Present: Art Rugg; Mary Soares; Lynn Wiles; Laura El-Azem; Chris  
6 Davies; Tom Freda, Ex-Officio; Rick Brideau, CNHA, Ex-Officio; Dana Coons, Scott  
7 Benson, alternate member; Leitha Reilly, alternate member; Maria Newman,  
8 alternate member;  
9

10 Also Present: André Garron, AICP; Cynthia May, ASLA; John Trottier, P.E.; Libby  
11 Canuel, Community Development Secretary  
12

13 A. Rugg called the meeting to order at 7:01 PM.  
14

15 **Administrative Board Work**  
16

17 A. Plans to Sign – Derry Plaza, LLC – Minor Site Plan, Map 10 Lot 139  
18

19 J. Trottier said the Londonderry Administrative Review Committee conditionally  
20 approved this plan on March 1, 2012. All precedent conditions for approval  
21 have been met and the staff recommends signing the plans.  
22

23 **M. Soares made a motion to authorize the Chair and Secretary to sign**  
24 **the plans. D. Coons seconded the motion. No discussion. Vote on the**  
25 **motion: 8-0-0.** A. Rugg said the plans will be signed at the conclusion of the  
26 meeting.  
27

28 A. Discussions with Town Staff  
29

- 30 • Shoppes at Londonderry Bond Requirement  
31

32 A. Garron described this proposal as a retail facility at the intersection of  
33 Vista Ridge Drive and Route 28 that will be presented to the Board at the  
34 April 4 meeting. Staff has received a request from the applicant to waive  
35 the site plan regulation requiring that some form of performance security be  
36 in place prior to the Board signing the plans. In order to provide the  
37 security through cash, irrevocable letter of credit, or surety bond, the  
38 applicant must obtain proper financing. That financing, however, is difficult  
39 to procure without signed plans that assure the lender the applicant has a  
40 marketable project. Given the number of off-site improvements associated  
41 with this project and past experiences where no bond existed and off-site  
42 improvements were not completed, he said staff does not recommend  
43 granting the waiver. Staff can instead write a letter to the lender once all  
44 other conditions of the plan have been fulfilled, verifying that the only  
45 outstanding item is the bond itself. This was done successfully for the  
46 recent 124-126 Rockingham Road project on Map 16, Lot 72. The  
47 consensus of the Board was to not grant the applicant's request. The  
48 applicant has also asserted that the Town's bond requirements are not  
49 consistent with State requirements, although A. Garron stated that Town

1 legal counsel has confirmed they are.

- 2
- 3 • A. Garron reported the passage of Senate Bill 291 regarding the  
4 allowance of impact fees to be utilized for State highways. Under  
5 section five of the impact fee ordinance, however, the phrase "or in case  
6 of State highways located within municipalities" was added to make  
7 clear that if impact fees were to be used on State highways, they would  
8 be utilized on that portion of said highway within the community in  
9 question. He will update the Board again on the progress of the bill as it  
10 progresses through the House of Representatives.
  - 11
  - 12 • M. Soares congratulated L. Reilly on her recent election to the School  
13 Board.
  - 14
  - 15 • A. Rugg asked Board members if they have visited Wilson Road after a  
16 conceptual plan for an eight lot subdivision was presented for Map 16,  
17 Lot 9 at the February 8 meeting. He asked A. Garron to obtain input  
18 from the Police, Fire, and School departments on the matter.
  - 19
  - 20 • A. Rugg asked for input from the Board to expend \$75 for the electronic  
21 subscription to the Planning Commissioner's Journal. The consensus was  
22 to purchase the one year subscription.
  - 23

#### 24 Continued Plans

- 25
- 26 A. Pillsbury Realty Development, LLC, Map 10, Lots 15, 23, 29C-2A, 29C-2B, 41,  
27 41-1, 41-2, 42, 45, 46, 47, 48, 50, 52, 54-1, 58, 59, and 62 – Application  
28 Acceptance and Public Hearing for formal review of the Woodmont Commons  
29 Planned Unit Development (PUD) Master Plan [Continued from the March 7,  
30 2012 Planning Board Meeting.]
  - 31

32 A. Garron reported that the escrow agreement has been signed as discussed at  
33 the March 7 Planning Board meeting and the full escrow amount has been  
34 deposited. Staff therefore recommends that a special meeting be held on  
35 March 29, 2012 regarding the application acceptance of the Woodmont  
36 Commons Planned Unit Development Master Plan.

37

38 **M. Soares made a motion to continue the public hearing for application**  
39 **acceptance of the Woodmont Commons Planned Unit Development**  
40 **Master Plan to March 29, 2012 at 7pm. R. Brideau seconded the**  
41 **motion.** No discussion. **Vote on the motion: 8-0-0.** The hearing will be  
42 continued to March 29, 2012 at 7PM. A. Rugg said this will be the only public  
43 notice.

- 44
- 45 B. Akira Way Extension – Kenneth S. Solinsky (Applicant), Insight Technologies  
46 Inc., Sub of L-3 Communications Corp (Owner), Map 28 Lot 31– Application  
47 Acceptance and Public Hearing for a two-lot subdivision and the extension of  
48 Akira Way, 9 Akira Way, Zoned I-II. [Continued from the February 1, 2012  
49 Planning Board Meeting.]
  - 50

1 C. May stated that there is one outstanding checklist item, which has an  
2 associated waiver request. Assuming the Board grants the waiver, staff  
3 recommends the application be accepted as complete. C. May continued by  
4 summarizing the waiver:

5  
6 1. The applicant is requesting a waiver to Checklist Item X.4.a, Traffic  
7 Impact Analysis. Staff recommends **granting** the waiver because there is  
8 no development proposal associated with the creation of the new lot at this  
9 time.

10 **D. Coons made a motion to grant the waiver based on the applicant's**  
11 **letter and staff recommendation. R. Brideau seconded the motion.** No  
12 discussion. **Vote on the motion: 8-0-0.** The waiver was granted.

13  
14 **D. Coons made a motion to accept the application as complete. R.**  
15 **Brideau seconded the motion.** No discussion. **Vote on the motion: 8-0-**  
16 **0.** The application was accepted as complete.

17  
18 A. Rugg mentioned that this starts the 65 day time frame under RSA 676:4.

19  
20 Keith Coviello of Long Beach Development provided some background related  
21 to the project. Map 28, Lot 31 was once three lots branching off from a cul de  
22 sac located approximately 150 feet north of the current cul de sac. After being  
23 consolidated, the Insight Technology building was constructed and the cul de  
24 sac was moved further south to accommodate for future expansion. Not  
25 recalling that the lots had been merged, former owner Ken Solinsky has  
26 proposed this subdivision so that he may again own the land east of the  
27 building. In order to do that, roadway frontage has to be created, resulting in  
28 the proposed 590 foot long, 60 foot wide right of way and cul de sac on what is  
29 now a paper street. Easements have been identified on the plan for sight  
30 distance and to prepare for future sewer connections to the area. An Alteration  
31 of Terrain permit is being reviewed by the State. The Conservation  
32 Commission has recommended that the Planning Board grant the requested  
33 Conditional Use Permit. K. Coviello noted, however, that the Commission was  
34 concerned about a portion of the wetlands that was previously disturbed. As a  
35 result, that area is to be stabilized by loaming and seeding. The Londonderry  
36 Housing and Redevelopment Authority has also approved the plan.

37  
38 A. Rugg asked for input from staff.

39  
40 J. Trottier summarized the design review items from the DPW/Stantec memo  
41 and read the waiver requests into the record:

42  
43 *1. The applicant is requesting a waiver to Section 3.09.R and Table 1 of the*  
44 *regulations to exceed the maximum 1,200 foot length of the proposed*  
45 *roadway to 1,450 feet. Staff recommends **granting** the waiver because*  
46 *further extension of Akira Way is part of the master plan for this area.*

47  
48 *2. The applicant is requesting a waiver to Section 3.09.R and Table 1 of the*  
49 *regulations requiring 36 feet of roadway width where 30 feet is proposed.*

1           Staff recommends **granting** the waiver because the 30 foot width matches  
2           the existing condition for Akira Way.

3  
4           3. The applicant is requesting a waiver to Section 3.09.K and Exhibit D-5 of  
5           the regulations requiring slopes in fill to be a maximum of 4 feet horizontal  
6           to 1 foot vertical, where side slopes at 2 feet horizontal to 1 foot vertical are  
7           proposed. Staff recommends **granting** the waiver because the steeper  
8           slope minimizes impacts to the Conservation Overlay District.

9  
10          4. The applicant is requesting a waiver to Section 4.01.C of the regulations  
11          requiring the plan scale to be 1" = 40', where the plan is presented at 1" =  
12          80' scale. Staff recommends **granting** the waiver because the information  
13          conveyed at this scale is legible and the subdivision plan is better  
14          understood on a single sheet.

15  
16          J. Trottier stated that staff recommends granting the Conditional Use Permit  
17          (CUP), *per the recommendation of the Conservation Commission* and that staff  
18          recommends conditional approval as outlined in the staff recommendation  
19          memo.

20  
21          A. Rugg asked for Board input.

22  
23          Pertaining to the first waiver request, M. Soares asked if the new right of way  
24          is expected to connect to another road. J. Trottier replied that it could be  
25          connected to Kitty Hawk Landing.

26  
27          A. Rugg asked for public input. There was none.

28  
29          **D. Coons made a motion to grant the four waivers based on the**  
30          **applicant's letter and staff recommendation. M. Soares seconded the**  
31          **motion.** No discussion. **Vote on the motion: 8-0-0.** The four waivers were  
32          granted.

33  
34          **D. Coons made a motion to grant the Conditional Use Permit per the**  
35          **recommendation of the Conservation Commission and staff. M. Soares**  
36          **seconded the motion.** No discussion. **Vote on the motion: 8-0-0.** The  
37          Conditional Use Permit was granted.

38  
39          **D. Coons made a motion to conditionally approve the subdivision with**  
40          **the following conditions:**

41  
42          "Applicant", herein, refers to the property owner, business owner, or  
43          organization submitting this application and to his/its agents, successors, and  
44          assigns.

45  
46          **PRECEDENT CONDITIONS**

47  
48          All of the precedent conditions below must be met by the applicant, at the  
49          expense of the applicant, prior to certification of the plans by the Planning

1 Board. Certification of the plans is required prior to commencement of any site  
2 work, any construction on the site or issuance of a building permit.

3  
4 1. The Applicant shall address the following on the cover sheet:

5 A. The Applicant shall provide the Owner's signature (for Insight  
6 Technology, Inc.) on this plan and all applicable sheets.

7 B. The Applicant indicates the NHDES Site Specific (AoT) application has  
8 been submitted on the project checklist. The Applicant shall obtain and  
9 provide all project permits in accordance with section 4.14 of the  
10 Subdivision Plan Regulations and note the permit approval information  
11 on the cover sheet.

12  
13 2. The Applicant's submitted utility clearance letter from Manchester Water  
14 includes comments requiring revisions to the previous design and the Applicant  
15 has included a response letter to Manchester Water for revisions. However, it  
16 is unclear if Manchester Water has agreed to the changes and will provide  
17 service since an updated letter from Manchester Water was not included with  
18 the submission. The Applicant shall obtain and provide a utility clearance letter  
19 from Manchester Water indicating service will be provided to the new lot per  
20 section 3.05 and 4.18.B of the Subdivision Plan Regulations.

21  
22 3. The project is located along a significant portion of Akira Way. The project  
23 plans indicate minor improvements at the proposed intersection only. The  
24 Applicant shall arrange a meeting with the Department of Public Works to  
25 discuss if additional offsite improvements may be necessary under this project.

26  
27 4. The Applicant shall verify the DRC comments of the Planning and Economic  
28 Development Department are adequately addressed with the Department. In  
29 addition, The Applicant shall verify the DRC comments of the Sewer Division  
30 are adequately addressed with the Division.

31  
32 5. The Applicant shall note all waivers granted on the plan.

33  
34 6. The Applicant shall provide a digital (electronic) copy of the complete final  
35 plan sent to the Town at the time of signature by the Board in accordance with  
36 Section 2.06.N of the regulations.

37  
38 7. The applicant shall provide a check for \$25 (made payable to the  
39 *Rockingham County Registry of Deeds*) to pay for the LCHIP tax that became  
40 effective on recording of all plans and documents at the registry on July 1,  
41 2008.

42 8. The applicant shall note all general and subsequent conditions on the plans  
43 **(must be on a sheet to be recorded, or a separate document to be**  
44 **recorded with the subdivision plans)**, per the new requirements of RSA  
45 676:3.

46  
47 9. Outside consultant's fees shall be paid within 30 days of approval of plan.

48  
49 10. Financial guaranty if necessary.

1  
2 11. Final engineering review  
3

4 **PLEASE NOTE -** Once these precedent conditions are met and the plans are  
5 certified the approval is considered final. If these conditions are not met within  
6 2 years to the day of the meeting at which the Planning Board grants  
7 conditional approval the board's approval will be considered to have lapsed and  
8 re-submission of the application will be required. See RSA 674:39 on vesting.  
9

10 **GENERAL AND SUBSEQUENT CONDITIONS**  
11

12 All of the conditions below are attached to this approval.  
13

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

35  
36 **M. Soares seconded the motion.** No discussion. **Vote on the motion: 8-**  
37 **0-0.** The plan was conditionally approved.  
38

39 **Public Hearings/Workshops/Conceptual Discussions**  
40

- 41 A. Ms. Darlene's Childcare and Nursery – 10 Kendall Pond Road, Map 6 Lot 47-1,  
42 Conceptual discussion of a proposed change of use from a religious facility  
43 (Jehovah's Witnesses Kingdom Hall) to a childcare facility.  
44

45 Darlene and James Cordaro of 11 Willow Street, Derry, have a Purchase and  
46 Sale Agreement in place on this property and are seeking to allow a childcare  
47 facility use on the AR-I parcel.

1  
2 A. Rugg asked for staff input.

3  
4 J. Trottier said staff will compare the previously approved site plan for the  
5 Jehovah's Witness Kingdom Hall with all infrastructure changes proposed by  
6 the applicant. C. May noted that the applicant will first need to seek approval  
7 from the Zoning Board for a change of use. If approved, the septic system  
8 would require upgrading to support the increase associated with a daycare.  
9 Existing parking exceeds what would be required for the proposed use, leaving  
10 room for a fenced-in play area as well as a drop-off/pick-up area. The Building  
11 Inspector has requested assurance that all requirements of the Americans with  
12 Disabilities Act can be met. A traffic study will be performed to illustrate the  
13 differences between the current and proposed uses. C. May then reviewed the  
14 proximity of the lot to the commercial uses along Route 102/Mammoth Road,  
15 identifying that only two residential lots lie between 6-47-1 and those other  
16 properties. Additionally, she pointed out that access from the lot's frontage  
17 along Mammoth Road is a future possibility (but would require a State permit).  
18 A. Garron stated that the proposal would be a good use of the site.

19  
20 A. Rugg asked for Board input.

21  
22 Hours of operation (6 AM to 6:30 PM) and the maximum number of children  
23 (80) were discussed. M. Soares noted that Kendall Pond Road has a history of  
24 higher volume traffic because of a past daycare in the area and South School  
25 further down the road. D. Coons expressed concern that traffic could still  
26 increase for the morning and evening rush hours, although it was noted that  
27 drop-offs & pick-ups are typically staggered. M. Soares encouraged the  
28 applicant to approach the abutting property owners about the proposal. There  
29 were no further concerns or suggestions from the Board.

30  
31 B. The Coach Stop Restaurant – 176 Mammoth Road, Map 6 Lot 72-1- Conceptual  
32 discussion of a proposed deck addition.

33  
34 Coach Stop Restaurant owner Steve McDonough explained that the Zoning  
35 Board granted a variance for this proposal in the fall of 2011 to address a  
36 setback issue. Since then, he has continued to consult with the Building  
37 Inspector, the Fire Department, and more recently the Town Planner. He will  
38 bring the proposal to the Heritage Commission at their March 22 meeting. The  
39 intent is not to increase the overall seating capacity of the restaurant but to  
40 simply have the flexibility to reconfigure the existing capacity on a seasonal  
41 basis (e.g. increase capacity in the tavern on the second floor and remove that  
42 seating elsewhere). Additionally, the office on the third floor would be moved  
43 beneath the deck (see Attachments #1 and #2)

44  
45 A. Rugg asked for staff input.

46  
47 J. Trottier said he will request two outstanding issues from the previously  
48 approved site plan, landscaping requirements and a cut through from Old  
49 Buttrick Road, be addressed through this project should it move forward.  
50 Other than the potential loss of open space that would prompt a minor

1 engineering review of the drainage, C. May offered that the other proposed  
2 changes could be addressed in an administrative review by staff, should the  
3 Board allow it. The consensus of the Board was to allow the minor site plan to  
4 be handled administratively by staff.  
5

6 C. Route 28 Western Corridor Impact Fee program.  
7

8 At the February 8, 2012 meeting, A. Garron provided a presentation on an  
9 update to the impact fee methodology for the Western Segment of the NH  
10 Route 28 Corridor impact fee (see February 8 minutes). Town legal counsel  
11 has advised staff that State owned roadway segments should be removed from  
12 traffic impact programs in order to be consistent with current State law. Those  
13 portions of the State roadways that intersect with local roads would remain  
14 part of the program. He reviewed the travel demand forecast for the  
15 development areas (see Attachment #3). With the possible addition of 3,962  
16 PM peak hour trips to the corridor, the revised impact fee for the developer's  
17 share of improvements would be \$1,059 per PM peak hour trip.  
18

19 A. Rugg asked for Board input.  
20

21 L. Wiles asked if any developers could be seeking for a refund for past projects  
22 if and when the fee structure changes. A. Garron replied that since the current  
23 fee structure was approved by the Board in March of 2011, no projects have  
24 been assessed under it. Those like the Londonderry Freezer Warehouse  
25 project that were assessed under the previous fee structure are not likely to  
26 request a refund because the previous and proposed fees are comparable,  
27 even though the old fees do include State owned roadway segments.  
28

29 A. Rugg asked for public input. There was none.  
30

31 **M. Soares made a motion to recommend approval of the update to the**  
32 **NH Route 28 - Western Segment Impact Fee Methodology to the Town**  
33 **Council. L. Wiles seconded the motion. No discussion. Vote on the**  
34 **motion: 8-0-0.**  
35

36 D. Rt. 102 Upper, Central, and Lower Corridor Impact Fee Discussion  
37

38 A. Garron explained that the Route 102 Corridor is comprised of three  
39 segments; Upper (between I-93 and the Derry town line), Central (between I-  
40 93 and Route 128), and Lower (between Route 128 and the Hudson town line).  
41 Town legal counsel has advised staff that State owned roadway segments  
42 should be removed from traffic impact programs in order to be consistent with  
43 current State law. Those portions of the State roadways that intersect with  
44 local roads would remain part of the program. He then reviewed the  
45 anticipated improvements to each section (see Attachment #4), noting two  
46 changes in the Central corridor. The "Meadow Drive/Connector" improvement  
47 will now constitute the realignment of Meadow Road and the addition of a  
48 traffic light as opposed to connecting Meadow Drive to Buttrick Road with a  
49 four way intersection and traffic light. The latter is no longer deemed feasible.  
50 The "NH 128" intersection will be removed entirely as it is an intersection of



1 two State roads and a town impact fee will no longer be collected. Staff will  
2 evaluate each segment and return with a proposed course of action. It will  
3 take longer to review when compared to the assessment of the Route 28  
4 Impact Fee Program because an updated traffic study is not available. Funds  
5 will be needed to hire a consultant and prepare such a study, although A.  
6 Garron said it could be done in segments or even specific intersections.  
7 Information for some intersections already exists.  
8

9 Ann Chiampa, 28 Wedgewood Drive, asked when a study of the Central  
10 Corridor might be done and how it would interact with the proposed Woodmont  
11 Commons project. A. Garron said it would be the first corridor to be analyzed,  
12 precisely because of that amount of impact that project would bring. The  
13 timing of the analysis, however, is unknown at this point.  
14

15 **Other Business**

16  
17 There was no other business.  
18

19 **Adjournment:**

20  
21 **R. Brideau made a motion to adjourn the meeting. L. Wiles seconded the**  
22 **motion. Vote on the motion: 8-0-0.** The meeting adjourned at 8:52 PM.  
23

24 These minutes prepared by Jaye Trottier and Libby Canuel, Community  
25 Development Department Secretaries.  
26

27 Respectfully Submitted,  
28  
29

30  
31 Lynn Wiles, Secretary



RIGHT SIDE



REAR SIDE ELEVATION

**PLAN REFERENCES:**

- 1. "SUBDIVISION PLAN" LONGSADDERY, N.H. 706 SEVENTY-SIX, INC. 3 WILLIAM OWENS HOUSE, N.H. SITE 128 BY KORNBLI CHANGE CO. INC. SCALE 1" = 20' DATED 6-2-84, REV. 10-5-84
- 2. STATE OF NEW HAMPSHIRE DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS "PLANS OF PROPOSED FEDERAL TRANSITION QUARTER PROJECT, HIGH HAZARD LOCATION" PROJECT # 70F-037-1(D) 8H PROJECT NO. P-2872
- 3. "LOT CONSOLIDATION PLAN, HOMESTEAD RESTAURANT, TAX MAP 6, LOT 72-1, IN LONGSADDERY, NEW HAMPSHIRE, PREPARED FOR BOND HOSPITALITY, LTD." SCALE 1"=20'. DATE JULY 16, 2005, BY BENCHMARK ENGINEERING, INC.

**DEED REFERENCE:**

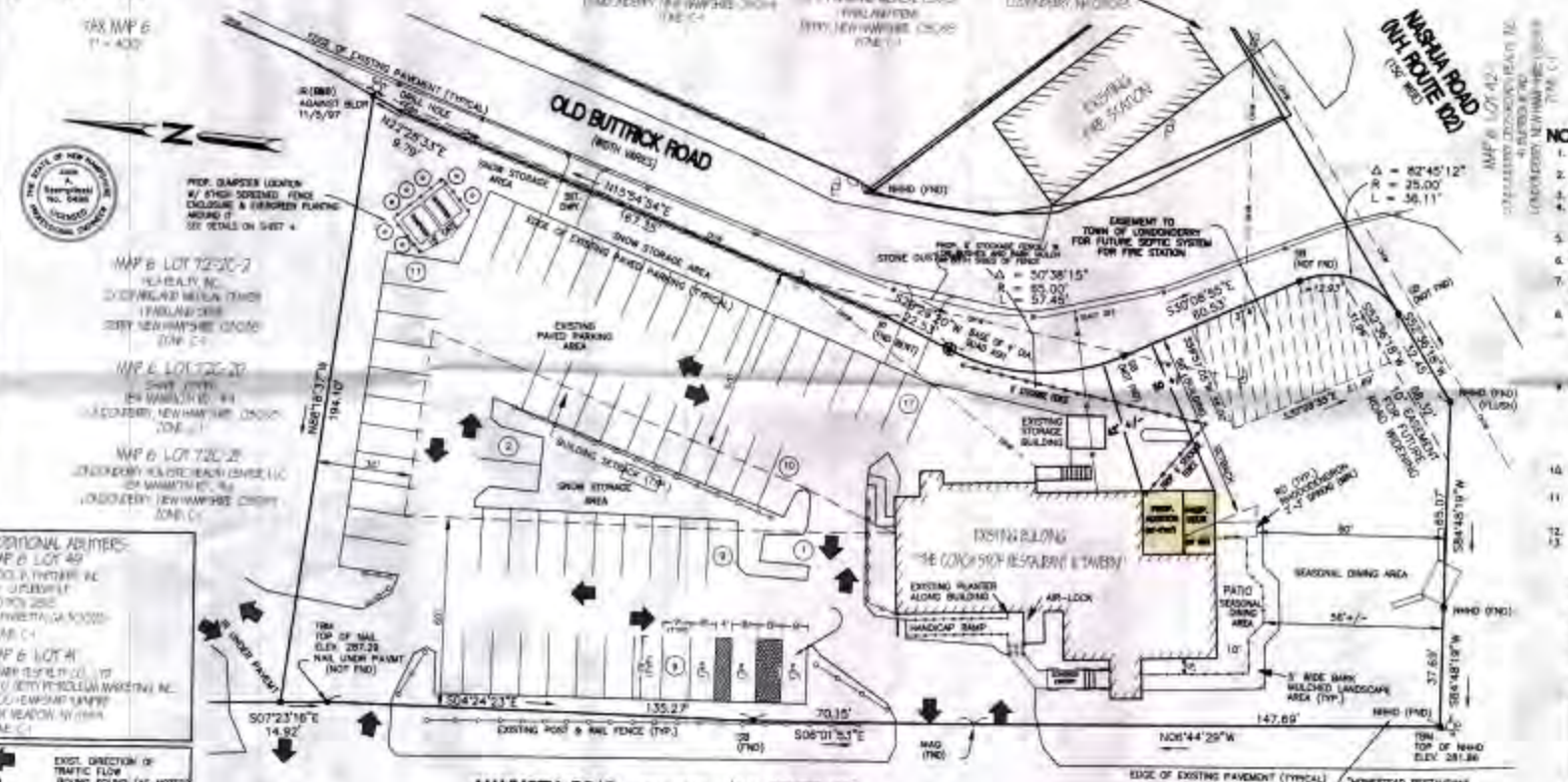
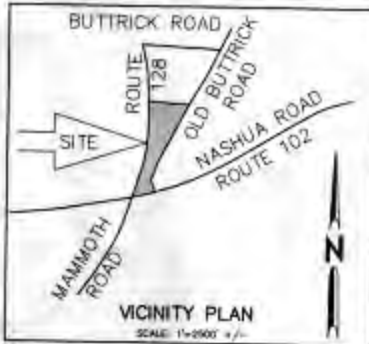
N.H.S.D. BOOK 3104 PAGE 302  
N.H.S.D. BOOK 4649 PAGE 2334

**PLANNING BOARD WAIVES:**

- 1. SECTION 2.00(3)(3) 80% SOILS PLANS & PROFILES
  - 2. SECTION 4.10 BUILDING REQUIREMENTS
  - 3. SECTION 4.16 SUBMITTAL PLAN
  - 4. SECTION 4.17 TRAFFIC IMPACT ANALYSIS
  - 5. SECTION 4.18 NEW UTILITY CLOSURE LETTERS
  - 6. SECTION 4.12(B) AND (C) ERROR OF CLOSURE & SURVEYOR'S STAMP
- THE ABOVE WAIVERS WERE GRANTED BY THE ADMINSTRATIVE REVIEW COMMITTEE ON 03/14/2012.

**NOTES:**

- 1) IF DURING CONSTRUCTION IT BECOMES APPARENT THAT DEFICIENCIES EXIST IN THE APPROVED DESIGN DRAWINGS, THE CONTRACTOR SHALL BE REQUIRED TO CORRECT THE DEFICIENCIES TO MEET THE REQUIREMENTS OF THE REGULATIONS AT NO EXPENSE TO THE TOWN.
- 2) IF DURING CONSTRUCTION IT BECOMES APPARENT THAT ADDITIONAL DROVEN CONTROL MEASURES ARE REQUIRED TO STOP ANY BROOKS ON THE CONSTRUCTION SITE DUE TO ACTUAL SITE CONDITIONS, THE OWNER SHALL BE REQUIRED TO INSTALL THE NECESSARY DROVEN PROTECTION AT NO EXPENSE TO THE TOWN OF LONGSADDERY.
- 3) ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL CONFORM TO THE TOWN OF LONGSADDERY SITE PLAN REGULATIONS AND THE LATEST EDITION OF THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
- 4) IN ACCORDANCE WITH SECTION 6.01 OF THE LONGSADDERY SITE PLAN REGULATIONS AND RSA 676:13, ALL IMPROVEMENTS SPECIFIED ON THESE SITE PLANS SHALL BE CONSTRUCTED, COMPLETED, INSPECTED AND APPROVED BY THE TOWN OF LONGSADDERY PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.



- MAP 6 LOT 72-2-2  
HEABLY, INC.  
EXINGTON, NH (TOWN)  
1 PARADISE DRIVE  
JEFFERSON, NEW HAMPSHIRE 03055  
ZONE C-1
- MAP 6 LOT 72-2-2  
SHEPHERD, ERIC  
18 WASHINGTON ST. #4  
LONGSADDERY, NEW HAMPSHIRE 03055  
ZONE C-1
- MAP 6 LOT 72-2-2  
LONGSADDERY REAL ESTATE GROUP, LLC  
20 WASHINGTON ST. #4  
LONGSADDERY, NEW HAMPSHIRE 03055  
ZONE C-1

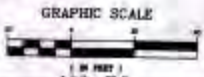
- ADDITIONAL ADJACENTS:  
MAP 6 LOT 49  
1003 S. WINDYBROOK RD.  
LONGSADDERY, NH 03055  
ZONE C-1
- MAP 6 LOT 41  
1003 S. WINDYBROOK RD.  
LONGSADDERY, NH 03055  
ZONE C-1

- EXIST. DIRECTION OF TRAFFIC FLOW
- BOUND FOUND (AS NOTED)
- MONUMENT FOUND (AS NOTED)
- OR (TYP) SOAK BOUND TO BE SET
- OR (TYP) IRON PIPE BOUND TO BE SET
- EXISTING UTILITY POLE
- EXISTING FIRE HYDRANT
- STONE WALL
- EXISTING FENCE
- POST & RAIL FENCE (EXISTING)
- EDGE OF EXISTING PAVEMENT
- APPROXIMATE LOCATION OF LOT & PLANNING

**BENCHMARK**

BM 167 "20 167+44 LL 174" Chrsled D in Ledger Cutcrop"  
Elev. 288.74  
Per State of New Hampshire, Department of Public Works & Highways  
RIGHT-OF-WAY Plans of Proposed Federal Transition Quarter Project  
High Hazard Location TOP-037-01(1)

#	DATE	DESCRIPTION	BY



MAP 6 LOT 41  
WINDYBROOK REAL ESTATE GROUP, LLC  
1003 S. WINDYBROOK RD.  
LONGSADDERY, NH 03055  
ZONE C-1

**SHEET INDEX**

SHEET 1	- EXISTING CONDITIONS PLAN
SHEET 2	- SITE PLAN
SHEET 3	- TOPOGRAPHIC PLAN
SHEET 4	- SUBSTRUCTURE DETAILS

APPROVED BY THE TOWN OF LONGSADDERY, N.H.  
PLANNING BOARD ON: \_\_\_\_\_  
CERTIFIED BY: \_\_\_\_\_  
CHAIRMAN: \_\_\_\_\_ DATE: \_\_\_\_\_  
SECRETARY: \_\_\_\_\_ DATE: \_\_\_\_\_

- NOTES**
- The purpose of this Plan is to add a dining area and a deck on the southwestern corner of said Coach Stop Restaurant & Tavern building. No additional seating area and drive eating is proposed. The TOTAL NUMBER OF SEATS CURRENTLY IS AND WILL REMAIN AT 165.
  - There are 51,012 sq. ft. or 1.171 Acres.
  - Boundary & existing site conditions shown herein are based on an actual field survey by this office in 1997 (updated visually in April 2006 and September 2011).
  - This site is serviced by Pennacook Water Works (off-site water supply) and an individual on-site septic system.
  - All septic system construction approved in 1994/47-A. There are no changes in septic system loading proposed with this plan.
  - The subject property is located outside 100-year flood hazard area as shown on Flood Insurance Rate Map for Town of Londonderry, Community Flood 330134 (00078) dated November 5, 1990.
  - Zoning Classification: C-1  
Minimum front setback: 60'  
Minimum side and rear setbacks: 30'  
Minimum lot size required: 1.0 Acres  
Lot size provided: 1.171 Acres  
Minimum frontage required: 100'  
Frontage provided: 796.16'
  - Parking Calculations:  
Lounge: 30 seats @ 1 space per 8 seats = 12  
Restaurant: 130 seats @ 1 space per 3 seats = 43  
Employees: 4 @ 1 space per 3 employees = 5  
TOTAL NUMBER OF SPACES REQUIRED = 59  
EXISTING HANDICAPPED SPACES = 3  
(in addition to above)
  - Green Area:  
Size x 51,012 sq. ft. = 17,294 sq. ft. (33.3%) required  
17,249 sq. ft. (33.6%) provided
  - Building coverage:  
20% x 51,012 sq. ft. = 10,202 sq. ft. allowed  
4,255 sq. ft. (9.3%) provided (see sheet)
  - Total number of seats = 165 (existing), 165 (proposed)
  - Proposed Utilization:  
a) 5/16/72-4  
b) 12/22/73-2  
c) 7/24/82-3  
d) 7/25/88-3  
e) 11/21/89-1  
f) 11/21/89-2  
g) 11/21/89-3  
h) 11/21/89-4  
i) 3/16/97-6  
j) 6/10/2004-4  
Detach restaurant in residential zone (detached)  
Reduce parking requirements (detached).  
Building setbacks (detached).  
Building setbacks (detached).  
Detached.  
Parking setbacks (detached).  
Parking setbacks (detached).  
Setbacks (detached).  
To construct parking within ROW and setbacks to construct parking within ROW and setbacks

PLEASE SEE THE ACTUAL VARIANTS FOR RESTRICTIONS

**OWNER OF RECORD:**  
BOND BUILDING HOSPITALITY, LTD.

**SITE PLAN**  
**THE COACH STOP**  
**RESTAURANT AND TAVERN**  
TAX MAP 6 LOT 72-1  
LONGSADDERY, NEW HAMPSHIRE

**BOND BUILDING HOSPITALITY, LTD.**  
172 MAMMOTH ROAD  
LONGSADDERY, NH 03053  
ROAD BOOK 4649, PAGE 2334

OWNED/  
PREPARED FOR: \_\_\_\_\_  
Scale 1" = 20' SEPTEMBER 26, 2011 Sheet # of #

**BENCHMARK ENGINEERING, INC.**  
Geographic Information Systems  
172 MAMMOTH ROAD  
LONGSADDERY, NEW HAMPSHIRE 03055  
Tel: 603-251-2200  
Fax: 603-251-3700

# **NH Route 28 – Western Segment: Impact Fee Methodology Update**

## **Planning Board Public Hearing**

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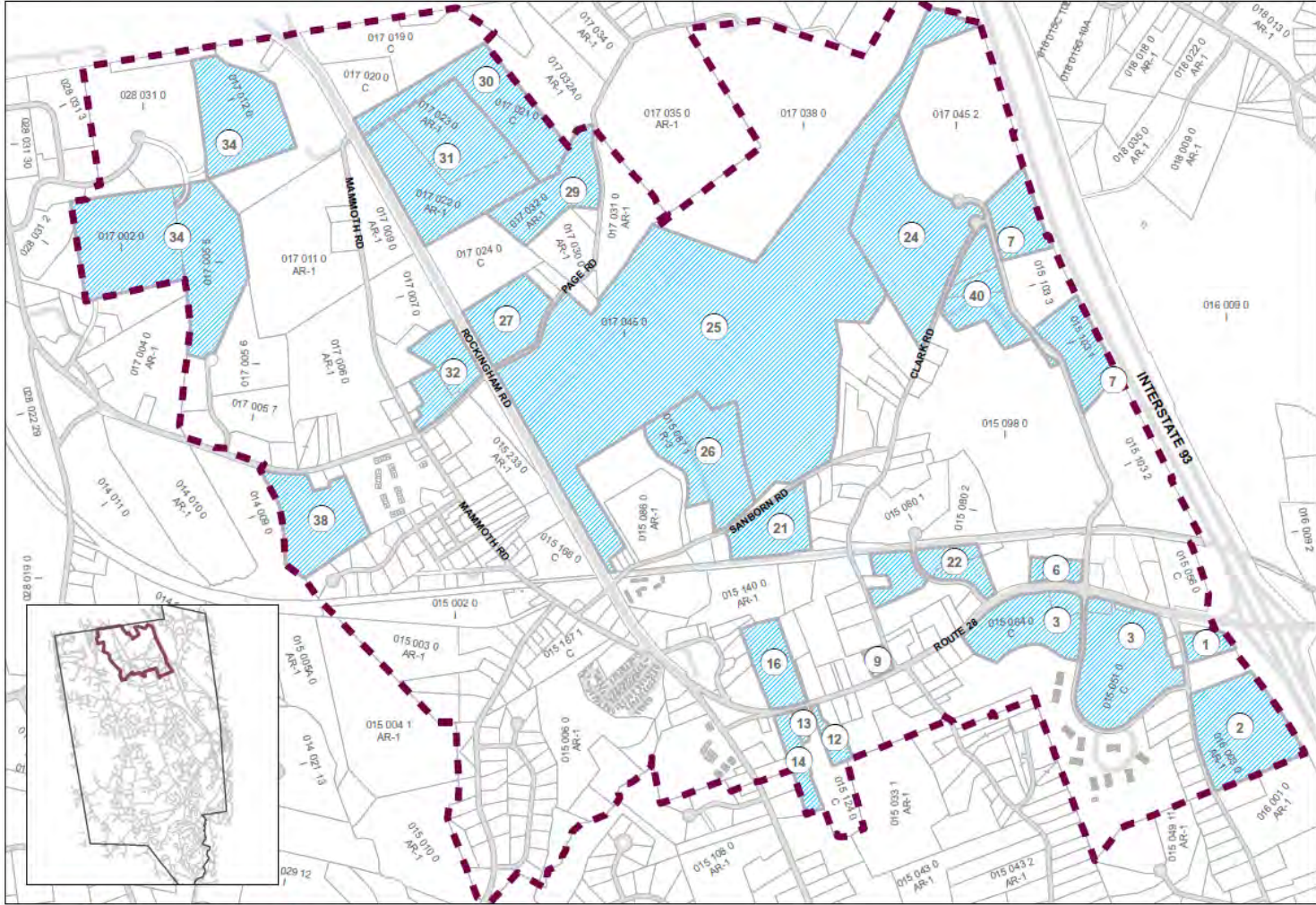
**March 14, 2012**

# Basis of Impact Fee Update

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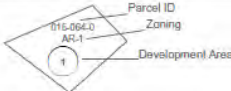
- Planning Board updated its Rt.28 Western Segment Impact fee program in March 2011
  - At the advice of legal counsel, state owned roadway segments will be removed from Londonderry's traffic impact programs
  - Local roadways intersecting with State Roadway will remain.
-

# Development Areas



- Study Area
- Development 2010
- Parcels
- Roads

Town of Londonderry, NH  
 NH Route 28  
 Corridor Study 2010



Dev Area #	Lot Size	Devl Acres	Current Use	Zoning	Future Land Use	Poten Units	Poten Area (SF)	Total PM Trips	PM In Trips	PM Out Trips	Total New PM Trips	PM New In Trips	PM New Out Trips
2	25	18.75	Single Family	AR-I	Single Family	25		25	16	9	25	16	9
3	46.86	46.86	Vacant	MUC	Big Box Retail, Shopping Center, Restaurant		60,000 Shp Ctr; 6,000 Restrnt; 205,000 Big Box	1464	723	739	1102	543	557
6	4.07	4.07	Vacant	POD/C-II	Specialty Retail		26593	72	32	40	54	24	30
7	23.237	23.237	Vacant	I-I	Light Industrial, General Office		196,500 Indus, 65,500 Office	343	49	294	343	49	294
9	1.74	1.74	Single Family	POD/C-II	Specialty Retail		11369	31	14	17	23	10	13
12	3.2	3.2	Single Family	POD/C-II	Specialty Retail		20909	57	25	32	42	19	24
13	1	1	Single Family	POD/C-II	Specialty Retail		6534	18	8	10	13	6	7
14	6.1	3.05	Single Family	POD/C-II	Specialty Retail		19929	54	24	30	41	18	23
16	10	5	Single Family	POD/C-I	Shopping Center		32670	301	147	153	198	97	101
21	13.67	9.08	Vacant	R-III	Elderly Housing	60		10	6	4	10	6	4
22	13.245	13.245	Vacant	C-II, POD/C-II	Light Industrial		80000	78	9	68	78	9	68
24	12	10.2	Vacant	I-I	Light Industrial		100000	97	12	85	97	12	85
25	212.495	124.5	Vacant	I-I	Industrial Park		730000	628	132	496	628	132	496
26	25.4	21.59	Vacant	R-III	Condominium	130		68	45	22	68	45	22
27	13.87	11.1	Vacant	C-II	Office Park		72501	194	27	167	194	27	167
29	13.25	11.26	Vacant	AR-I	Single Family	11		11	7	4	11	7	4
30	27	22.95	Vacant	C-II	Light Industrial		149955	146	17	128	146	17	128
31	23	19.55	Vacant	AR-I	Single Family	20		20	13	7	20	13	7
32	12.32	10.47	Vacant	C-II	Light Industrial		68424	66	8	58	66	8	58
34	81.556	81.556	Vacant	I-I, I-II	Light Industrial		691238	671	80	590	671	80	590
38	18.3	15.56	Vacant	AR-I	Single Family	16		16	10	6	16	10	6
40	14.3	14.3	Single Family	AR-I	Light Industrial		120000	116	14	102	116	14	102
								<b>4485</b>	<b>1417</b>	<b>3062</b>	<b>3962</b>	<b>1161</b>	<b>2796</b>



# Travel Demand Forecast

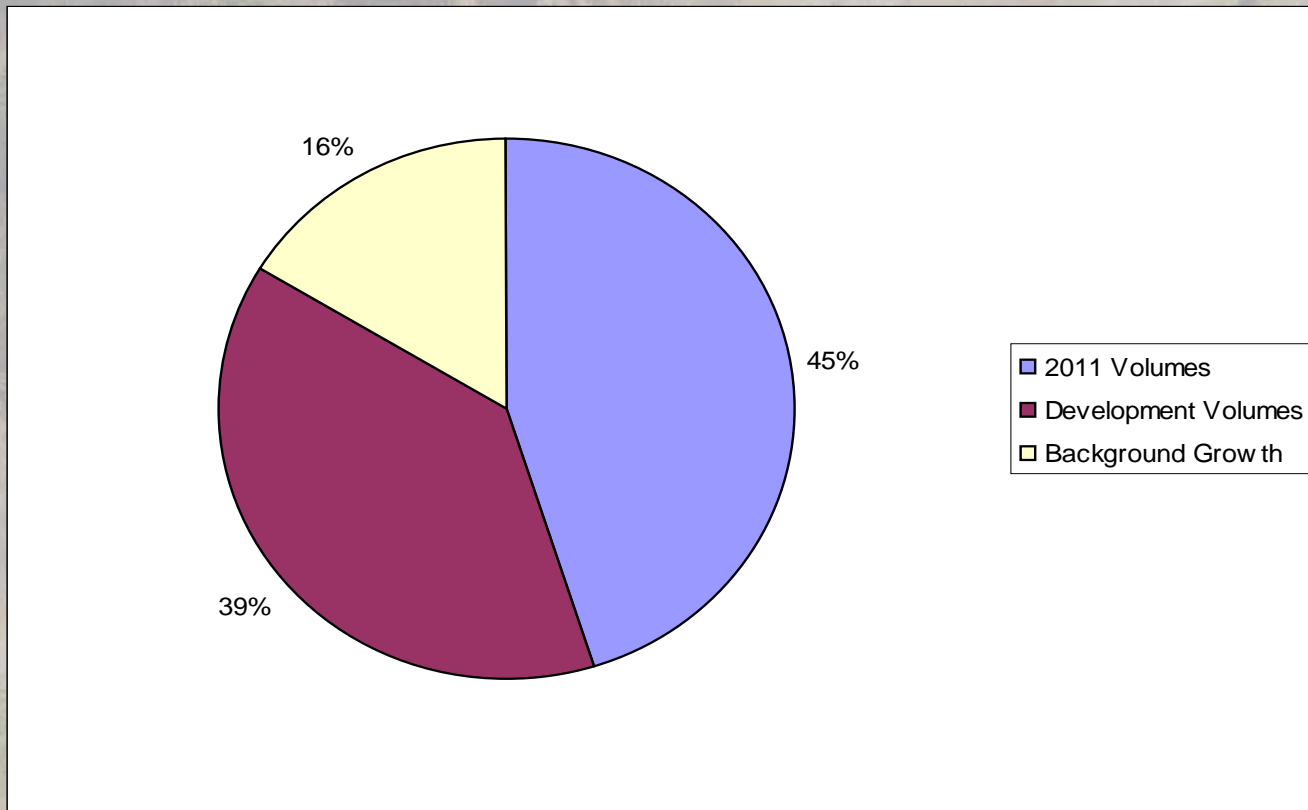
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- Existing Trips
    - Base Year (2011) from Stantec Study
  - Development Area Trips
    - Future land use consistent with existing zoning
    - Floor area for commercial and industrial parcels @ 15% of the developable area.
    - For residential parcels: 1 unit per acre of the developable area, with 25% bonus added to parcels suited for workforce housing development.
    - Standardized trip generation rates and equations from ITE (8th Edition) applied to all future developments. (Next Slide)
  - Background Growth Rate of 1%
  - Trip Distribution per Stantec Study
-

# Horizon Year (2021) Traffic

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Figure 1—Composition of 2021 PM Peak Hour Traffic



# Cost Sharing Method

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- Corridor Cost Improvements = \$10.7 Million (2012 Dollars)
  - Cost Share Breakdown:
    - NHDOT/Town of Londonderry: 61% (\$6.6 Million)
    - Development: 39% (\$4.1 Million)
  - Average of 20 trips per year from outside corridor included in calculations
  - Recommend a 3.5% cost/fee escalation for each year beyond 2011
-

# Corridor Improvement Costs

	2010 Dollars	2011 Dollars*	2012 Dollars*	2013 Dollars*	2014 Dollars*	2015 Dollars*
<b>Major Intersections</b>						
Rockingham Road at Page Road	\$1,650,000	\$1,708,000	\$1,768,000	\$1,830,000	\$1,894,000	\$1,960,000
Rockingham Road at Sanborn Road	\$1,777,000	\$1,840,000	\$1,904,000	\$1,971,000	\$2,040,000	\$2,111,000
Rockingham Road at Old Mammoth Road	\$2,318,000	\$2,400,000	\$2,484,000	\$2,571,000	\$2,660,000	\$2,754,000
Rockingham Road at Mammoth Road (Route 128)	\$2,424,000	\$2,509,000	\$2,597,000	\$2,688,000	\$2,782,000	\$2,879,000
Rockingham Road at Clark Road and Noyes Road	\$1,373,000	\$1,422,000	\$1,471,000	\$1,523,000	\$1,576,000	\$1,631,000
Rockingham Road at Symmes Drive and Vista Ridge Road	\$1,979,000	\$2,049,000	\$2,120,000	\$2,195,000	\$2,271,000	\$2,351,000
Rockingham Road at Perkins Road	\$948,000	\$982,000	\$1,016,000	\$1,052,000	\$1,088,000	\$1,126,000
Rockingham Road at 1-93 Exit 5	\$1,226,000	\$1,269,000	\$1,314,000	\$1,360,000	\$1,407,000	\$1,457,000
<b>Roadway Segments</b>						
Road Segment Between Page Road and Sanborn Road	\$1,308,000	\$1,354,000	\$1,402,000	\$1,451,000	\$1,501,000	\$1,554,000
Road Segment Between Sanborn Road and Old Mammoth Road	\$600,000	\$632,000	\$654,000	\$677,000	\$700,000	\$725,000
Road Segment Between Old Mammoth Road and Mammoth Road (Rt. 128)	\$902,800	\$935,000	\$968,000	\$1,001,000	\$1,036,000	\$1,073,000
Road Segment Between Mammoth Road (Rt. 128) and Clark/Noyes Road	\$1,471,000	\$1,523,000	\$1,576,000	\$1,631,000	\$1,689,000	\$1,748,000
Road Segment Between Clark/Noyes and Symmes Drive/Vista Ridge Road	\$1,914,000	\$1,981,000	\$2,051,000	\$2,123,000	\$2,197,000	\$2,274,000
<b>Roadway Corridors</b>						
Rockingham Road from Page Road to Symmes Drive	\$15,747,800	\$16,299,000	\$16,870,000	\$17,460,000	\$18,071,000	\$18,704,000
Rockingham Road from Symmes Drive to 1-93 Exit 5	\$4,153,000	\$4,299,000	\$4,449,000	\$4,605,000	\$4,766,000	\$4,933,000
<b>TOTAL</b>	<b>\$19,900,800</b>	<b>\$20,598,000</b>	<b>\$21,319,000</b>	<b>\$22,065,000</b>	<b>\$22,837,000</b>	<b>\$23,636,000</b>

\* Escalation of construction estimate was calculated using a rate of 3.5% per year

Notes:

1. Costs presented herein do not include costs associated with Right of Way/easement acquisition.
2. Costs presented herein do not include upgrades to the existing water and sewer system.

# 2012 Corridor Improvement Costs revised

	2010 Dollars*	2011 Dollars*	2012 Dollars*	2013 Dollars*	2014 Dollars*	2015 Dollars*
<b>Major Intersections</b>						
Rockingham Road at Page	\$1,650,000	\$1,708,000	\$1,768,000	\$1,830,000	\$1,894,000	\$1,960,000
Rockingham Road at Sanborn	\$1,777,000	\$1,840,000	\$1,904,000	\$1,971,000	\$2,040,000	\$2,111,000
Rockingham Road at Old Mammoth	\$2,318,000	\$2,400,000	\$2,484,000	\$2,571,000	\$2,660,000	\$2,754,000
Rockingham Road at Clark Road and Noyes Road	\$1,373,000	\$1,422,000	\$1,471,000	\$1,523,000	\$1,576,000	\$1,631,000
Rockingham Road at Symmes Drive and Vista Ridge Road	\$1,979,000	\$2,049,000	\$2,120,000	\$2,195,000	\$2,271,000	\$2,351,000
Rockingham Road at Perkins Road	\$948,000	\$982,000	\$1,016,000	\$1,052,000	\$1,088,000	\$1,126,000
<b>Total:</b>	<b>\$10,045,000</b>	<b>\$10,401,000</b>	<b>\$10,763,000</b>	<b>\$11,142,000</b>	<b>\$11,529,000</b>	<b>\$11,933,000</b>

\* Escalation of construction estimate was calculated using a rate of 3.5% per year

Note(s):

1. cost presented herein do not include costs associated with Right of way/easement acquisition
2. Costs presented herein do not include upgrades to the existing water and sewer system

# 2012 Corridor Improvement Costs

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Item	Basis	Cost*
Total Project Cost	Improvements per 2011 Study	\$10,763,000
Public Share	Background Growth (61%)	\$6,565,430
Developer Share	Development Area Trips (39%)	\$4,197,570
<b>2012 Trip Calc.</b>		
2012 Trip Calc.	Total New PM Peak Hr. Trips	3,962
Revised Impact Fee*		<b>\$1,059</b>

\* 2012 figure adjusted by 3.5%

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# Proposed New Rt. 28 Western Segment Impact Fee (per new PM Peak Hour Trip)

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Old Fee Schedule

<b>2012</b>	Impact Fee	<b>\$1,189</b>
<b>2013</b>	Impact Fee	<b>\$1,836</b>
<b>2014</b>	Impact Fee	<b>\$2,118</b>
<b>2015</b>	Impact Fee	<b>\$2,181</b>
<b>2016</b>	Impact Fee	<b>\$2,202</b>
<b>2017</b>	Impact Fee	<b>\$2,313</b>

New Fee Schedule

<b>2012</b>	Impact Fee	<b>\$1,059</b>
<b>2013</b>	Impact Fee	<b>\$1,096</b>
<b>2014</b>	Impact Fee	<b>\$1,134</b>
<b>2015</b>	Impact Fee	<b>\$1,174</b>
<b>2016</b>	Impact Fee	<b>\$1,215</b>
<b>2017</b>	Impact Fee	<b>\$1,258</b>

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# **NH Route 102 Corridor – Impact Fee Methodology Update**

## **Planning Board Update**

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**March 14, 2012**

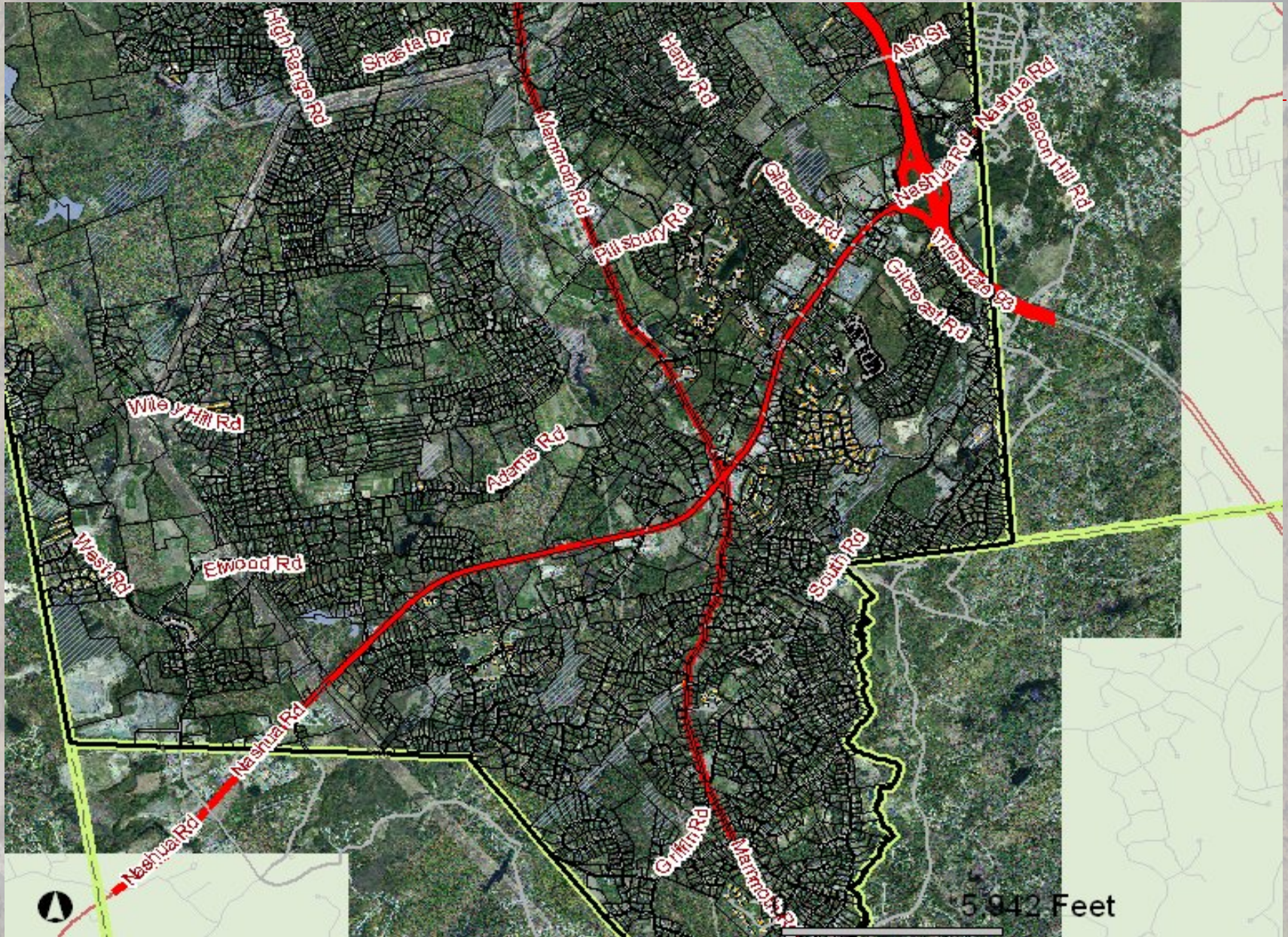


# Basis of Impact Fee Update

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- Rt. 102 Corridor Impact Fee program encompasses:
    - Upper
    - Central
    - Lower
  - At the advice of legal counsel, state owned roadway segments will be removed from Londonderry's traffic impact programs
  - Local roadways intersecting with State Roadway will remain.
-

# Rt.102-Upper, Central & Lower



# Improvement Area Summary-Upper

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Segment	Description
	<b>NH 102 Upper Roadway Segments</b>
A	Londonderry/Derry Town Line to Action BLVD
	<b>NH 102 Lower Corridor Intersections</b>
Intersection	Action BLVD

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# Improvement Area Summary-Central

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Segment	Description
<b>NH 102 Central Corridor Roadway Segments</b>	
Segment 1	193 southbound ramp to Hampton drive
Segment 2	Hampton Drive to Gilcreast Road
Segment 3	Gilcreast Road to Orchard View Drive
Segment 4	Orchard View Drive to Winding Pond Road
Segment 5	Winding Pond Road to Buttrick Road/McAllister Drive
Segment 6	Buttrick Road/McAllister Drive to Meadow Drive
Segment 7	Meadow Drive to Mohawk Drive
Segment 8	Mohawk Drive to NH 128
<b>NH 102 Central Corridor Intersections</b>	
Intersection A	Hampton Drive/Garden Lane
Intersection B	Gilcreast Road
Intersection C	Orchard View Drive
Intersection D	Winding Pond Road
Intersection E	Buttrick Road/McAllister Drive
Intersection F	Meadow Drive/Connector
Intersection G	Mohawk Drive
Intersection H	NH 128

# Improvement Area Summary-Lower

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Segment

Description

## **NH 102 Lower Roadway Segments**

A

West of Avery Road

B

Avery Road to High Range Road/Old Nashua Road

C

High Range Road/Old Nashua Road to Parmenter

D

Parmenter Road to Acropolis Road

E

Acropolis Road to Old Nashua/Young Road

F

Old Nashua/Young Road to Young Road

G

Young Road to Rt.128

## **NH 102 Lower Corridor Intersections**

Intersection 3

Parmenter Road

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# Conclusion

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- Staff will re-evaluate each segment of the Rt. 102 Corridor
  - Return with recommendation on a course of action
  - Will need more time for evaluation
  - Questions
-