

1 **LONDONDERRY, NH PLANNING BOARD**  
 2 **MINUTES OF THE MEETING OF JANUARY 26, 2011 AT THE MOOSE HILL**  
 3 **COUNCIL CHAMBERS**  
 4

5 Members Present: Art Rugg; Mary Soares; Charles Tilgner, P.E.; Lynn Wiles; Rick  
 6 Brideau, CNHA, Ex-Officio; John Farrell, Ex-Officio (9:50PM); George Herrmann,  
 7 Ex-Officio; Leitha Reilly, alternate member  
 8

9 Also Present: André Garron, AICP; Tim Thompson, AICP; John Trottier, P.E.;  
 10 Cathy Dirsas, Planning Division Secretary  
 11

12 A. Rugg called the meeting to order at 7 PM. A. Rugg appointed L. Reilly to vote  
 13 for L. El-Azem.  
 14

15 **Administrative Board Work**  
 16

17 A. Shelburne Plastics – Change of Use  
 18

19 T. Thompson referenced a letter from Michael O'Donnell, TF Moran,  
 20 requesting the Planning Board allow a change of use to be reviewed  
 21 administratively by staff, and that minor site modifications would be  
 22 forthcoming in a Minor Site Plan in the near term. The company wants to be  
 23 able to begin work to the interior of the building concurrently with getting  
 24 minor site plan approval for the site work.  
 25

26 Dennis Chiveau, Shelburne Plastics, gave the Board an overview of their  
 27 company. He said that they produce bottles, including bottles for Stonyfield  
 28 Farm.  
 29

30 A. Garron said that staff is very pleased that Shelburne Plastics has chosen to  
 31 relocate to Londonderry, to a vacant building. D. Chiveau said they are  
 32 currently located on Perimeter Road, but they need a better layout and more  
 33 space to grow their business.  
 34

35 **M. Soars made a motion to allow the change of use to be reviewed**  
 36 **administratively by staff. L. Wiles seconded the motion.** No discussion.  
 37 **Vote on the motion: 7-0-0.**  
 38

39 B. Market Basket – Illumination Plan Revisions  
 40

41 T. Thompson said that Market Basket made a minor change to their site plan  
 42 related to the lighting near the front of the building .  
 43

44 J. Trottier said there are no increase in the levels of light in the parking lot.  
 45 He also asked the Board if they would allow staff to handle this  
 46 administratively.  
 47

48 The Board agreed to have staff review the changes administratively.  
 49

1 [ G. Herrmann left the room ]

2

3 C. Approval & Signing of Minutes – December 1 & 8

4

5 **M. Soares made a motion to approve and sign the minutes from the**  
 6 **December 1 and December 8 meetings. L. Wiles seconded the motion.**  
 7 No discussion. **Vote on the motion: 5-0-1.** (L. Reilly abstained because she  
 8 was absent at both meetings).

9

10 Minutes for December 1 and December 8 are approved and will be signed at  
 11 the conclusion of the meeting.

12

13 D. Regional Impact Determinations

14

15 T. Thompson stated that Tammy M. Verani 2004 Revocable Trust is proposing  
 16 a 5 lot subdivision on Map 17, Lot 34 and RHP Investments LLC is proposing  
 17 a Site Plan for a change of use (fire station to office/storage) on Map 6, Lot  
 18 33A. He said that staff recommends these projects are not developments of  
 19 regional impact, as they do not meet any of the regional impact guidelines  
 20 suggested by Southern NH Planning Commission (SNHPC).

21

22 **M. Soares made a motion to accept staff recommendations that these**  
 23 **projects are determined not to be of regional impact under RSA**  
 24 **36:56. L. Wiles seconded the motion. No discussion. Vote on the**  
 25 **motion: 6-0-0.**

26

27 E. Discussions with Town Staff

28

29 A. Garron said he attended the annual Metro Center leadership forum. He  
 30 explained that the initiative is to help recruit businesses and facilitating  
 31 information out within the region on different types of programs that can help  
 32 with economic development efforts. The Metro Center collaborators are the  
 33 Chamber of Commerce, Southern NH Planning Commission (SNHPC) and the  
 34 Department of Resources and Economic Development. They will be launching  
 35 a marketing website which would be a site selector clearing house, with  
 36 information on each one of the 13 communities that make up the SNHPC. It  
 37 will have fact sheets, interactive maps and lots of information and programs  
 38 that will help developers and businesses looking to locate in Londonderry.  
 39 SNHPC also gave an overview of the regional economic development plan  
 40 that they have developed over the last year. They gave him a draft to review  
 41 and submit comments and he offered to give the Board a copy of the draft so  
 42 that they can give him their comments before he submits everything to the  
 43 SNHPC. He said that this is the first time that the regional planning  
 44 commission has ever done a regional comprehensive plan, which is a master  
 45 plan for the region, but also to branch off and do a regional economic  
 46 development plan has never been done. He commented that Dave Preece and  
 47 the SNHPC have done a phenomenal job of ensuring that the SNHPC does  
 48 everything that it has been charged with doing. He said that some of the core  
 49 action items were; helping the Manchester-Boston Regional Airport become a  
 50 multi-mobile transportation system was busing, train, etc , increase our

1 multi-mobile investment i.e. capital corridor proposed to run along the FE  
 2 Turnpike and other types of initiatives, strengthen the region's colleges and  
 3 universities and the ties between those universities and the communities and  
 4 how we can better utilize them, small business start-up's and smart growth.  
 5

6 **Workshops/Public Hearings/Conceptual Discussions**

7  
 8 A. Public Hearing – Rezoning of Map 15 Lots 22 & 124 – From C-II/POD to I-I

9  
 10 (See Attachment #1)

11  
 12 Robert Baskerville and Katie Weiss, Bedford Design, presented their plans.  
 13 R. Baskerville said that the first design of the front landscaped park area has  
 14 been completed. He explained that of the 82,000 s.f. addition, 77,000 s.f. will  
 15 be freezer warehouse and there will be 10,000 s.f. total two story office  
 16 building at the front. They plan to slightly enhance the radius at the  
 17 entrance/exit to the site and there are no wetland impacts. They will use  
 18 green landscaping and biodesign to improve drainage.  
 19

20 [ G. Herrmann returned to the room ]

21  
 22 T. Thompson said that if the request is favorable to the Board then it goes to  
 23 the Town Council. T. Thompson summarized the following from the staff  
 24 recommendations:  
 25

26 The rezoning is consistent with the Master Plan (this parcel or area was not  
 27 specifically called out in the Master Plan, the existing and proposed use is  
 28 more in line with the Industrial District than the Commercial District, and  
 29 there are other Industrially zoned parcels in the vicinity of the proposed  
 30 rezoning) and was supported conceptually by the Planning Board in  
 31 December. As such, staff recommends that the Planning Board recommend  
 32 this rezoning from split zoned C-II/POD to I-I to the Town Council with the  
 33 following conditions:  
 34

35 *The rezoning of the parcels not become effective until:*

- 36  
 37 1. *Planning Board approval of a voluntary merger or lot consolidation of the*  
 38 *two parcels;*  
 39 2. *Planning Board approval for a site plan for the expansion of the facility*  
 40 *that is reasonably consistent with that which was presented conceptually*  
 41 *to the Planning Board on December 8, 2010.*  
 42

43 A. Garron said that he is thankful that this business has chosen to stay and  
 44 grow in Londonderry.  
 45

46 M. Soares complimented the applicant/owner of the property for being a good  
 47 corporate neighbor and doing a great job providing screening between their  
 48 business and the abutting day care center.  
 49

1       **M. Soares made a motion to recommend the rezoning request to the**  
2       **Town Council, as recommended by staff with the conditions. L. Wiles**  
3       **seconded the motion. No discussion. Vote on the motion: 7-0-0.**  
4       Recommendation will be sent to Town Council.

5  
6    B.   Workshop – Woodmont Commons PUD Master Plan Discussion

7  
8       (See Attachment #2)

9  
10      Rick Chellman and John Michaels were present to discuss their plans.  
11      J. Michaels suggested that at the next 3 meetings they will bring large paper  
12      printouts of their planned designs so that everyone can view and discuss it.  
13      He said that the former owner has left the property and they now have their  
14      offices located at Woodmont.

15  
16      A. Garron said that this is the town's first PUD. He said that from the staff's  
17      perspective is that we would like to get more public input before moving  
18      forward. An email list was created and given to the applicant in hopes of  
19      getting more public input. One of the things we are doing is creating a land  
20      use and density plan, i.e. hospitals, hotels, what retail uses are we looking  
21      for, etc. He said that once we create the land use plan everything else will  
22      fall into place.

23  
24      T. Thompson said that staff is concerned that the applicant would not have  
25      time to collect public input and be ready to discuss ideas at the February 9  
26      meeting. He also suggested that staff include at least 2 hours at all upcoming  
27      meetings specifically for this project.

28  
29      J. Michaels said they feel that they would be ready to discuss issues at the  
30      February 9 meeting.

31  
32      M. Soares asked what the approximate density would be for the mixed use  
33      area.

34  
35      J. Michaels said it's difficult to speculate what the future would bring. He did  
36      say that some areas have been designated as having a maximum density  
37      number.

38  
39      M. Soares asked if it's true that the intersection of Pillsbury and Gilcrest  
40      Roads will be improved.

41  
42      J. Michaels said that his impression was that the town has design plans to  
43      improve that intersection, but that if the development warrants  
44      improvements during site plan or subdivision reviews, the applicant would be  
45      responsible for constructing the improvements.

46  
47      A. Garron said that whatever we look at for traffic patterns and  
48      improvements will ultimately impact everything else.

49  
50      R. Chellman said that he feels we should stay at the level of discussing the

1 master plan, not getting into site plan detail.

2  
3 A. Garron said that he feels we should be looking at the whole picture such as  
4 we did with the airport area.

5  
6 Janusz Czyzowski, Director of Public Works & Engineering, explained to the  
7 applicant that if they were just using the existing zoning then they would not  
8 have to provide a traffic study, but because they are asking for a rezoning  
9 they need to provide a master plan and to tighten up their conceptual plan.

10  
11 M. Soares asked if the applicant would consider a golf course with residential  
12 homes on the outskirts or a Christmas tree farm.

13  
14 R. Chellman said he could answer no on behalf of the owner. He said that  
15 staff and the Board has consistently asked for walkable areas in town and this  
16 would not accomplish it.

17  
18 M. Soares asked if the applicant could bring to future meetings information  
19 regarding other projects that they have built in other towns. She would like  
20 to know what happens after initial builds have they remained economically  
21 viable.

22  
23 Jim Butler, 57 Mammoth Rd, said many residents would like to see a video on  
24 these other projects that they have built because it would be a better visual  
25 than just pictures. He also said that most people would like to see a more  
26 concrete plan in order for them to give their feedback.

27  
28 R. Chellman said that what they are trying to define is what areas are  
29 designated for which uses.

30  
31 M. Soares said that it would help to see a zoomed in image of the village  
32 district for example to see ideas of what would be included.

33  
34 J. Czyzowski asked if the applicant could provide a skeleton of the main roads  
35 for their plans, knowing it's subject to change in the future.

36  
37 Mike Speltz, 18 Sugarplum, said that perhaps there needs to be an alternate  
38 plan in case exit 4A doesn't happen.

39  
40 Martin Srugis, 17 Wimbledon Dr, said he is concerned about the development  
41 behind Market Basket. He feels that Route 102 would be overburdened.

42  
43 Ann Champo, Wedgewood Dr, asked if the Board or the Planner has talked  
44 with other towns in regards to the positive/negative comments. She feels  
45 that Mashpee Commons would be a good development to look at and  
46 compare to what is being proposed here for Woodmont.

47  
48 A. Garron said he has gone down to Mashpee Commons and suggested that  
49 others either go there or look on their website.  
50

1 A. Champo said that this plan shows housing on the perimeter, surrounding  
 2 single residential homes. She asked the developers if this project would still  
 3 be economically feasible if exit 4A does not happen. R. Chellman said yes.  
 4

5 A. Rugg said that consensus of the Board would be to start with the village  
 6 district and then look at other areas.  
 7

8 T. Thompson suggested changing the format of the meetings to better  
 9 discuss this project. He suggested looking into a different facility after the  
 10 next meeting where there would be better visibility of the plans.  
 11

12 A. Garron asked if he can get a copy of the development ordinances for  
 13 Mashpee Commons. J. Michaels said he would get that to him.  
 14

15 L. Wiles suggested scheduling separate meetings for discussing this project  
 16 only. He also suggested that we keep track of all questions and responses.  
 17

18 M. Soares asked if they could perhaps post questions and responses on their  
 19 website. J. Michaels said he could do that.  
 20

21 C. Workshop – Rt. 28 Western Segment Impact Fee Methodology  
 22

23 T. Thompson gave an overview of the proposed changes to the impact fee  
 24 methodology.  
 25

26 (See Attachment #3)  
 27

28 T. Thompson said that if the Board is supportive and wants to move to a  
 29 public hearing, there is a minor change that will have to be made to the  
 30 zoning ordinance to reference this new study and then what he would ask the  
 31 Board to do in March is to adopt the study and recommend the minor zoning  
 32 change to reference the study to the Town Council. He noted that the  
 33 deadline has already passed for the February 9 meeting.  
 34

35 [ J. Farrell arrived at 9:50PM ]  
 36

37 A. Rugg said that the Board wants to move to a public hearing.  
 38

39 **Other Business**  
 40

41 None.  
 42

43 **Adjournment:**  
 44

45 **J. Farrell made a motion to adjourn the meeting. R. Brideau seconded the**  
 46 **motion.** No discussion. **Vote on the motion: 8-0-0.** Meeting adjourned at 10:03  
 47 PM.  
 48  
 49  
 50

1 These minutes prepared by Cathy Dirsra, Planning Division Secretary.  
2  
3  
4  
5 Respectfully Submitted,  
6  
7  
8  
9 Charles Tilgner, Secretary  
10

**MEMORANDUM**

To: Planning Board

Date: January 12, 2011

From: Timothy J. Thompson, AICP  
Town Planner

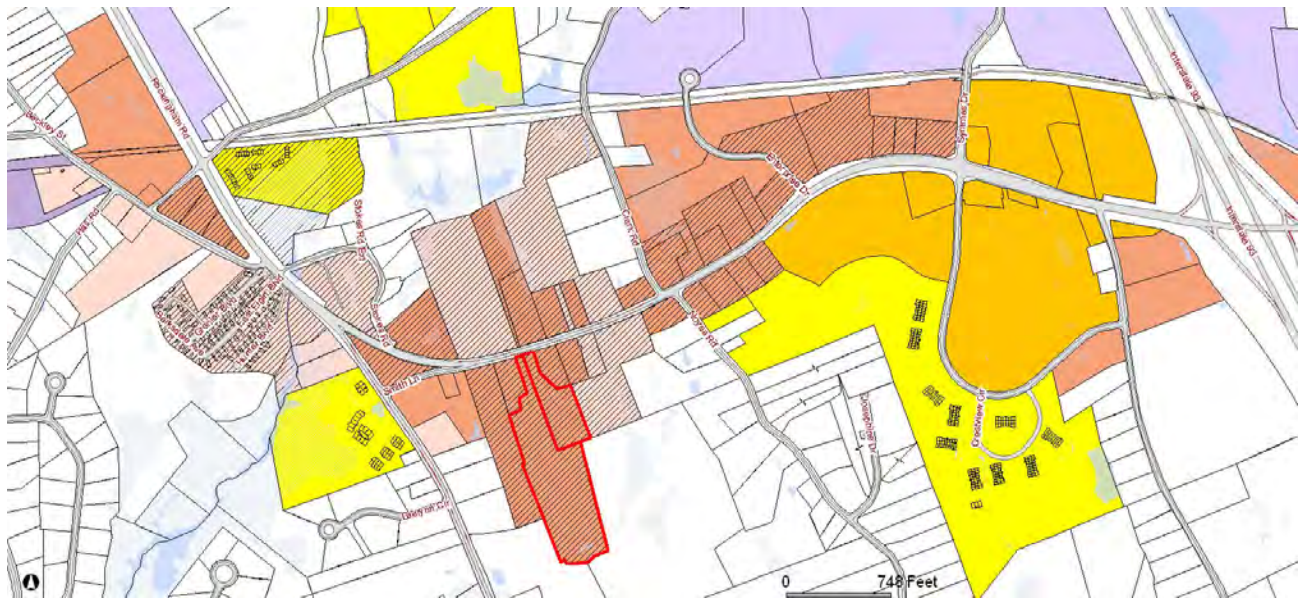
Re: Rezoning Request:  
Map 15, Lots 124 & 22  
From C-II/POD to I-I

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The Planning & Economic Development Division has reviewed the above referenced rezoning request and we offer the following comments:

**Review Comments:**

The applicant requests the rezoning the above referenced lots from split C-II/POD to I-I. The parcels are located at on Rockingham Road. (See below map and picture, next page).



As presented to the Planning Board conceptually December 8, 2010, the applicant seeks to expand the existing freezer warehouse facility by approximately 80,000 square feet on the lots, once combined into a single parcel. The Planning Board was very supportive of the development proposal.

The current parcels are split zoned C-II and POD. While the warehouse use is allowed in the C-II District, the expansion under current zoning is problematic, due to the lot coverage requirement present in the Commercial Districts, but not applicable to Industrial Districts. While possible for the applicant to request a variance to the lot coverage requirement, staff recommended that the applicant pursue administrative remedies prior to resorting to requesting a variance.

The warehouse use is much more compatible with the Industrial District, the use is well established in this location (the current facility was constructed in 1998), there exists other Industrially zoned parcels in this area of Londonderry, and conversion from warehouse to other uses would be difficult for this parcel, given its configuration and specific characteristics of the Londonderry Freezer Warehouse business. For all these reasons, as well as the use not being contrary to the Master Plan, staff is supportive of the rezoning request.





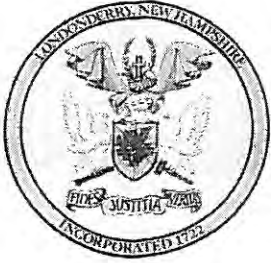
**Staff Recommendation:**

In summary, the rezoning is consistent with the Master Plan (this parcel or area was not specifically called out in the Master Plan, the existing and proposed use is more in line with the Industrial District than the Commercial District, and there are other Industrially zoned parcels in the vicinity of the proposed rezoning) and was supported conceptually by the Planning Board in December. As such, staff recommends that the Planning Board **RECOMMEND** this rezoning from split zoned C-II/POD to I-I to the Town Council with the following conditions:

*The rezoning of the parcels not become effective until:*

- 1. Planning Board approval of a voluntary merger or lot consolidation of the two parcels;*
- 2. Planning Board approval for a site plan for the expansion of the facility that is reasonably consistent with that which was presented conceptually to the Planning Board on December 8, 2010.*





TOWN OF LONDONDERRY

Community Development Department  
Planning & Economic Development Division



268B Mammoth Road  
Londonderry, New Hampshire 03053  
Phone: (603) 432-1100, x134 Fax: (603) 432-1128

# REZONING APPLICATION

Name of Applicant: Londonderry Freezer Warehouse, LLC

Name of Lot Owner: \_\_\_\_\_  
(If different)

Address: 219 Rockingham Road

Telephone #: 603-421-9525

Date Submitted: 12-16-10

Tax Map # 15 Lot # 124 & 22  
(Please list all if multiple lots are involved)

Current Zoning: C-II/POD

Proposed Zoning: I-1

Please explain the purpose and justification for your rezoning request (attach additional sheets if necessary):

The current warehouse use closely meets the characteristics and the objectives of the Industrial 1 zone as stated in the Town regulations. We would like to expand the current use while maintaining a very large setback to Route 28, Rockingham Road.

The current C-II zoning is designed to regulate and plan for uses that have very high traffic counts and high customer/client traffic. Our existing use and proposed expansion does not fit those characteristics.

We request a rezoning of the parcels that is contingent upon us obtaining Site Plan approval from the Planning Board.

Please see the attached sheets for additional information.

Planning Department Comments (to be filled in by Town Staff):

# *Bedford Design Consultants* Inc.

**ENGINEERS AND SURVEYORS**

177 East Industrial Park Drive Manchester, NH 03109

Telephone: (603) 622-5533 Fax: (603) 622-4740

www.bedforddesign.com

**December 16, 2010**

**Town Council**

**Town of Londonderry**

268B Mammoth Road

Londonderry, NH 03053

**RE: Request for the Rezoning of two Parcels  
Map 15 Lots 124 & 22  
Londonderry Freezer Warehouse  
219 Rockingham Road**

Members of the Council,

On behalf of Londonderry Freezer Warehouse, we are pleased to request this application for the conditional rezoning of the Londonderry Freezer Warehouse property and the adjacent parcel. Ed Dougherty, manager of both Londonderry Freezer Warehouse and Highwood Cold Storage here in Londonderry, would like to expand his business in Londonderry using an adjoining parcel that was recently purchased.

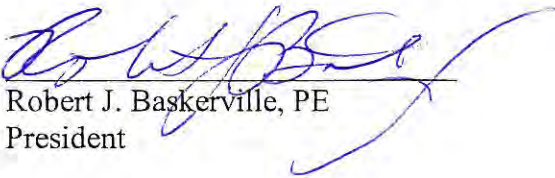
Both parcels are currently zoned C-II/POD. We would like to rezone both parcels to I-1.

We believe that this rezoning is in the best interests of the Town of Londonderry. It will provide additional jobs, additional taxable industrial property, and be an attractive addition to the town. Attached is a package of information that we have presented to the Planning Board.

We look forward to presenting our request to you, and we will answer any questions that you may have.

Sincerely,

**BEDFORD DESIGN CONSULTANTS, Inc.**



Robert J. Baskerville, PE  
President



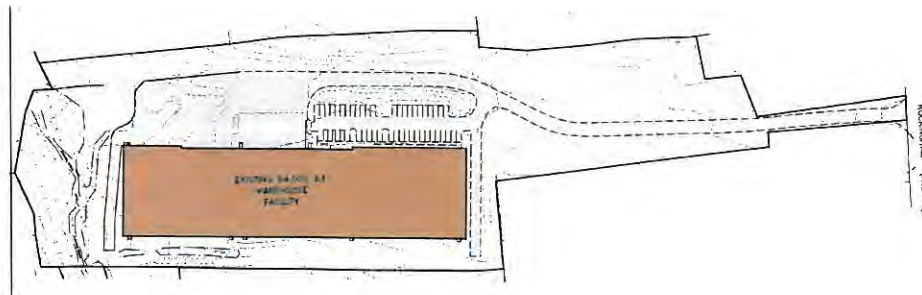
The background of the slide is a photograph of a vast, snow-covered mountain range under a clear blue sky. The snow is thick and covers the entire landscape, with some rocky outcrops visible. The sky is a pale, clear blue.

# Londonderry Freezer Warehouse

Conceptual Discussion

December 8, 2010

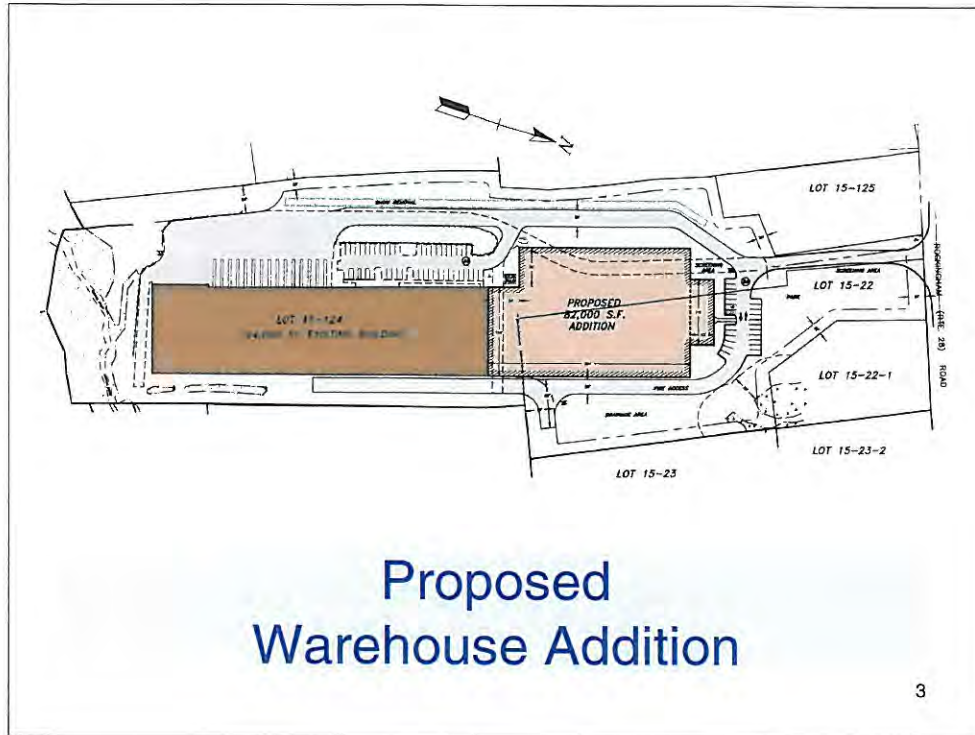
## Existing Warehouse



Londonderry Freezer Warehouse and Highwood Cold Storage are both freezer facilities in Londonderry, New Hampshire. Both are operated by Ed Dougherty. They have built and expanded both locations in the last 12 years.

Londonderry Freezer was originally constructed in 1998 as a 60,000 s.f. freezer warehouse, and it was expanded in 2000 with a 30,000 s.f. addition. It is now a facility of about 94,000 s.f.

Highwood Cold Storage was built in 2002 at 101,000 s.f., and was then expanded in 2005 to a total of 126,000 s.f. Both facilities are hidden in plain site along Route 28. Highwood with a vegetated berm and Londonderry Freezer with its setback from the road.



We are proposing an 82,000 s.f. addition of warehouse space, office and quality control area. This would bring the total footprint to 176,000 sf. We are proposing 24 new parking spaces and fire access to the back of the building. Drainage will be behind the building. A park will be constructed along the left side of the entrance drive with berms and coniferous trees to block views. This parcel is currently zoned C-II.



## Traffic



4

These freezer facilities have very few employees compared to equal size conventional warehouse facilities. Our original traffic projections in 1997 for a 60,000 sf facility was 10 employees, and 15 trucks per day for most of the year with up to 35 trucks during the peak holiday seasons. We calculated a pm peak hour trip average of 21 vehicles per hour.

We now have the ability to track actual truck traffic. Since November 10th, all truck traffic has been recorded and logged. Over 17 weekdays, the facility, now at 94,000 sf, 52% larger than the original size, is averaging 19.3 trucks per day. The high traffic day has been 31 trucks.

Further analysis of the truck data shows that the truck trips are spread throughout the day, with the AM hours seeing somewhat more trucks than the afternoon hours. 4.4 truck arrivals occur during the 8 am to 9 am period, while only 0.71 trucks arrive (average) during the 4:30 to 6 pm period.

Our proposed addition would increase the facility size by 82,000 sf, or 90%.

We will continue to monitor truck traffic during this holiday season.

## Park Idea



5

The entrance to the park is directly across from the entrance of the facility and along the left of the entrance drive. It is bermed in between the path and along the outside. Deciduous and evergreen plantings will be planted along the outside to ensure year round screening of the proposed building. Benches are placed along the path for employees to rest or eat lunch. Shrubs will be placed along the path and boundaries to further screen the traffic passing by and groundcovers will be planted all around the park to cut back on grass and water consumption. At the entrance to the park there is a small basin for water collection and infiltration that will be tied into the larger drainage system for the building.



## Dimensional Requirements

	C-II	IND-I	Proposed
Front	• 60'	• 30'	• <b>360'</b>
Side/Rear	• 30'	• 20'	• 50'
Max. Bldg Cover	• 25%	• n/a	• <b>31.5%</b>
Residential Buffer	• 50'	• 50'	• 50'
Min. Greenspace	• 33%	• n/a	• 53%

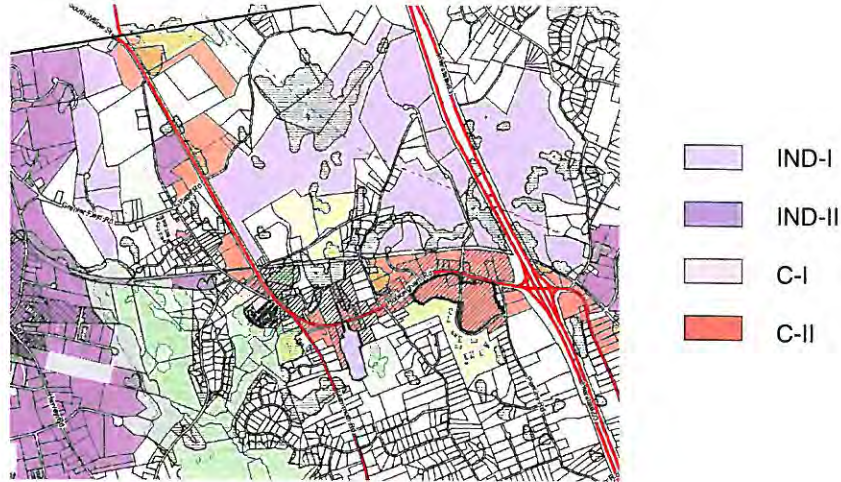
6

Our proposed setbacks and area requirements meet or exceed the minimum required numbers in all except one area.

The dimensional requirements in C-II state that the maximum building coverage is 25%. We are proposing 31.5%. However, we exceed the required green space by a very large margin. 33% of the lot is required to remain green, and we can maintain a 53% green space coverage. We believe that this is due to the goals and objectives of the C-II zone. The Commercial districts have a Objectives and Characteristics goal that states they “are designed to provide areas for commercial development to include, but not limited to, retail businesses, financial institutions, service oriented businesses, office buildings, recreational facilities, and repair shops”. These uses usually require high traffic customer flows and large parking areas.

We maintain that this description does not fit our use. We respectfully ask for your support in a rezoning of the parcels to IND-I. The objectives and characteristics of the industrial districts IND-I and IND-II state that they are “...designed to provide areas for industrial development to include, bit not limited to...warehouse facilities.” This would allow for an existing use to expand and provide additional jobs and additional tax revenue to the Town of Londonderry.

## Zoning Overview

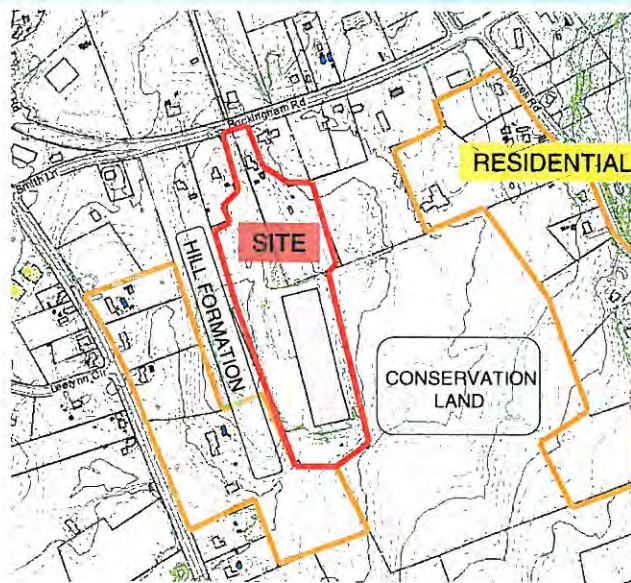


7

Industrial Zoning is located all around our parcel. IND-I to the north and IND-II to the east and west with frontage or connecting roads onto Route 28.

These two lots are very deep lots that are not very wide. This is similar to many of the adjacent industrial areas where the building can be well off of Route 28, while access to the highway is still convenient.

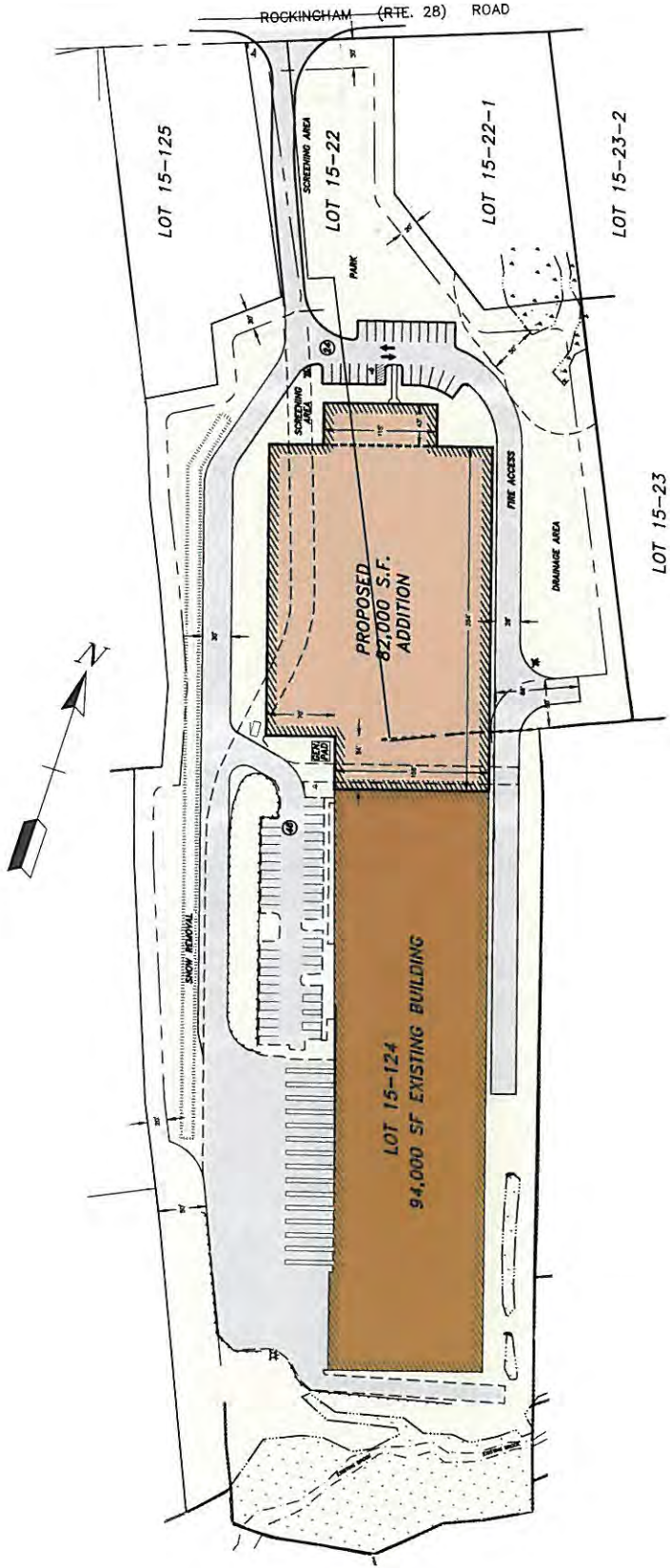
## Residential Buffers



8

Our site is surrounded by natural features that buffer the property from abutters. To our east is a large lot of wooded conservation land. To our west is a wooded hill on a long narrow lot that blocks views to the property. In addition, the gas lines are located between our lot and the residential houses to the west. Our addition will be on the north side of the existing building.





SCALE: 1" = 40'  
 1" = 80'  
 1" = 160'

NOTES:  
 ZONING: COMMERCIAL II (C-II)  
 ROUTE 28 PERFORMANCE OVERLAY DISTRICT  
 (THIS PARCEL IS EXEMPT FROM P.O.D. DISTRICT. IT IS AN EXISTING USE)

THE PURPOSE OF THE PLAN IS TO SHOW AN ADDITION TO THE EXISTING LONDONDERRY FREEZER WAREHOUSE WITH ASSOCIATED PARKING. WE ARE ALSO SEEKING PLANNING BOARD CONDITIONAL RE-ZONING OF THE PARCELS.

PROPOSED ADDITION:  
 77,000 S.F. FIRST FLOOR WAREHOUSE  
 5,000 S.F. FIRST FLOOR FOR OFFICE  
 5,000 S.F. SECOND FLOOR FOR QUALITY CONTROL

PARKING REQUIREMENTS:  
 9'x20' SPACES WITH 22' AISLES  
 WHOLESALE BUSINESS >100,000 S.F. = 1 SPACE/1,000 S.F.  
 18,000 S.F. TOTAL SPACES REQUIRED  
 1,000 S.F. = 70 PROVIDED (24 PROPOSED)(46 EXISTING)

DIMENSIONAL REQUIREMENTS:

EXISTING ZONING	REQ.	PROPOSED
C-II	60'	360'
FRONT SETBACK	30'	50'
SIDE/REAR SETBACK	25%	31.5%
MAX. BLDG COVERAGE	50'	50'
RESIDENTIAL BUFFER	5%	53%
MINIMUM GREENSPACE		
PROPOSED ZONING	REQ.	PROPOSED
IND	30'	360'
FRONT SETBACK	30'	360'
SIDE/REAR SETBACK	N/A	N/A
MAX. BLDG COVERAGE	50'	50'
RESIDENTIAL BUFFER	N/A	53%
MINIMUM GREENSPACE	N/A	53%

**TAX MAP 15 LOT 124 & 22**

CONCEPTUAL PLAN  
 PREPARED FOR:  
**ED DOUGHERTY**  
 LAND OF:  
**LONDONDERRY FREEZER WAREHOUSE**  
**219 ROCKINGHAM ROAD**  
**LONDONDERRY, NEW HAMPSHIRE**

SCALE: 1" = 80'  
 NOVEMBER 2, 2010

DESIGN: [ ] DATE: [ ]  
 PLAN: [ ] DATE: [ ]  
 CHECKED: [ ] DATE: [ ]  
 DATE: [ ]

**Bedford Design Consultants**  
 117 East Industrial Park Drive, Manchester, NH 03108  
 Telephone: (603) 224-1111  
 www.bedforddesign.com

## Woodmont Commons

Planning Board Discussion 1/26/11



### 2.8.9 Submission Requirements

2.8.9.1 **Materials.** The applicant for a PUD shall provide the following materials (in format and number as reasonably determined by the Community Development Department):

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- 2.8.9.2.10 Proposed open space areas.
- 2.8.9.2.11 Natural and cultural resources proposed to be preserved.
- 2.8.9.2.12 Proposed buffers, if appropriate, to adjoining property.
- 2.8.9.2.13 Sketch/plan of proposed landscaping.
- 2.8.9.2.14 Brief explanation or sketch of proposed water and sewer/septic systems.

- 2.8.9.2.15 Brief explanation or sketch of proposed stormwater management plan.
- 2.8.9.2.16 Brief explanation or sketch of other proposed utilities.
- 2.8.9.2.17 Brief explanation or sketch of proposed firefighting strategy.
- 2.8.9.2.18 Proposed architectural standards or guidelines or brief explanation/sketch of architectural treatment.
- 2.8.9.2.19 A "Signage Plan" shall be submitted. This document shall establish guidelines regulating and coordinating all signage within the PUD including general representations of tenant signage, development signage, directional signage, and vehicular and pedestrian traffic circulation signage. Specific criteria for design, size, proposed sign types (wall, free standing, etc.), materials, heights, colors, setbacks, projections and contextual issues shall be established. Any other sign design information as required by the Town shall also be provided.
- 2.8.9.2.20 Proposed time schedule for completion of the project, phasing schedule (if applicable depending on scale and type of PUD), plans for bonding if applicable, and well thought out plan to ensure that the amenities will be completed as proposed and in a timely manner.
- 2.8.9.2.21 Proposed covenants, restrictions and easements and how they will be monitored and enforced, if applicable.
- 2.8.9.2.22 Proposed ownership arrangement of each section of the PUD whether to be subdivided, held in fee simple, owned under a condominium arrangement, etc.
- 2.8.9.2.23 Proposed articles of incorporation and bylaws of any corporation and/or association to be formed.
- 2.8.9.2.24 Miscellaneous Studies and Documents - The Planning Board shall have the authority to require the submittal of any additional information, studies, documents, etc., relative to the design, operation, or maintenance of the proposed project.
- 2.8.9.2.25 Any other information that the Planning Board or the Town Attorney may deem reasonably necessary.



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Written Portion of Master Plan



Woodmont Commons, LLC  
 2002 Community of Woodmont Commons in the Town of Woodmont, Vermont

**Section 1**  
 Statement of Purpose for the PUD. The PUD is proposed for the tract shown on the attached map. The PUD is proposed for the tract shown on the attached map. The PUD is proposed for the tract shown on the attached map.

**Section 2**  
 Land Use and Zoning. The PUD is proposed for the tract shown on the attached map. The PUD is proposed for the tract shown on the attached map. The PUD is proposed for the tract shown on the attached map.

**Section 3**  
 Topographic Information. The PUD is proposed for the tract shown on the attached map. The PUD is proposed for the tract shown on the attached map. The PUD is proposed for the tract shown on the attached map.

**Section 4**  
 Traffic Impact. The PUD is proposed for the tract shown on the attached map. The PUD is proposed for the tract shown on the attached map. The PUD is proposed for the tract shown on the attached map.

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The page depicts and describes the site and nearby topography, land ridges and knolls, and contours (10-foot intervals) shown on the Master Plan for the Woodmont Commons. PUD 2.8.9.2.2

**Woodmont Commons Masterplan Topography**

Prepared by: [Name] Date: 08/28/2019

TND 4

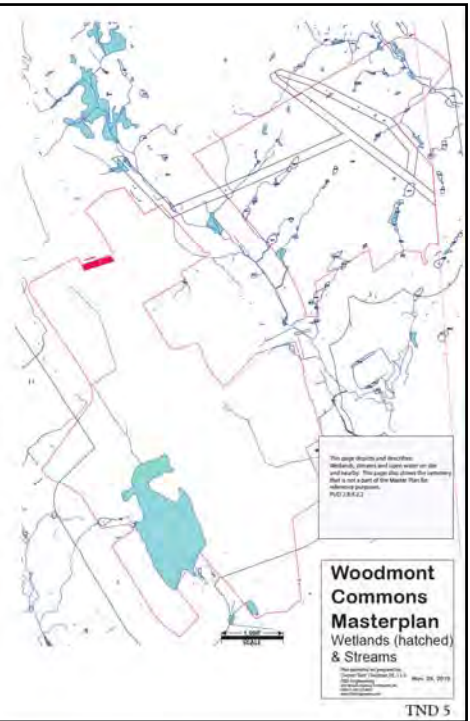
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The page depicts and describes wetlands, streams and open water on the site. This page also covers the wetlands. This is not a part of the Master Plan for the Woodmont Commons. PUD 2.8.9.2.2

**Woodmont Commons Masterplan Wetlands (hatched) & Streams**

Prepared by: [Name] Date: 08/28/2019

TND 5



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**Woodmont Commons Masterplan Level 2**

9

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**Woodmont Commons Masterplan Level 1**

**Woodmont Commons Masterplan Overall Concept**

**Woodmont Commons Masterplan Level 2**

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**Thoroughfare Designation Plan**

Thoroughfare Type  
 Right of Way Width  
 Pavement Width  
 Transportation Provision

Thoroughfare types  
 Highway H40  
 Boulevard B40  
 Arterial A40  
 High Street HS  
 Drive DR  
 Street ST  
 Road RD  
 Street Surface SS  
 New Access NA  
 New Street NS  
 New Lane NL  
 Provision PR  
 Provisional Path PP  
 Future Trail FT

Transportation provision  
 Bicycle Trail BT  
 Bicycle Lane BL  
 Bicycle Route BR  
 Transit Route TR

The street hierarchy plan shall provide guidance for the design of the public thoroughfare at the time of final engineering. The scheme for assessment shall respond to the development site conditions of each block, taking into account the location, distribution and coverage of the various types of thoroughfare.

These Thoroughfares are identified from the general street network of the Thoroughfare Designation and Transportation Provision Plan and are provided within each Thoroughfare designation.

Legend:  
 - 100ft  
 - 100ft  
 - 100ft  
 - 100ft  
 - 100ft  
 - 100ft

**2.8.9 Submission Requirements**

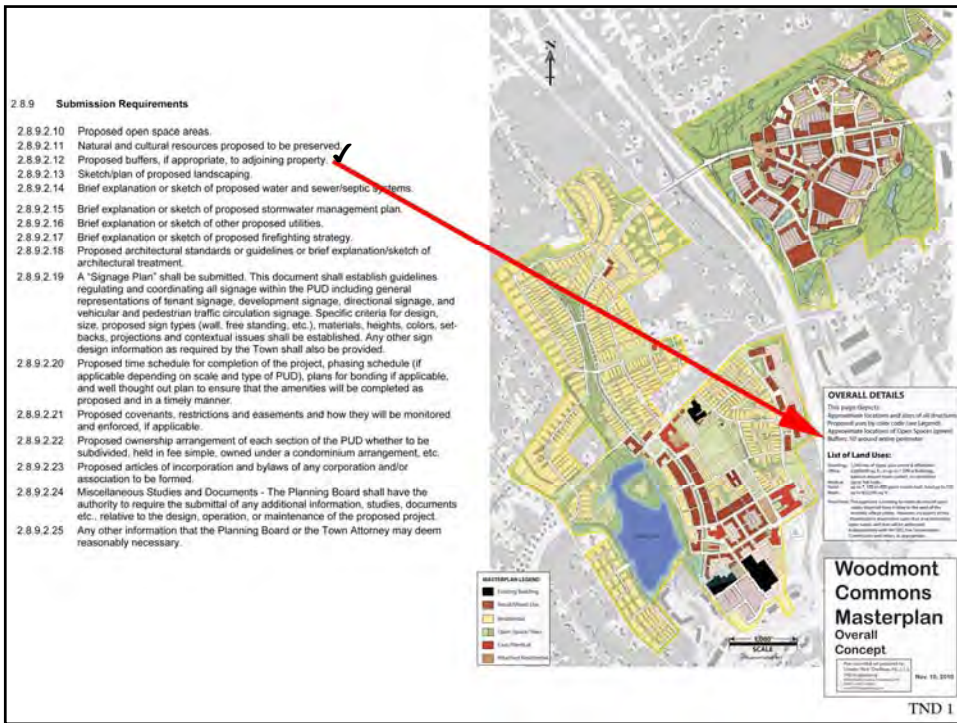
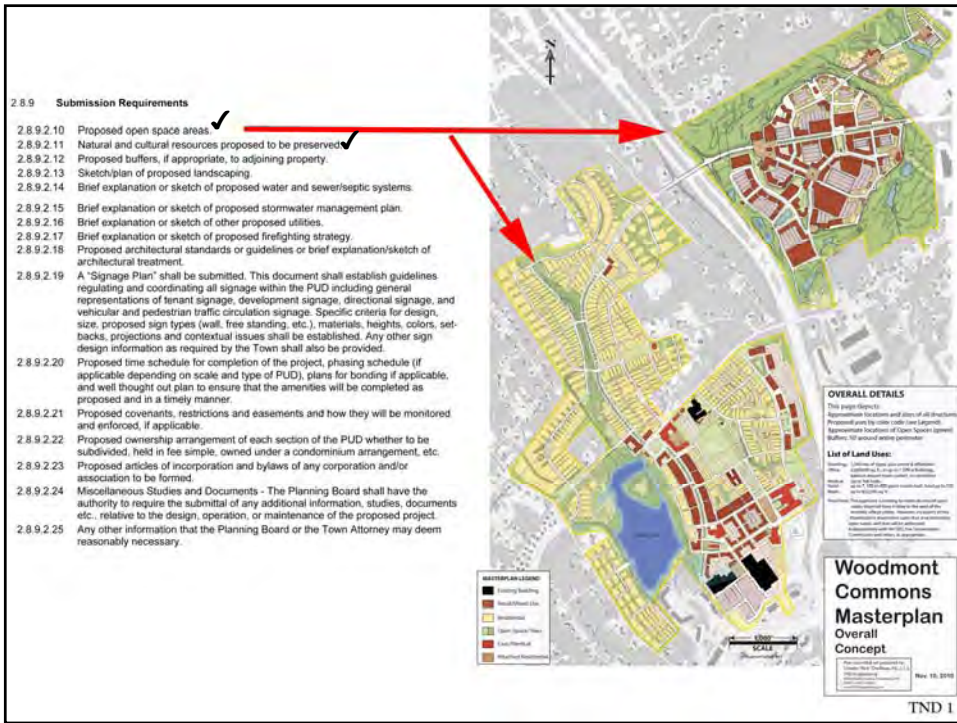
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- 2.8.9.2.2 Topographic information on the tract including soil types, wetlands, surface water, land contours, natural and cultural resources, ridges and knolls, rock outcrops, steep slopes, etc. This information may be presented in an overview format, in less detail than would be required of a site plan or subdivision application provided that a clear sense of the tract is conveyed sufficient to evaluate the PUD proposal (for example, wetlands need not be professionally delineated if potentially wet low lying areas are roughly indicated).
- 2.8.9.2.3 Total acreage of the tract; rough delineation of each land use area with approximate acreage.
- 2.8.9.2.4 Proposed uses for each land use area, preferably given with some specificity.
- 2.8.9.2.5 Proposed total number of dwelling units and overall residential density for the tract (if applicable).
- 2.8.9.2.6 Proposed general estimates of location, size, use(s) for each structure.
- 2.8.9.2.7 Proposed general estimates of location, width, and materials of all streets, drives, sidewalks, and paths.
- 2.8.9.2.8 Proposed general estimates of location and number of spaces for each parking area.
- 2.8.9.2.9 Summary of proposed traffic impact, including preliminary estimates of trip generation, trip distribution, and potential areas of off-site transportation improvements.

**2.8.9.2.9 "Potential areas of off-site transportation improvements"**








**Woodmont Commons  
Written Portion of Master Plan**

**2.8.9 Submission Requirements**

- 2.8.9.2.10 Proposed open space areas.
- 2.8.9.2.11 Natural and cultural resources proposed to be preserved.
- 2.8.9.2.12 Proposed buffers, if appropriate, to adjoining property.
- 2.8.9.2.13 Sketch/plan of proposed landscaping.
- 2.8.9.2.14 Brief explanation or sketch of proposed water and sewer/septic systems.
- 2.8.9.2.15 Brief explanation or sketch of proposed stormwater management plan.
- 2.8.9.2.16 Brief explanation or sketch of other proposed utilities.
- 2.8.9.2.17 Brief explanation or sketch of proposed firefighting strategy.
- 2.8.9.2.18 Proposed architectural standards or guidelines or brief explanation/sketch of architectural treatment.
- 2.8.9.2.19 A "Signage Plan" shall be submitted. This document shall establish guidelines regulating and coordinating all signage within the PUD including general representations of tenant signage, development signage, directional signage, and vehicular and pedestrian traffic circulation signage. Specific criteria for design, size, proposed sign types (wall, free standing, etc.), materials, heights, colors, setbacks, projections and contextual issues shall be established. Any other sign design information as required by the Town shall also be provided.
- 2.8.9.2.20 Proposed time schedule for completion of the project, phasing schedule (if applicable depending on scale and type of PUD), plans for bonding if applicable, and well thought out plan to ensure that the amenities will be completed as proposed and in a timely manner.
- 2.8.9.2.21 Proposed covenants, restrictions and easements and how they will be monitored and enforced, if applicable.
- 2.8.9.2.22 Proposed ownership arrangement of each section of the PUD whether to be subdivided, held in fee simple, owned under a condominium arrangement, etc.
- 2.8.9.2.23 Proposed articles of incorporation and bylaws of any corporation and/or association to be formed.
- 2.8.9.2.24 Miscellaneous Studies and Documents - The Planning Board shall have the authority to require the submittal of any additional information, studies, documents etc. relative to the design, operation, or maintenance of the proposed project.
- 2.8.9.2.25 Any other information that the Planning Board or the Town Attorney may deem reasonably necessary.



This document is a part of the Master Plan


Prepared November 5, 2011  
TND Engineering & Michael A. Nichols Law Offices  
Revised Through \_\_\_\_\_

**Signs**

Except where otherwise modified here, the provisions of Section 3.11 of the Londonderry Zoning Ordinance are incorporated by reference.

Temporary signs for restaurants, bars and shops are allowed on the sidewalk and shall be removed to the inside of each establishment at the closing of business each day, provided the signs are:

"Sandwich Board" type construction, and may include plant ornamentation (Photo)




Example "Sandwich Board" sign

More to come....

**2.8.9 Submission Requirements**

- 2.8.9.2.10 Proposed open space areas.
- 2.8.9.2.11 Natural and cultural resources proposed to be preserved.
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Phasing will be market-driven.  
Other than phase one (light cyan area), no particular order is implied by the phasing labels. The residential areas in particular may be broken down into more, smaller, areas.

**Woodmont Commons  
Masterplan  
Approximate  
Phasing Concept**

Jan. 25, 2011  
TND 3



**2.8.9 Submission Requirements**

2.8.9.2.10 Proposed open space areas.

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**Woodmont Commons**  
**Written Portion of Master Plan**

This document is a part of the Master Plan

Prepared November 5, 2010  
TND Engineering & Michels & Michels Law Offices  
Revised Through \_\_\_\_\_

**2.8.9 Submission Requirements**

2.8.9.1 Materials. The applicant for a PUD shall provide the following materials (in format and number as reasonably determined by the Community Development Department):

2.8.9.1.1 Completed PUD application

2.8.9.1.2 Narrative, including a statement of purpose for the PUD and how it meets the goals of this Section

2.8.9.1.3 Proposed land plan

2.8.9.1.4 Proposed land use list

2.8.9.1.5 Completed abutters list

2.8.9.1.6 PUD application fee

2.8.9.2 Information. The applicant for a PUD shall provide the following information. Given the amount of information needed it is recommended that the plan be developed and refined through several conceptual/preliminary iterations with the staff and Planning Board. Many of these items may be presented as approximations or preliminary estimates subject to change, where appropriate.

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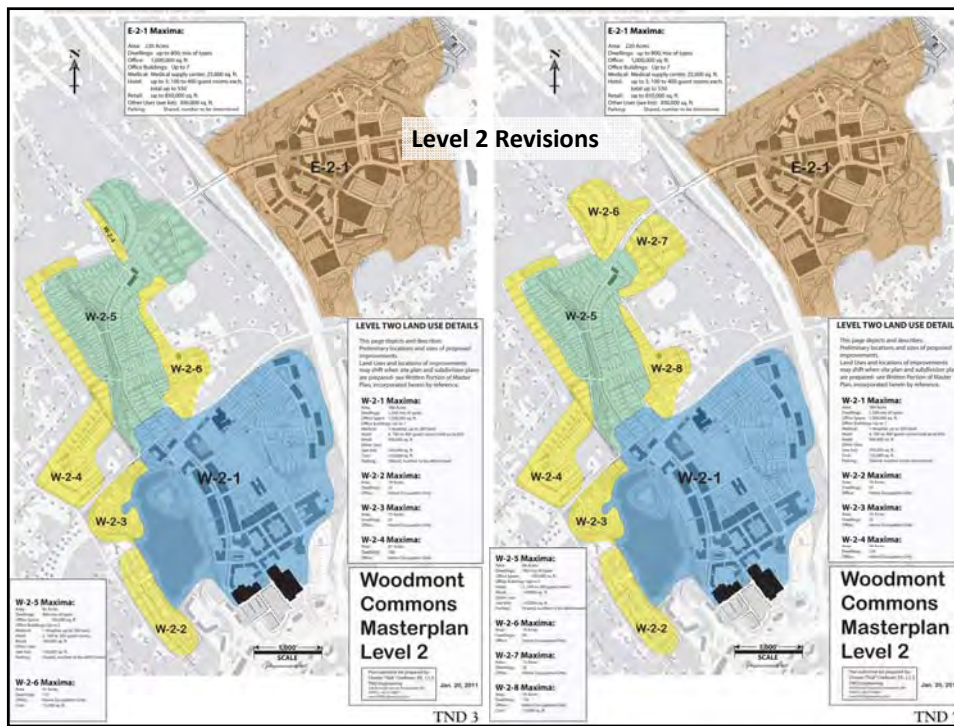
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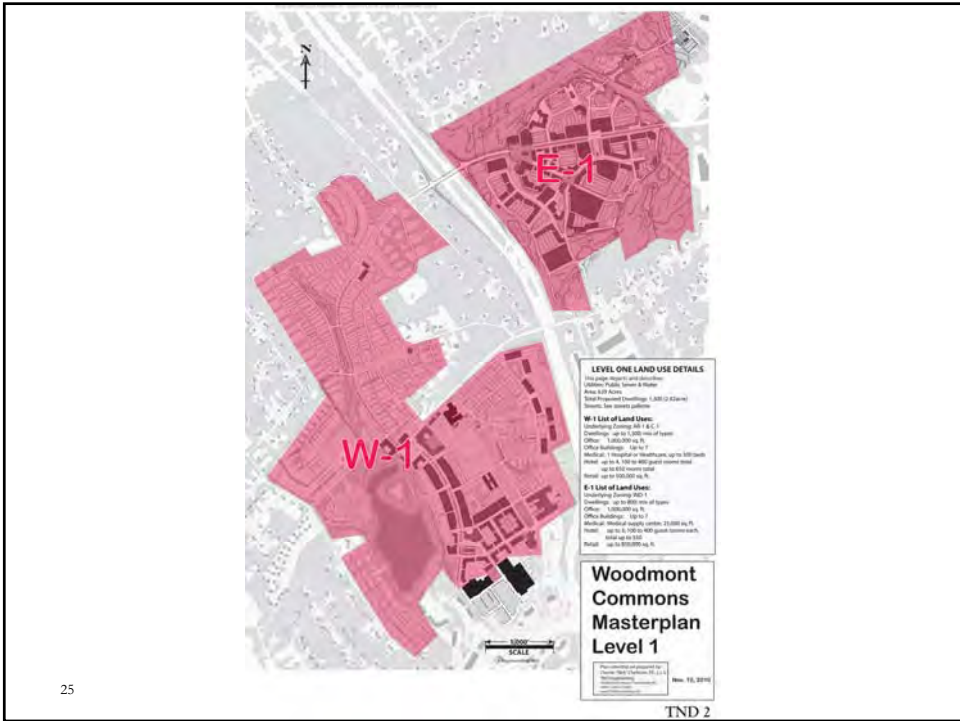
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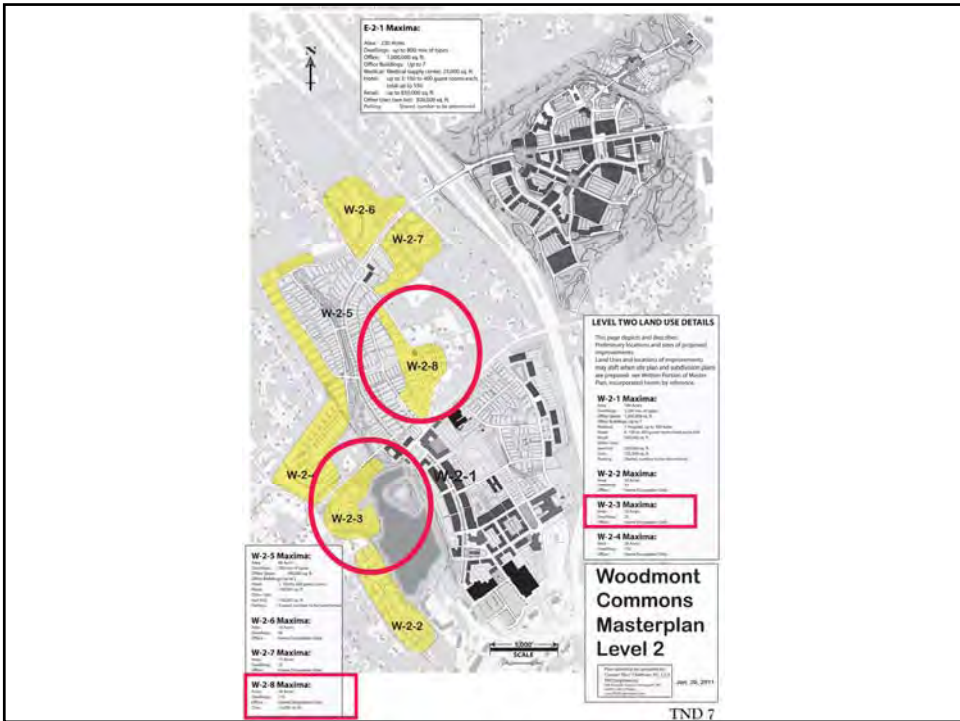


**A quick illustration of how the proposed Master Plan sheets and Written Portion Work**





25





**W-2-8 Maxima:**  
 Area: 38 Acres  
 Dwellings: 110  
 Office: Home Occupation Only  
 Civic: 15,000 sq. ft.



**W-2-3 Maxima:**  
 Area: 15 Acres  
 Dwellings: 25  
 Office: Home Occupation Only



Written Portion of Master Plan

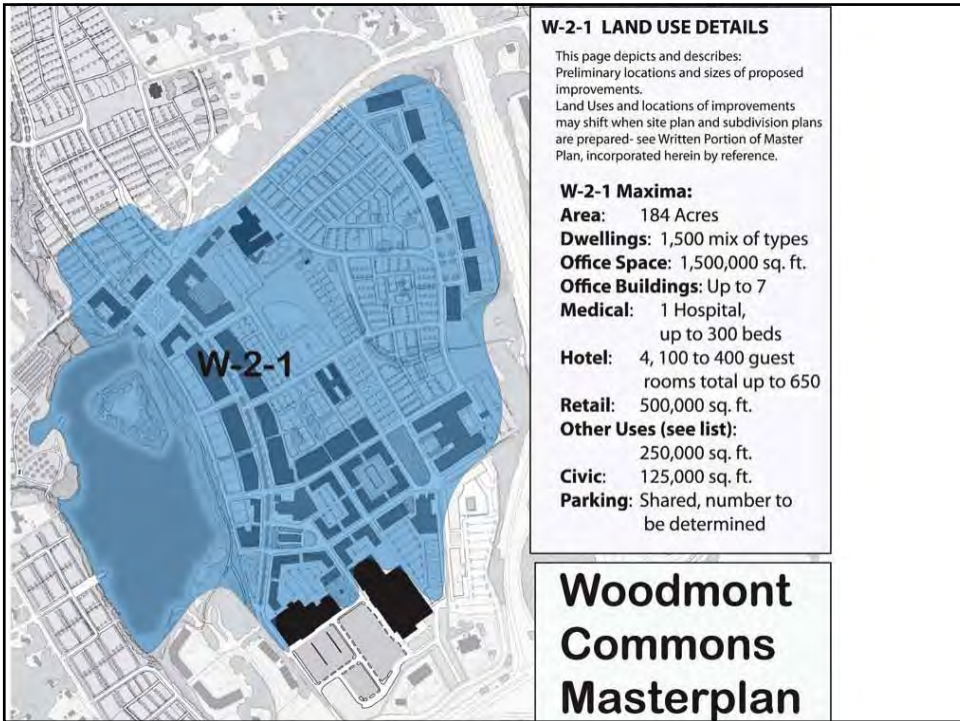


This document is a part of the Master Plan

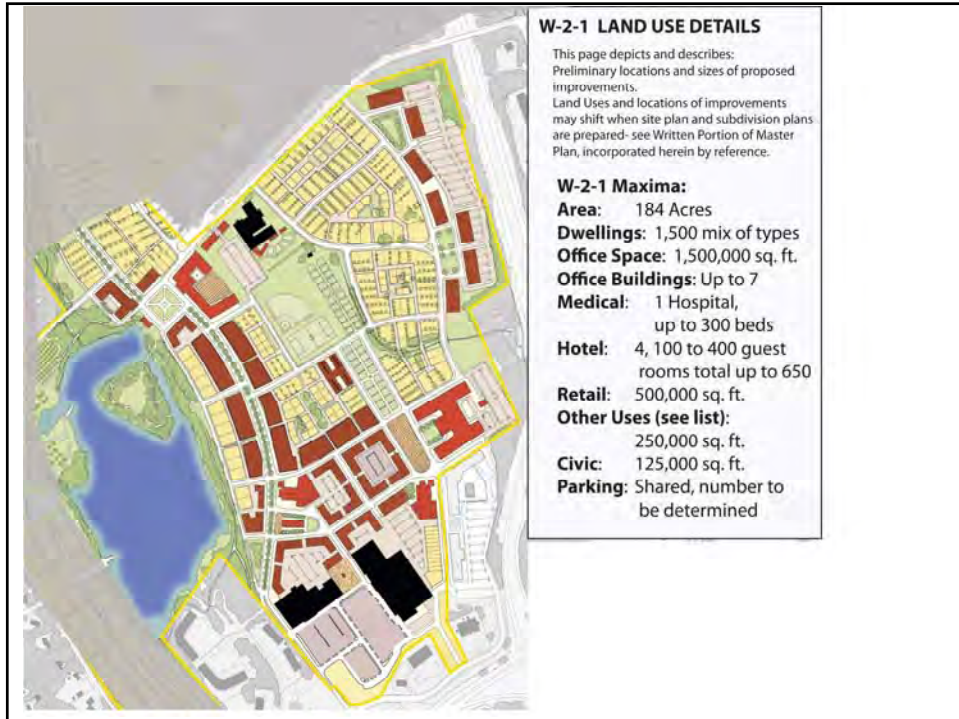
**Residential Uses to Remain**

Residential uses shaded yellow on the "Level Two" page of the Master Plan around the perimeter of W-1 shall remain residential and similar in character to abutting residential uses. However, if additional land is added to the project so as to make all or any portion of this shaded land internal to the project, then changes- with a revised Master Plan are permitted.









**W-2-1 LAND USE DETAILS**

This page depicts and describes:  
 Preliminary locations and sizes of proposed improvements.  
 Land Uses and locations of improvements may shift when site plan and subdivision plans are prepared- see Written Portion of Master Plan, incorporated herein by reference.

**W-2-1 Maxima:**

- Area:** 184 Acres
- Dwellings:** 1,500 mix of types
- Office Space:** 1,500,000 sq. ft.
- Office Buildings:** Up to 7
- Medical:** 1 Hospital, up to 300 beds
- Hotel:** 4, 100 to 400 guest rooms total up to 650
- Retail:** 500,000 sq. ft.
- Other Uses (see list):** 250,000 sq. ft.
- Civic:** 125,000 sq. ft.
- Parking:** Shared, number to be determined

**Allowable Uses**

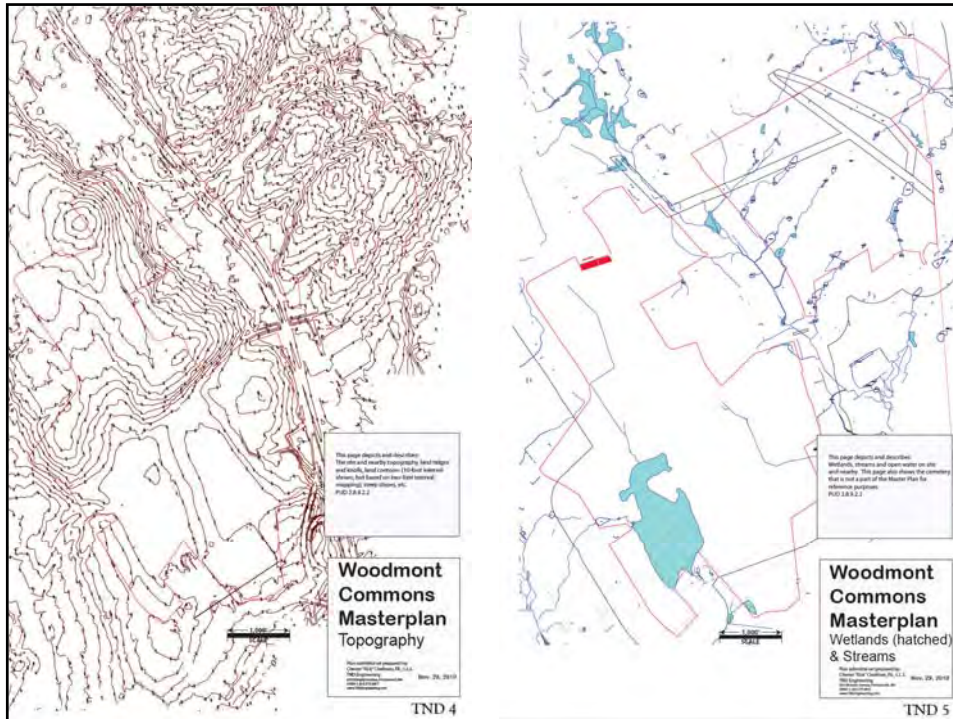
- Assisted Living
- Back Lot Development
- Dwelling, multi-family
- Dwelling, single family
- Dwelling, two-family
- Elderly Housing
- Mixed use residential
- Nursing Home and accessory uses
- Community center
- Public Facilities
- Public Utilities
- Recreational Facilities, Public
- Religious Facilities
- Cultural Uses and Performing Arts
- Assembly, testing, repair and packing operations
- Bed and Breakfast Homestay
- Business center development
- Conference/Convention Center
- Day Care Center, Adult
- Financial Institution
- Education and Training Facilities
- Group Child Care Center
- Home Occupation
- Hotels
- Manufacturing, Light
- Membership club
- Motor Vehicle Station, Limited Service
- Recreation, commercial
- Retail sales establishment
- Professional office
- Rental Car Terminal
- Repair services
- Research or Development Laboratories
- Restaurant
- Restaurant, fast food
- Sales of Heavy Equipment or Heavy Trucks as an accessory use
- School, Private
- Service establishment
- Warehouses and Storage
- Wholesale Businesses

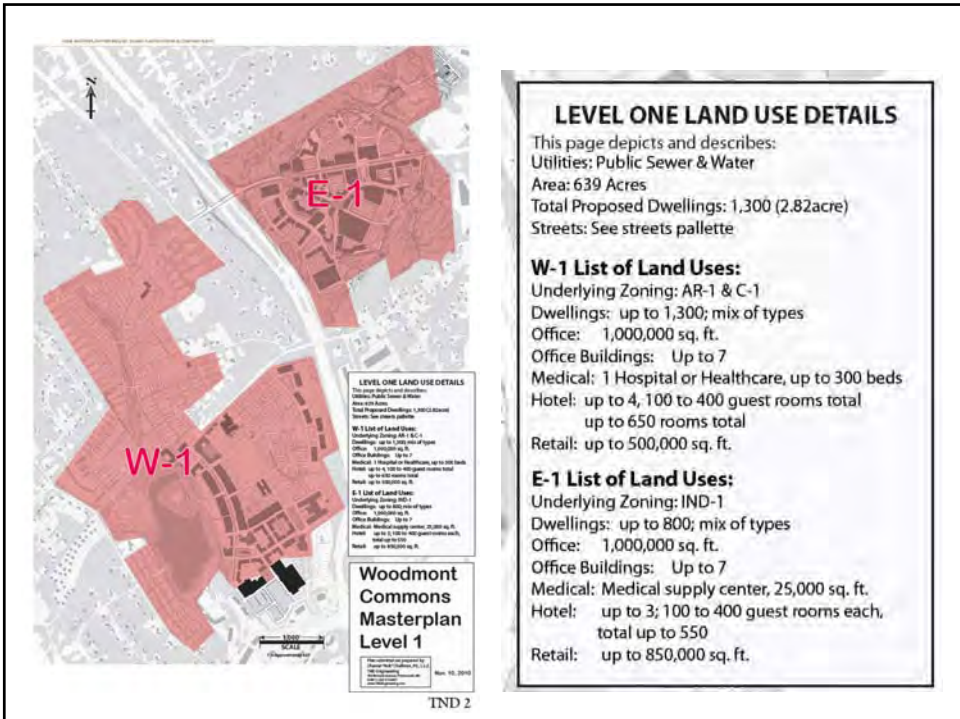
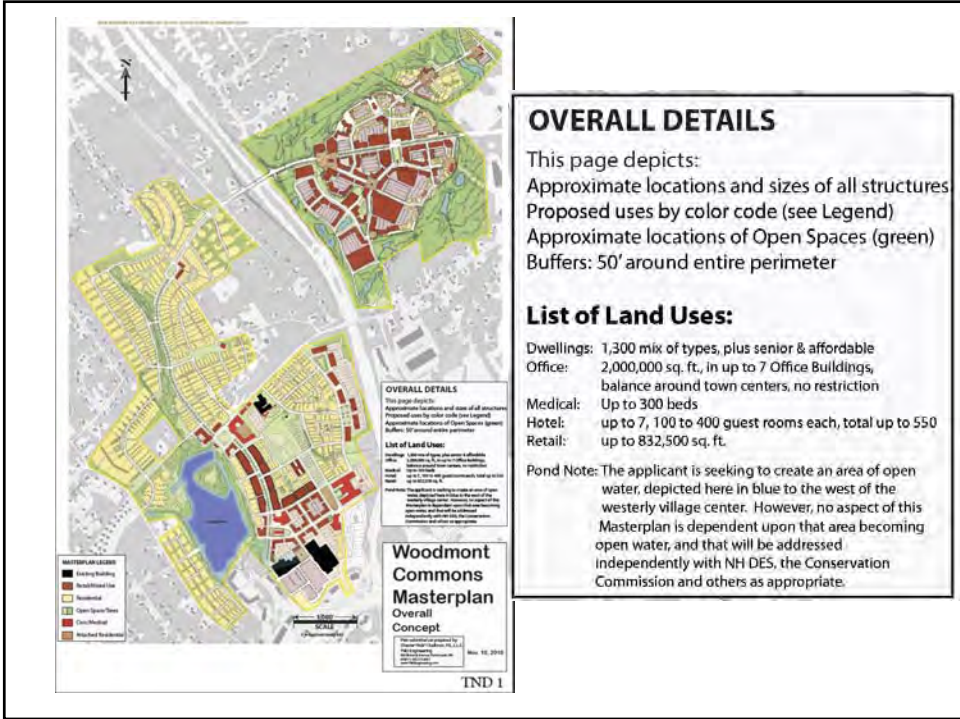
**Woodmont Commons  
Written Portion of Master Plan**



This document is a part of the Master Plan

Prepared November 8, 2010  
TND Engineering & Michels & Michels Law Offices  
Revised Through \_\_\_\_\_







**E-2-1 Maxima:**

Area: 220 Acres  
 Dwellings: up to 800; mix of types  
 Office: 1,000,000 sq. ft.  
 Office Buildings: Up to 7  
 Medical: Medical supply center, 25,000 sq. ft.  
 Hotel: up to 3; 100 to 400 guest rooms each, total up to 550  
 Retail: up to 850,000 sq. ft.  
 Other Uses (see list): 300,000 sq. ft.  
 Parking: Shared, number to be determined

**W-2-5 Maxima:**

Area: 66 Acres  
 Dwellings: 300 mix of types  
 Office Space: 100,000 sq. ft.  
 Office Buildings: Up to 2  
 Hotel: 2, 100 to 200 guest rooms  
 Retail: 100,000 sq. ft.  
 Other Uses (see list): 150,000 sq. ft.  
 Parking: Shared, number to be determined

**W-2-6 Maxima:**

Area: 19 Acres  
 Dwellings: 60  
 Office: Home Occupation Only

**W-2-7 Maxima:**

Area: 15 Acres  
 Dwellings: 25  
 Office: Home Occupation Only

**W-2-8 Maxima:**

Area: 38 Acres  
 Dwellings: 110  
 Office: Home Occupation Only  
 Civic: 15,000 sq. ft.



**LEVEL TWO LAND USE DETAILS**

This page depicts and describes: Preliminary locations and sizes of proposed improvements. Land Uses and locations of improvements may shift when site plan and subdivision plans are prepared- see Written Portion of Master Plan, incorporated herein by reference.

**W-2-1 Maxima:**

Area: 184 Acres  
 Dwellings: 1,500 mix of types  
 Office Space: 1,500,000 sq. ft.  
 Office Buildings: Up to 7  
 Medical: 1 Hospital, up to 200 beds  
 Hotel: 4, 100 to 400 guest rooms total up to 650  
 Retail: 500,000 sq. ft.  
 Other Uses (see list): 250,000 sq. ft.  
 Civic: 125,000 sq. ft.  
 Parking: Shared, number to be determined

**W-2-2 Maxima:**

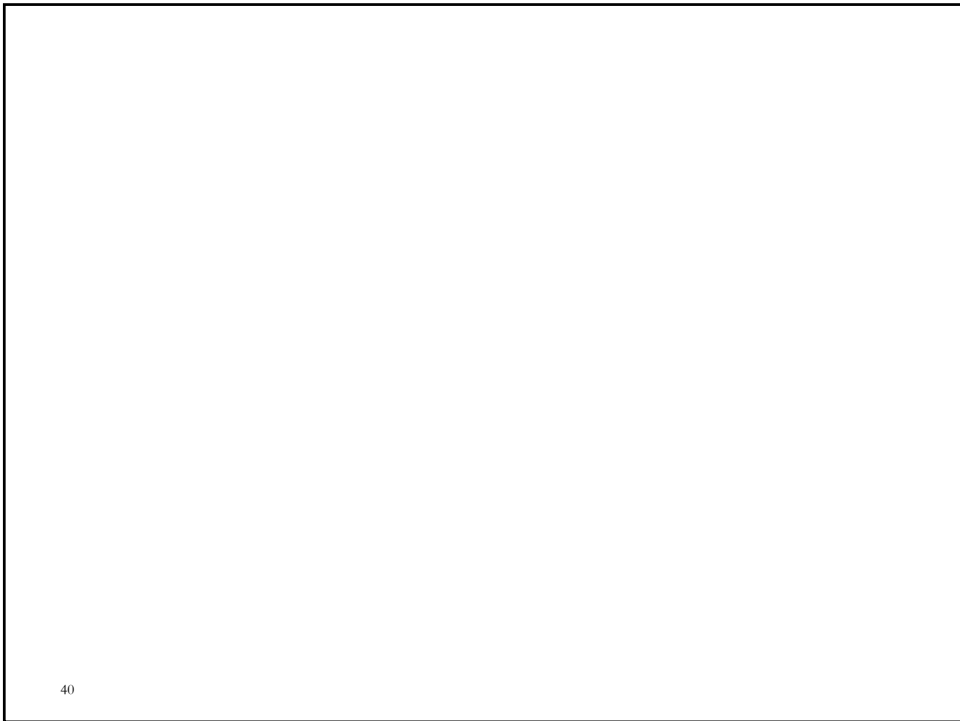
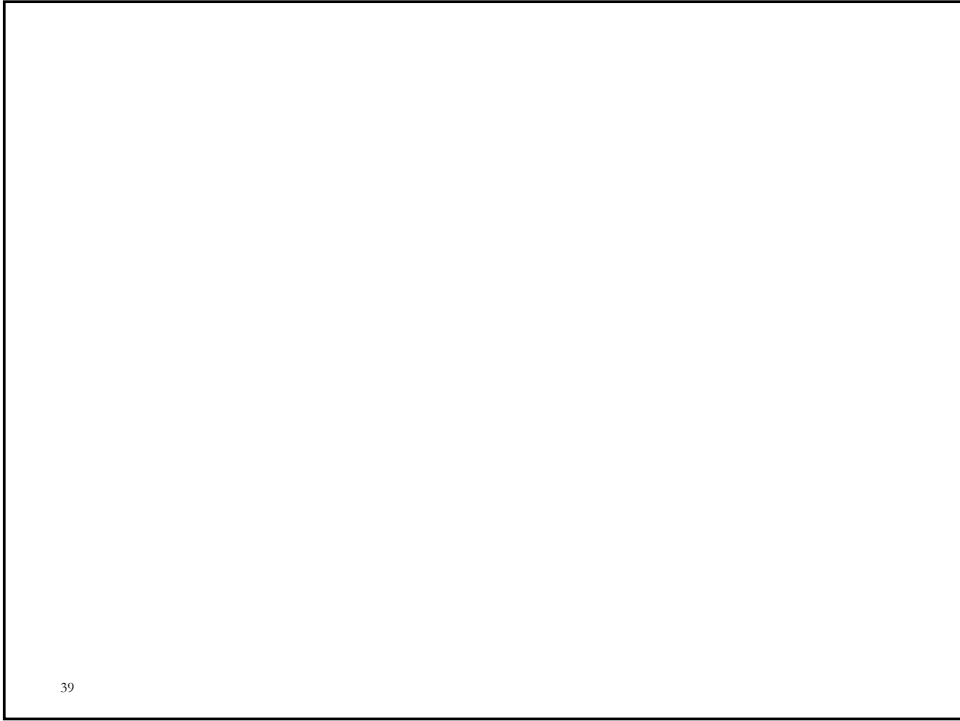
Area: 19 Acres  
 Dwellings: 35  
 Office: Home Occupation Only

**W-2-3 Maxima:**

Area: 15 Acres  
 Dwellings: 25  
 Office: Home Occupation Only

**W-2-4 Maxima:**

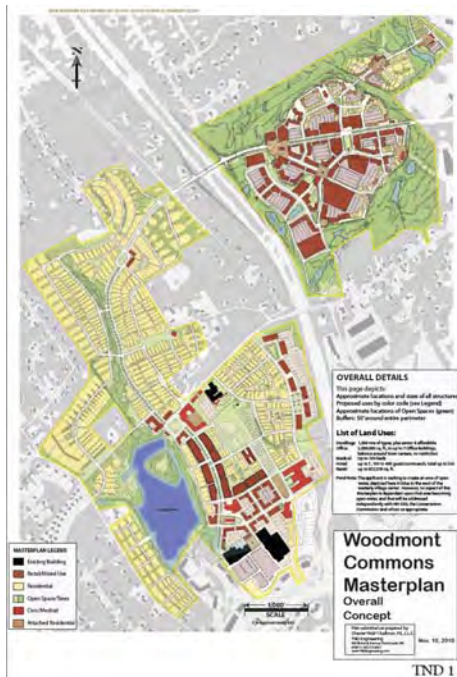
Area: 38 Acres  
 Dwellings: 150  
 Office: Home Occupation Only





## Nature of Master Plan







# Town of Londonderry

## Community Development Department

268B Mammoth Road  
Londonderry, New Hampshire 03053

Phone: (603) 432-1100 ext.101

[www.thriveinlondonderry.com](http://www.thriveinlondonderry.com)

[www.londonderrynh.org](http://www.londonderrynh.org)



Business is good. Life is better.

To: Planning Board  
From: Andre Garron, AICP, Community Development Director;  
Tim Thompson, AICP, Town Planner; and  
John Vogl, GIS Manager/Planner  
CC:  
Date: January 26, 2011  
Subject: Woodmont Commons PUD Workshop Discussion

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The Woodmont Orchard project presents Londonderry with its first applicant using last year's adopted PUD ordinance. The main tenet of the PUD is master planning a large tract of land after which becomes the new zoning of the parcel.

Over the last two meetings, the applicant has advanced a concept of a master plan for the 629 acre tract that was predicated on input received at two design charrettes conducted in the summer and fall of 2010. The expectation of the applicant over the last two meetings was to get input from residents and interested parties on the conceptual master plan prior to moving forward to a formal submittal. Londonderry residents and interested has since created an email list by which they can submit questions regarding the project and consolidate them into one document for benefit of the applicant and Planning Board.

From a PUD process standpoint, staff sees the following events needing to take place:

1. Pillsbury Development, LLC must establish a schedule and timeline by which the PUD master plan will be developed to a point of formal submission. Areas that need to be addressed are:
  - a. Creating a land use plan and density
  - b. Infrastructure requirements (i.e. sewer, water, storm water, electric, salt use)
  - c. Traffic impact overview based on the total build out
  - d. Development of the design and regulatory framework
  - e. Possibly requesting a Fiscal Impact Analysis after the master plan has been submitted
2. Such timeline should be developed by Pillsbury Development and presented to the Planning Board at the February 9 meeting.
  - a. This meeting's discussion should be limited to the discussion of the timeline, format of future meetings, and location of future meetings.
  - b. Staff recommends that a minimum of 2 hours be dedicated to future workshop meetings solely devoted to the PUD master plan.
  - c. Further discussion of the components of the PUD Master plan and information contained in item #1 should take place at the next agreed upon meeting date established at the February 2 meeting.



## Questions to be addressed at the January 26 planning board meeting with the Woodmont developers:

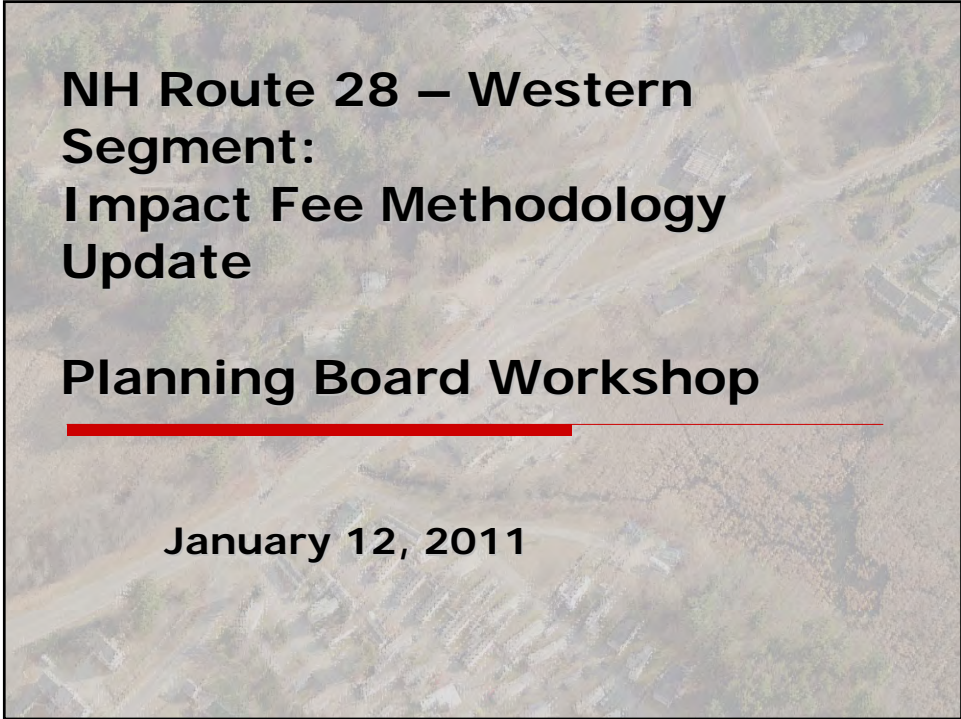
- What is the town population increase estimated to be at build out?
- Is the New Urbanism model firm in your master plan, or are there other options? Please describe the alternative options.
- 1300 dwellings is a maximum number listed, but are there lower density options? Describe each of those density options.
- What is the plan if 4A isn't funded? As inheritors of Boston North's position and obligations under the old Exit 4A plan, what are you prepared to do should state funding not be sufficient to pay the entire cost? Please describe your plans in detail..
- Will retail commercial be planned along the I-93 boundary? Describe those plans in some detail.
- How much water and sewer service will be involved? How do you propose these services be provided and funded?
- What will be built next after the new Market Basket store?
- Is there a plan to address grid lock on local roads? Describe that plan or plans. What is the financial impact to the town?
- What is the planned dwelling mix?
- How many McMansions?
- How many stand alone single family homes on what acreage at what market price?
- How many senior units at what price and configuration?
- How many government subsidized units?
- How many multifamily units. How many two story apartments?
- How many three story apartments?
- Seven curb cuts on Gilcreast road will require a total rebuild of that road from Rt 102 to Pillsbury road. Do you have a plan for doing that? If so, describe that plan, its estimated costs and the amount of money you expect the town to pay for these rebuilds.
- The intersection of Gilcreast road and Pillsbury road must be completely rebuilt if not signalized. What plans do you have for that re-build? Again, please describe in some detail, including the estimated costs and what amount, if any, you expect the town to absorb.
- What mitigation plans do you have to replace the multiple acres of wetland your plans require to be flooded?
- If four thousand cars are to be housed in the project area, how many garages are in the plan? Please include not only the number of garages that may be include with 1, 2 and 3

story units, but also public parking garages, # of stories, planned locations, and estimated number of parking units in those structures. Is there a planned or estimated cost to residents/members of the public for daily, weekly and/or monthly use?

- Is on street parking allowed anywhere in the plan? If so, please describe the anticipated plan. Londonderry has a no parking ordinance during winter. How do you expect to plan for that?
- What is the difference between the roads you propose to build and current town specification requirements? Describe your plans to meet or change those requirements for this venture.
- Can you outline the sewer and water requirements for three to four thousand residents, a number of hotels and a hospital? Please include estimated costs and how you expect these to be funded, especially your expectation of town funding, if any.
- Describe your plans for water runoff from the proposed street and parking systems. Describe any necessary EPA rules that will apply, and how you plan to meet those requirements and how compliance will be funded by you. Will you seek waivers from the EPA?
- What mitigation plans do you have to replace the multiple acres of wetland your plans require to be flooded?
  - If four thousand cars are to be housed in the project area, how many garages are in the plan?
- Is on street parking allowed anywhere in the plan?
- What is the difference between the roads you propose to build and current town specification requirements?
- Can you outline the sewer and water requirements for three to four thousand residents, a number of hotels and a hospital?
- Would you consider a large scale retail mall like Mall of Americas in MN?
- Would you consider a combination Christmas Tree Farm and residential/golf course?
- With the increase in housing and commercial units, I would expect there to be an increase in town services.
- What can we expect for an increase in road maintenance and how will this affect our tax rate?
- What can we expect for an increase in trash removal and how will this affect our tax rate?
- How do the developers plan on addressing the amount of trash that will be produced? The hotels and other commercial buildings will require dumpster services, which will result in more commercial vehicle traffic within our town.
- Are there a planned wildlife corridors connecting the planned open space areas?
- Could wildlife corridors be designed to buffer existing neighborhoods from the development?
- If Spring Street is extended into the development ( currently a paper road ) what will be the effect to the intersection of Spring Street and Hardy Road? Will Spring Street be connected directly to

exit 4A? What would be the traffic impact be to Spring Street, and the surrounding neighborhood?



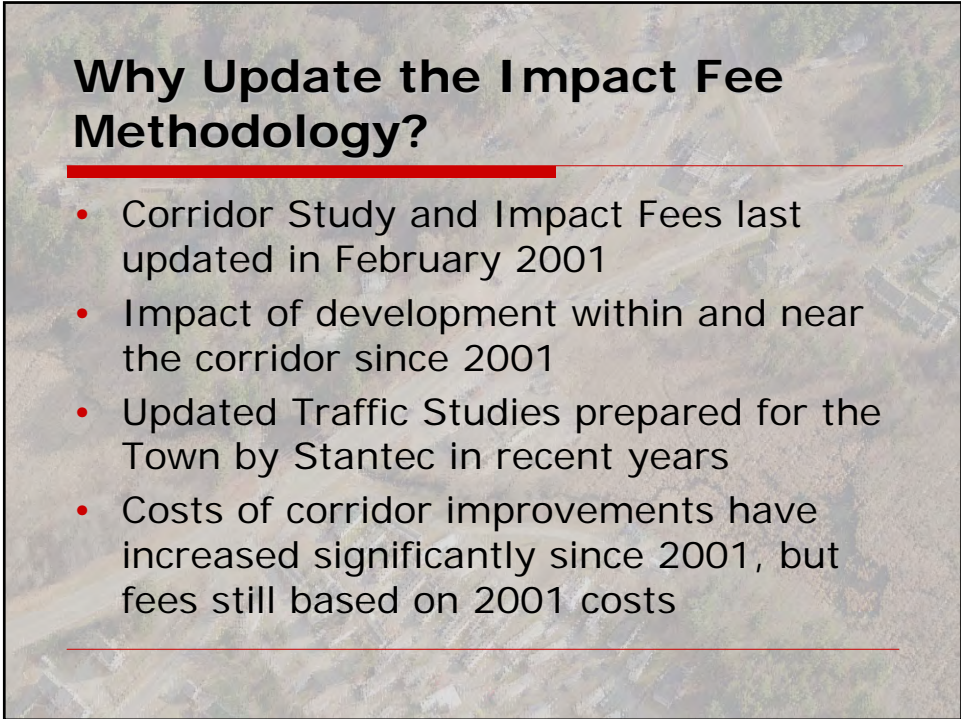


## **NH Route 28 – Western Segment: Impact Fee Methodology Update**

### **Planning Board Workshop**

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**January 12, 2011**



## **Why Update the Impact Fee Methodology?**

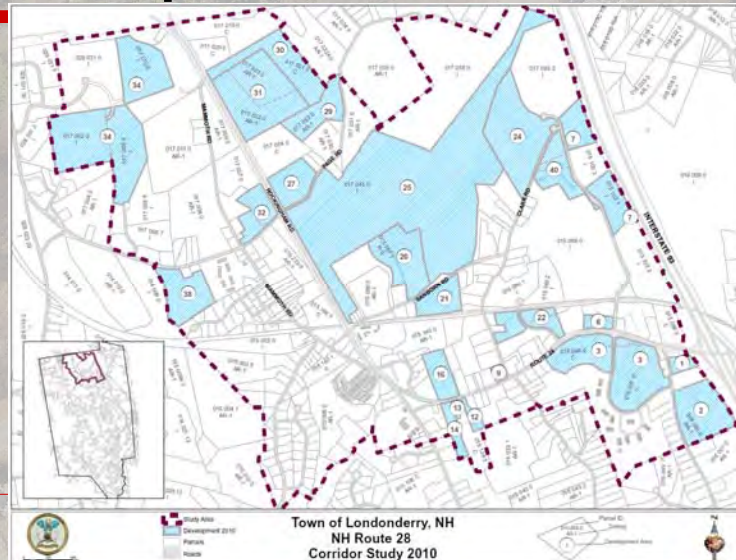
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- Corridor Study and Impact Fees last updated in February 2001
  - Impact of development within and near the corridor since 2001
  - Updated Traffic Studies prepared for the Town by Stantec in recent years
  - Costs of corridor improvements have increased significantly since 2001, but fees still based on 2001 costs
-

## Basis of Impact Fee Update

- Utilize the basic methodology for the calculation of the impact fees from the SNHPC 2001 Study
- Utilize updated recommended corridor improvements based on NHDOT and Stantec plans/studies
- Simplify impact fee calculation to a single per PM Peak Hour Trip fee
- Account for expected improvements cost increases in the fee structure

## Development Areas





# Travel Demand Forecast

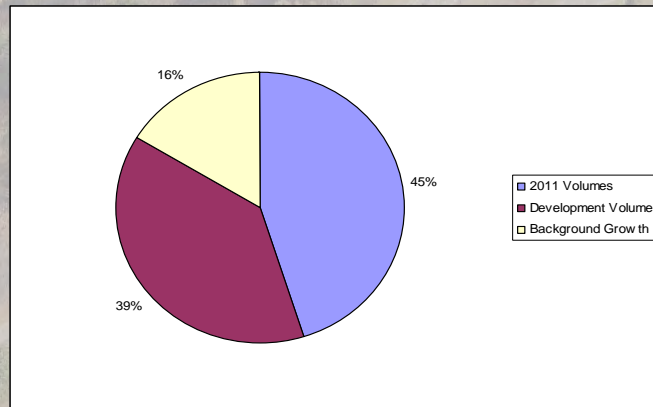
- Existing Trips
  - Base Year (2011) from Stantec Study
- Development Area Trips
  - Future land use consistent with existing zoning
  - Floor area for commercial and industrial parcels @ 15% of the developable area.
  - For residential parcels: 1 unit per acre of the developable area, with 25% bonus 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

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	3.06	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	POD/C-II	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	212.496	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>



## Horizon Year (2021) Traffic

Figure 1—Composition of 2021 PM Peak Hour Traffic



## Cost Sharing Method

- Corridor Cost Improvements = \$19.9 Million
- Cost Share Breakdown:
  - NHDOT/Town of Londonderry: 61% (\$12.139 Million)
  - Development: 39% (\$7.761 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	\$664,000	\$697,000	\$730,000	\$765,000
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.

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

- Current Impact Fee: \$912
- **Proposed 2011 Fee: \$1998**
- **Proposed 2012 Fee: \$2057**
- **Proposed 2013 Fee: \$2118**
- **Proposed 2014 Fee: \$2181**
- **Proposed 2015 Fee: \$2202**
- **Proposed 2016 Fee: \$2313**

# Impact Fee/Improvements Costs: 2001 vs. 2011

- PM Peak Trip Fee up 119%
- Improvements Cost Change
  - 2001: **\$10.83 Million**
  - 2011: **\$19.9 Million**

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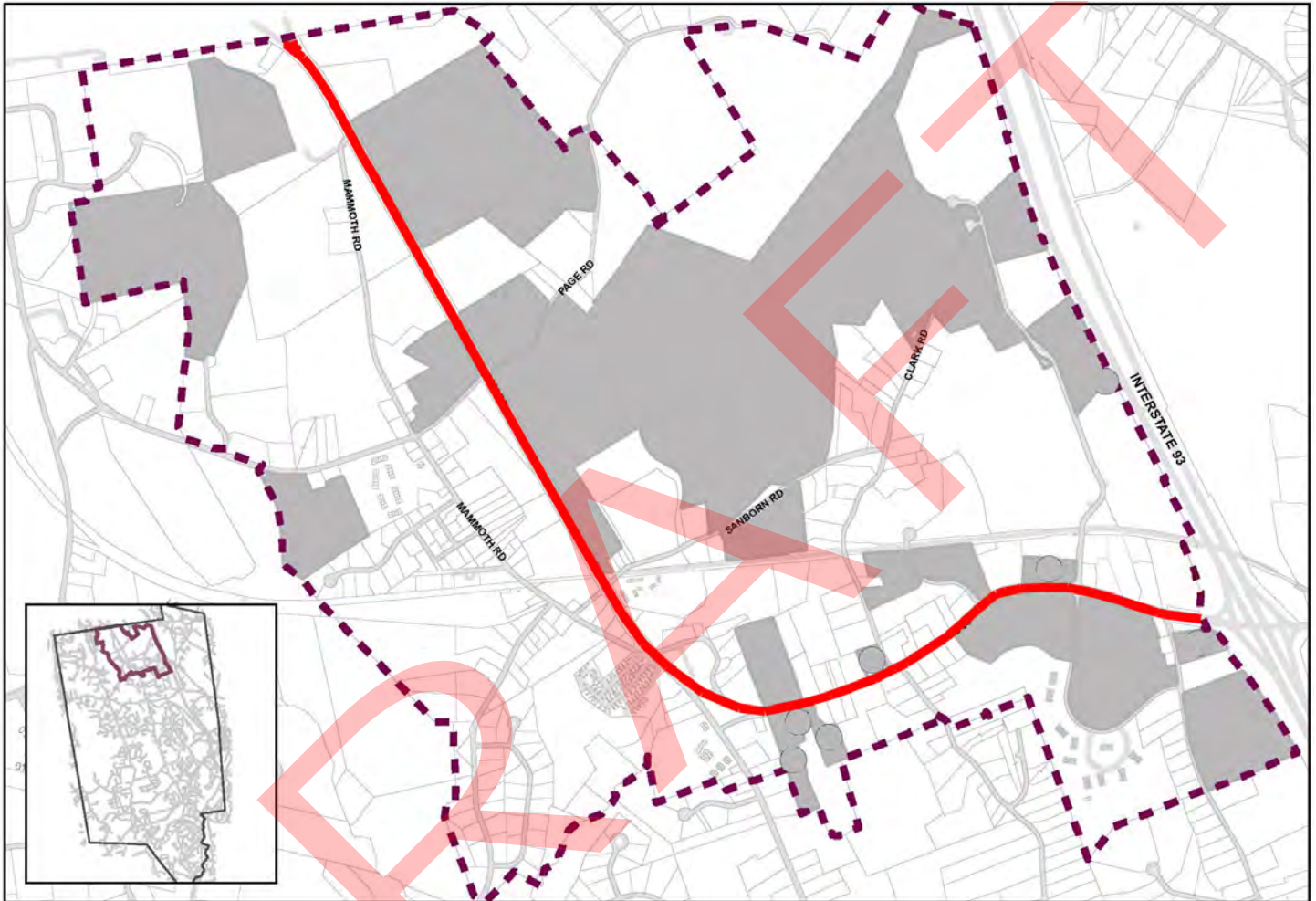
2001: SUMMARY OF TOTAL COST OF IMPROVEMENTS		
Item	Basis	Cost
Total Project Cost	Improvements Per 2001 Study	\$10.83 Million
NHDOT/Town's Share	Background Growth	\$5.37 Million
Developers' Share	Development Area Trips	\$5.46 Million

2011: SUMMARY OF TOTAL COST OF IMPROVEMENTS		
Item	Basis	Cost
Total Project Cost	Improvements Per 2011 Study	\$19.9008 Million
NHDOT/Town's Share	Background Growth	\$12.139 Million
Developers' Share	Development Area Trips	\$7.761 Million



# *Town of Londonderry, New Hampshire NH Route 28—Western Segment Traffic Impact Fee Methodology*



Londonderry  
Business is good. Life is better.

*Prepared by the Londonderry Community Development  
Department  
Planning & Economic Development Division*

Based on Impact Fee Methodology originally prepared by Southern NH Planning Commission

Supplemental Data and Information prepared by Stantec Consulting Services, Inc.



*Adopted by the Londonderry Planning Board - XXXX, 2011*

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## Introduction

The western segment of the New Hampshire Route 28 corridor in northern Londonderry experienced considerable development activity over the course of the past 30 years. Despite this development, there remains a considerable amount of vacant land and the potential for future development along this corridor. The proximity of this vacant land to Manchester-Boston Regional Airport and to Interstate 93 makes continued future development likely.

The Southern New Hampshire Planning Commission (SNHPC) completed a long range plan for NH Route 28 in Londonderry in 1990 to assist the Town in determining the long range transportation needs for that area. That study included the western segment of New Hampshire Route 28 from Interstate 93, westward through North Londonderry Village, and then north to the Manchester city line. The original study was last updated by SNHPC in 2001. Due to the changes in the land use since then, the Town of Londonderry obtained a new corridor study from Stantec Consulting Services Inc in 2008. This updated impact fee methodology was developed by the staff of the Londonderry Community Development Department, based on the basic methodology utilized by SNHPC, the 2008 Stantec study, and a 2010 Construction Cost Analysis of the corridor, also prepared by Stantec.

Details of the 2001 SNHPC Corridor Study and the 2008 Stantec corridor study are hereby incorporated by reference, and can be found in the *"Route 28 Corridor Study, Western Segment, Londonderry, NH, Updated February 2001"* and the *"Supplemental Traffic Study for Selected Rockingham Road (Route 28) Intersections as part of Reduced Development Scenarios for the Exit 5 TIF Area"* on file with the Londonderry Community Development Department.

Maintenance responsibility for NH Route 28 lies with the State of New Hampshire. Improvements are subject to funding and scheduling constraints imposed at the state and federal levels. Improvements to a state highway are not a local responsibility, but Town officials are faced with a growing number of site plan, subdivision and building permit applications for industrial and commercial development along the highway. With growing development pressures and the subsequent traffic impact, the Town must anticipate future needs and set forth a series of transportation plans for improvements in circulation, parcel access and for projects intended to increase the overall capacity and safety of the highway system. Maintenance responsibility for local roads adjacent to NH Route 28 lies with the Town. As the area develops, the Town will be responsible for upgrading and expanding these roadway systems to accommodate future traffic. Traffic projections for the year 2021 indicate that, even without any future development within this corridor, traffic volumes could increase by 16.4% from the current 2011 volume on all of these roads. If traffic from the parcels along the corridor is included, volume could increase by 38.5% along Route 28. Given these projections, the Town must ensure that future development decisions will facilitate smooth and safe traffic flows along Route 28 and adjacent roadways. It is also important that this future decision-making is compatible with the long range improvement plans for the area.



## Study Area

The study area identified as the western segment of the New Hampshire Route 28 corridor is shown on the next page. The study area extends from the intersection of Route 28 and Interstate 93 southbound ramps at Exit 5, westward through the village of North Londonderry and then north to the Manchester city line. Also shown on page 3 are various parcels identified as potential development areas as of December 2010 (utilizing the same numbering system from the SNHPC 2001 Study). These areas comprise approximately 601 acres. An examination of the development potential of these parcels revealed that approximately 472 acres were developable. Table 1 summarizes the parcels included in this study and lists them according to Development Area, Tax Map, and Lot Number.

**Town Of Londonderry, NH  
Route 28 Corridor Study - 2010  
TABLE 1**

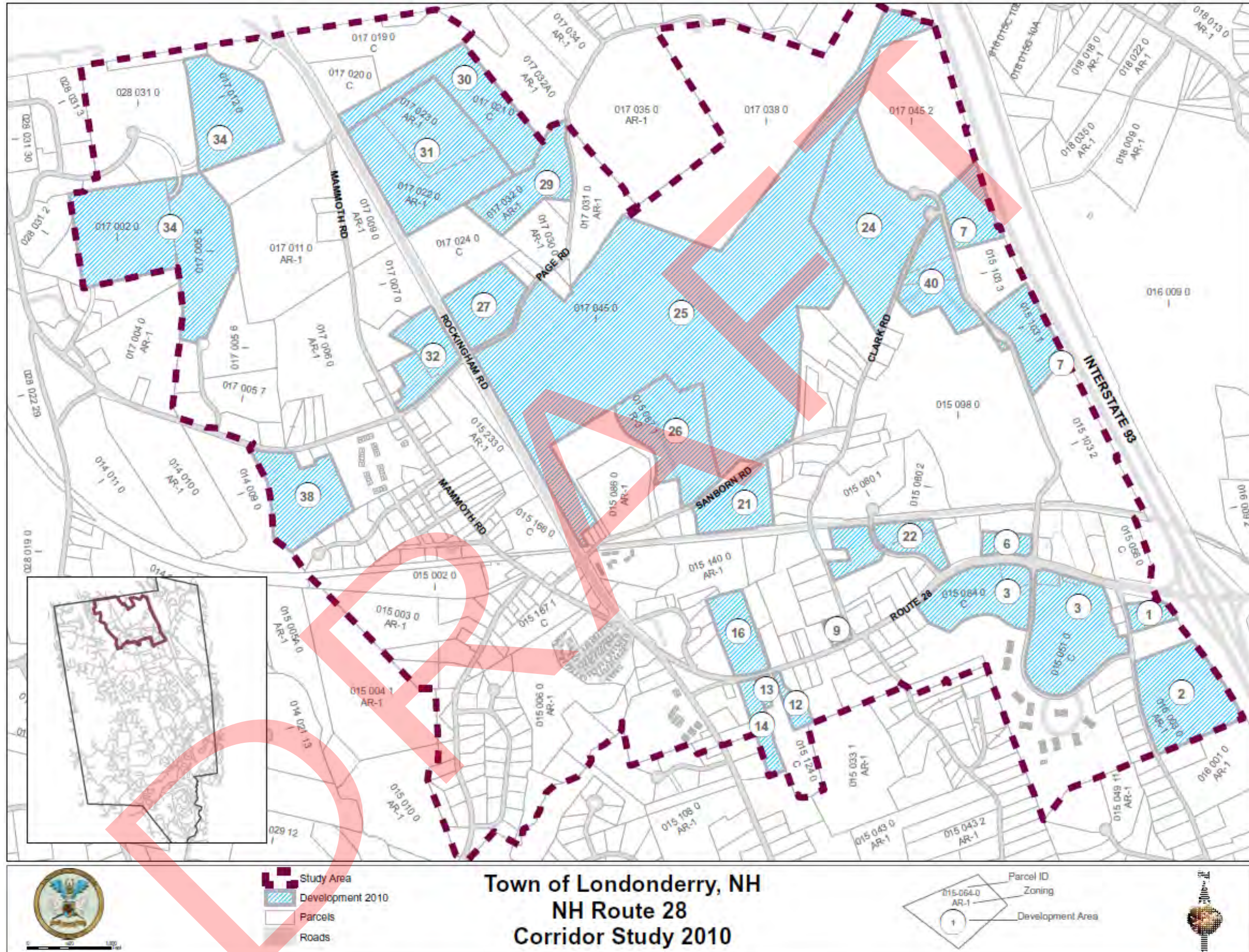
Development Area	Tax Map	Lot Number	Total Land (Acres)	Developable Land	Zoning
2	16	3	25	18.75	AR-I
3	15	51, 59, 60, 64	46.86	46.86	MUC
6	15	61, 61-7, 61-8	4.07	4.07	POD/C-II
7	15	103, 103-1	23.237	23.237	I-I
9	15	27	1.74	1.74	POD/C-II
12	15	22	3.2	3.2	POD/C-II
13	15	125	1	1	POD/C-II
14	15	126	6.1	3.05	POD/C-II
16	15	150	10	5	POD/C-I
21	15	83-2	13.67	9.08	R-III
22	15	62, 62-1	13.245	13.245	C-II, POD/C-II
24	17	44	12	10.2	I-I
25	17	45	212.495	124.5	I-I
26	15	87-1	25.4	21.59	R-III
27	17	27	13.87	11.1	C-II
29	17	32	13.25	11.26	AR-I
30	17	21	27	22.95	C-II
31	17	22, 23	23	19.55	AR-I
32	17, 15	235, 25	12.32	10.47	C-II
34	17	2, 5, 12	81.556	81.556	I-I, I-II
38	15	1	18.3	15.56	AR-I
40	15	96, 96-2, 97	14.3	14.3	AR-I
<b>TOTAL</b>			<b>601.613</b>	<b>472.268</b>	



Rt. 28  
Corridor

Western  
Segment

Development  
Areas Map





### Existing Trips

Base year 2011 evening peak hour volumes can be found in Figure 2 and Appendix C of the *"Supplemental Traffic Study for Selected Rockingham Road (Route 28) Intersections as part of Reduced Development Scenarios for the Exit 5 TIF Area"* on file with the Londonderry Community Development Department.

### Development Area Trips

The number of-site generated trips for each of the development areas were determined based on the assumptions below:

- Future land use will be consistent with existing zoning
- Floor area for commercial and industrial parcels is generally equal to 15 percent of the developable area.
- For residential parcels, the number of dwellings is equal to 1 per acre of the developable area, with a 25% bonus added to parcels suited for workforce housing development.
- Standardized trip generation rates and equations published by the Institute of Transportation Engineers (8<sup>th</sup> Edition) were applied to all future developments.

These development areas are projected to create approximately 3,962 new vehicle trips during the evening peak hour. These trips take into consideration the pass-by trip characteristics of some of the development areas in the study area. The trip generation and land use characteristics for the development areas are summarized in tabular form on the following page.

### Background Growth Rate

A background growth rate of one percent (1%) is utilized for this methodology, consistent with the Town of Londonderry and NHDOT requirements, and is indicated in section 4.1 of the *"Supplemental Traffic Study for Selected Rockingham Road (Route 28) Intersections as part of Reduced Development Scenarios for the Exit 5 TIF Area"* on file with the Londonderry Community Development Department.

### Trip Distribution

Trip distribution for the study area is summarized in section 2.6 of the *"Supplemental Traffic Study for Selected Rockingham Road (Route 28) Intersections as part of Reduced Development Scenarios for the Exit 5 TIF Area"* on file with the Londonderry Community Development Department.



Rt. 28  
Corridor

Western  
Segment

Development  
Areas Trip  
Generation

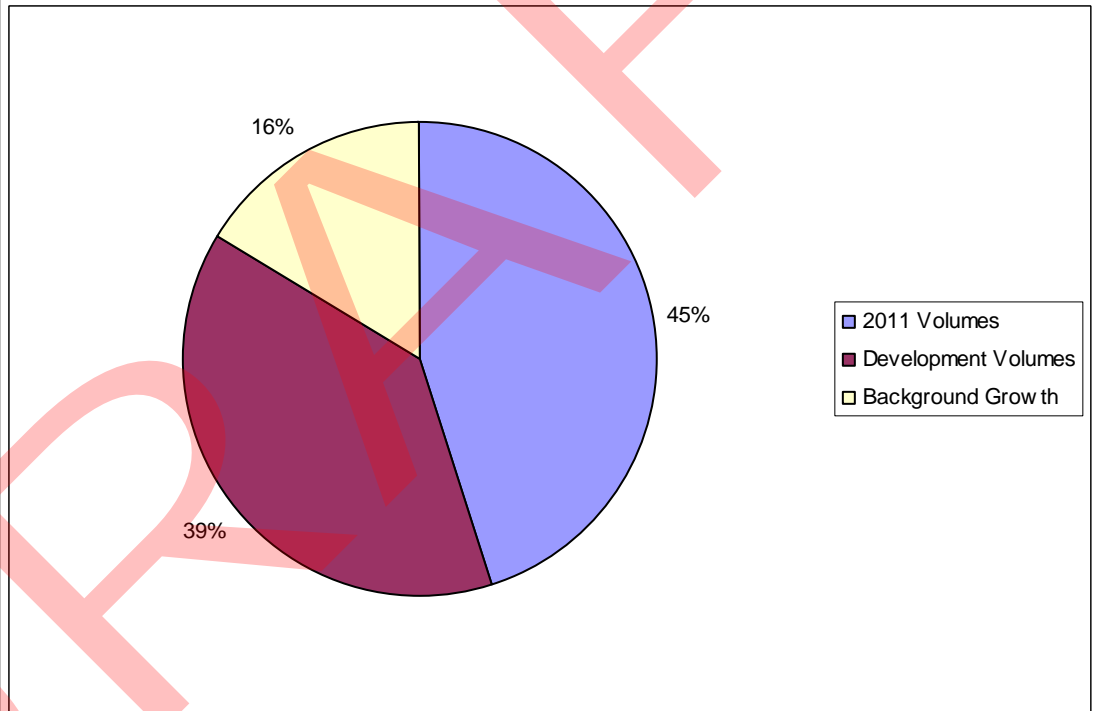
Dev Area #	Tax Map	Lot	Lot Size	Devl Acres	Current Use	Zoning	Future Land Use	Land Use Code	Poten Units	Poten Area (SF)	Rate or Equation	Daily Trip Rate	PM In Rate	PM Out Rate	Total PM Trips	PM In Trips	PM Out Trips	Total New PM Trips	PM New In Trips	PM New Out Trips	
2	16	3	25	18.75	Single Family	AR-I	Single Family	210	25		Equation				25	16	9	25	16	9	
3	15	51, 59, 60, 64	46.86	46.86	Vacant	MUC	Big Box Retail, Shopping Center, Restaurant	813, 820, 932		60,000 Shp Ctr; 6,000 Restmnt; 205,000 Big Box					1464	723	739	1102	543	557	
6	15	61, 61-7, 61-8	4.07	4.07	Vacant	POD/C-II	Specialty Retail	814		26593	Rate	44.32	1.19	1.52	72	32	40	54	24	30	
7	15	103	23.237	23.237	Vacant	I-I	Light Industrial, General Office	110, 710		196,500 Indus, 65,500 Office	Equation				343	49	294	343	49	294	
9	15	27	1.74	1.74	Single Family	POD/C-II	Specialty Retail	814		11369	Rate	44.32	1.19	1.52	31	14	17	23	10	13	
12	15	22	3.2	3.2	Single Family	POD/C-II	Specialty Retail	814		20909	Rate	44.32	1.19	1.52	57	25	32	42	19	24	
13	15	125	1	1	Single Family	POD/C-II	Specialty Retail	814		6534	Rate	44.32	1.19	1.52	18	8	10	13	6	7	
14	15	126	6.1	3.05	Single Family	POD/C-II	Specialty Retail	814		19929	Rate	44.32	1.19	1.52	54	24	30	41	18	23	
16	15	150	10	5	Single Family	POD/C-I	Shopping Center	820		32670	Equation				301	147	153	198	97	101	
21	15	83-2	13.67	9.08	Vacant	R-III	Elderly Housing	252	60		Equation				10	6	4	10	6	4	
22	15	62	13.245	13.245	Vacant	C-II, POD/C-II	Light Industrial	110		80000	Equation				78	9	68	78	9	68	
24	17	44	12	10.2	Vacant	I-I	Light Industrial	110		100000	Equation				97	12	85	97	12	85	
25	17	45	212.495	124.5	Vacant	I-I	Industrial Park	130		730000	Equation				628	132	496	628	132	496	
26	15	87-1	25.4	21.59	Vacant	R-III	Condominium	230	130		Equation				68	45	22	68	45	22	
27	17	27	13.87	11.1	Vacant	C-II	Office Park	750		72501	Equation				194	27	167	194	27	167	
29	17	32	13.25	11.26	Vacant	AR-I	Single Family	210	11		Equation				11	7	4	11	7	4	
30	17	21	27	22.95	Vacant	C-II	Light Industrial	110		149955	Equation				146	17	128	146	17	128	
31	17	22, 23	23	19.55	Vacant	AR-I	Single Family	210	20		Equation				20	13	7	20	13	7	
32	17, 15	235, 25	12.32	10.47	Vacant	C-II	Light Industrial	110		68424	Equation				66	8	58	66	8	58	
34	17	2, 5, 12	81.556	81.556	Vacant	I-I, I-II	Light Industrial	110		691238	Equation				671	80	590	671	80	590	
38	15	1	18.3	15.56	Vacant	AR-I	Single Family	210	16		Equation				16	10	6	16	10	6	
40	15	96, 96-2, 97	14.3	14.3	Single Family	AR-I	Light Industrial	110		120000	Equation				116	14	102	116	14	102	
															<b>Total:</b>	<b>4485</b>	<b>1417</b>	<b>3062</b>	<b>3962</b>	<b>1161</b>	<b>2796</b>

Based on analysis in the previous steps as previously prepared by SNHPC and updated by Town Staff, the background growth was added to the development area trips to determine the peak hour traffic projections for the New Hampshire Route 28 corridor for the design year 2021. These development area trips are summarized on page 5 and are based upon the following:

- Full build-out of the all the development areas by year 2021 under the existing zoning pattern; and
- A background or normal growth rate of 1% compounded annually

Figure 1 below illustrates the projected composition of the year 2021 traffic on NH Route 28 during the PM peak hour in terms of existing volume, background growth, and site specific growth. Clearly, the study area parcels account for a substantial portion of the traffic pressures that will impact the corridor.

**Figure 1—Composition of 2021 PM Peak Hour Traffic**



Based on the projected traffic volume and the roadway/intersection capacity analysis which was conducted for the New Hampshire Route 28 corridor, the current number of lanes on NH Route 28 and intersection configurations will not be adequate to meet the projected traffic demands for the year 2021. To accommodate all of the projected traffic, NH Route 28 will have to be improved as outlined in the Conclusions & Recommendations Section of this document.

## Cost Sharing Method

From a highway design standpoint, the primary function of NH Route 28 is to serve as an arterial highway. It should be designed to promote the movement of through traffic as efficiently as possible and still maintain safety. Providing access to abutting property should be perceived as a secondary function of this roadway. The ability to move traffic along NH Route 28 must be given the highest priority. Access points should be limited in number and located to facilitate efficient traffic flow.

Preliminary estimates indicate that the cost of recommended improvements to N.H. Route 28 between Interstate 93 and the Page Road, and of providing the necessary intersection improvements along NH Route 28, will be approximately \$19.9 million based on 2010 monetary values. This cost estimate is based upon future traffic projections and conceptual improvements as provided to the Town by Stantec with the *Traffic Study - Rockingham Road (Route 28)* dated January 8, 2007 (see table, next page).

This total improvement cost will be shared by the State of NH DOT (NHDOT), the Town of Londonderry and the developers of the areas identified earlier. The NHDOT and Town's share of the cost of improvements is based on existing volumes and background growth, as discussed previously, which makes up a cost share of 61%. The developers' share of the cost is therefore determined to be that which is made up of the development area volumes during the PM peak hour, or 39% of the costs of improvements to the corridor.

The impact fee is therefore calculated by dividing the total cost of Rt. 28 Improvements by the total number of development area generated PM peak hour trips. This number is then multiplied by 39% (and rounded to the nearest whole number), which represents the cost share of corridor improvements to be paid by development projects (the remaining 61% of the costs are to be paid by NHDOT and the Town of Londonderry). Additionally, there has been an average of 17 new PM peak hour trips per year generated from outside the studied corridor. In reviewing development potential of parcels outside the studied corridor, an additional 20 trips per year are accounted for in the impact fee calculation resulting from trips originating outside the corridor.

In order to keep this impact fee methodology relevant from now until the corridor study is re-examined in the future, the impact fee listed below shall escalate each year, based on a 3.5% anticipated increase to the costs of the improvements to the corridor. The impact fee shall be based on a fee per new PM peak hour trip impacting the Rt. 28 Western Segment, and shall be assessed on a project by project basis when development plans are approved by the Londonderry Planning Board. Traffic impact analyses are required for all site plans in Londonderry, and shall be used as the basis for calculating the impact fee due from each proposed development project in Londonderry that indicates an impact to the corridor.

See the Chart on page 9 for the per PM peak hour trip impact fee for the Rt. 28 Western Segment.



# Corridor Improvements Cost Estimate

	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
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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.

**Rt. 28 Western Segment Traffic Impact Fee per new PM Peak Hour Trip**

2011 Impact Fee:	<b>\$ 1,998</b>
2012 Impact Fee:	<b>\$ 2,057</b>
2013 Impact Fee:	<b>\$ 2,118</b>
2014 Impact Fee:	<b>\$ 2,181</b>
2015 Impact Fee:	<b>\$ 2,202</b>
2016 Impact Fee:	<b>\$ 2,313</b>

The updated impact fee for the Western Segment of Rt. 28 has increased approximately 100% from when it was last calculated in 2001. The primary factor in the increase of the fee is the estimated costs of improvements within the corridor have increased from \$10.83 million in the 2001 Corridor Study to \$19.9 million in this updated analysis.

It should be noted, however, that the cost share for the improvements has also changed since 2001. In the 2001 study, development area trips were responsible for 50% of the total costs of improvements. In this updated analysis, development is responsible for 39% of the costs of improvements. The tables below illustrate the changes in the cost share between 2001 and this updated methodology.

**2001: SUMMARY OF TOTAL COST OF IMPROVEMENTS**

Item	Basis	Cost
Total Project Cost	Improvements Per 2001 Study	\$10.83 Million
NHDOT/Town's Share	Background Growth	\$5.37 Million
Developers' Share	Development Area Trips	\$5.46 Million

**2011: SUMMARY OF TOTAL COST OF IMPROVEMENTS**

Item	Basis	Cost
Total Project Cost	Improvements Per 2011 Study	\$19.9008 Million
NHDOT/Town's Share	Background Growth	\$12.139 Million
Developers' Share	Development Area Trips	\$7.761 Million

## Conclusions & Recommendations

In view of the traffic impacts projected for the year 2021 for the western segment of the New Hampshire Route 28 corridor, it is the recommendation of this study that Route 28 is widened and intersections be improved as outlined in the Corridor Improvement Plans on the following pages

The number of trips, and hence the dollar amounts presented in this document, are preliminary in that they represent a hypothetical development situation for each vacant/developable parcel in the study area. Nevertheless, this should provide the Town officials with a sense of what could occur in the future, given current trends in development of some parcels in this area of Town.

The actual number of trips generated for a particular development area may well vary from those projected here. Thus, the number of trips and hence the proportionate share of the cost of improvements should be refined on a site-by-site basis as more information becomes available (i.e., conceptual plans or site plans). The standard traffic impact studies that are normally required by the Town for a site plan or subdivision could provide the necessary detailed information to determine the proportionate share for a particular site.

This study should be updated on a regular basis as site plans, subdivisions, and conceptual plans become available. If zoning changes occur in the proposed development areas and they become developed as uses other than those that have been projected, or if new traffic circulation concepts emerge, this document should be revised accordingly. This would entail the reassessment of traffic impacts, transportation improvements, and cost allocations. In conclusion, this study is intended to be a working document. It should be viewed as a tool to guide the decision-making process.

In summary, the recommended improvements for NH Route 28 Corridor in the study area are as shown in the Recommended Corridor Improvements Plans on the following pages.



The following assumptions are related to the future improvements:

1. The improvements at Exit 5 at Route 93 are based upon the eight-lane section for Route 28 as designed by the NHDOT, which is the future intersection configuration allowed for with NHDOT's I-93 widening project. Please refer to NHDOT's concept plan for this location.
  - A. The assumptions and description of work for the future improvements at the Intersection of 1-93 and Rockingham Road is as follows:
    - i. Widening of the northbound off ramp from I-93 to Rockingham Road.
    - ii. Widening of the northbound on ramp to I-93.
    - iii. Modification of two (2) existing signalized inter sections.
    - iv. Add additional left turns lanes on to Route 28 to the northbound and southbound on ramps by removing concrete island.
    - v. Widening of southbound on ramp to I-93 from Rockingham Road.
    - vi. Widening of southbound off ramp from I-93 to Rockingham Road.
2. The bridge at Stokes Road is assumed to be removed and Stokes Road to be ended with a cul-de-sac as part of the future improvements. Reconstruction of Stokes Road is not included with the work.
3. The intersection of NH Routes 28 and 128 is assumed to be reconfigured and the section of Route 128 adjacent to the Mobil Gas Station is assumed to end in a cul-de-sac.
4. The work along the corridor is assumed to be divided into roadway segments with assumptions relative to drainage system components based upon the available information at this time. The Town may need to combine or reorganize segments based upon the scale of future development projects and the extent of their impacts and required off-site improvements.
5. Future utility improvements, including water and sewer infrastructure, are not included in the estimate of construction costs.

Rt. 28  
Corridor

Western  
Segment

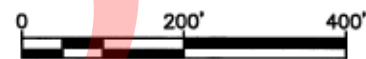
Page Road  
Intersection

Proposed  
Improvements  
Map



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Legend



Notes

- SIGNAL MODIFICATION
- FULL DEPTH BOX WIDENING IN HATCHED AREAS
- OVERLAY EXISTING PAVEMENT AREA

Client/Project  
TOWN OF LONDONDERRY  
ROCKINGHAM ROAD  
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS  
Figure No.  
1  
Title  
PAGE ROAD INTERSECTION

Rt. 28  
Corridor

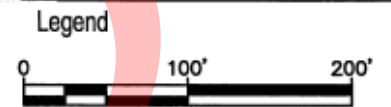
Western  
Segment

Road Section  
Between Page  
Road &  
Sanborn Road

Proposed  
Improvements  
Map



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Notes

- FULL DEPTH RECONSTRUCTION

Client/Project  
TOWN OF LONDONDERRY  
ROCKINGHAM ROAD  
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS

Figure No.  
2

Title  
ROAD SECTION BETWEEN PAGE  
ROAD AND SANBORN ROAD

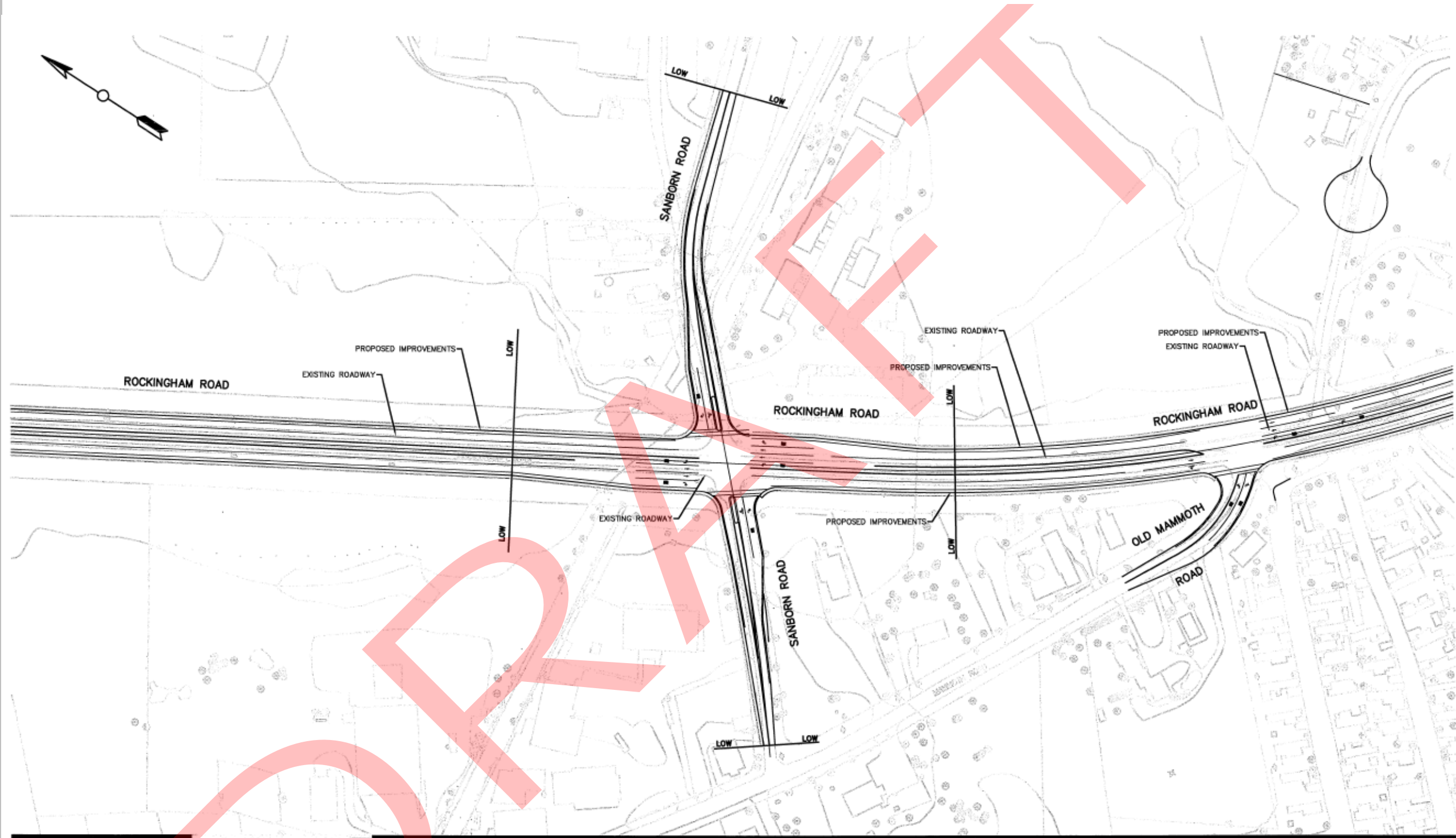


Rt. 28  
Corridor

Western  
Segment

Sanborn Road  
Intersection

Proposed  
Improvements  
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION
- SIDEWALK EXTENDS TO NORTH SCHOOL

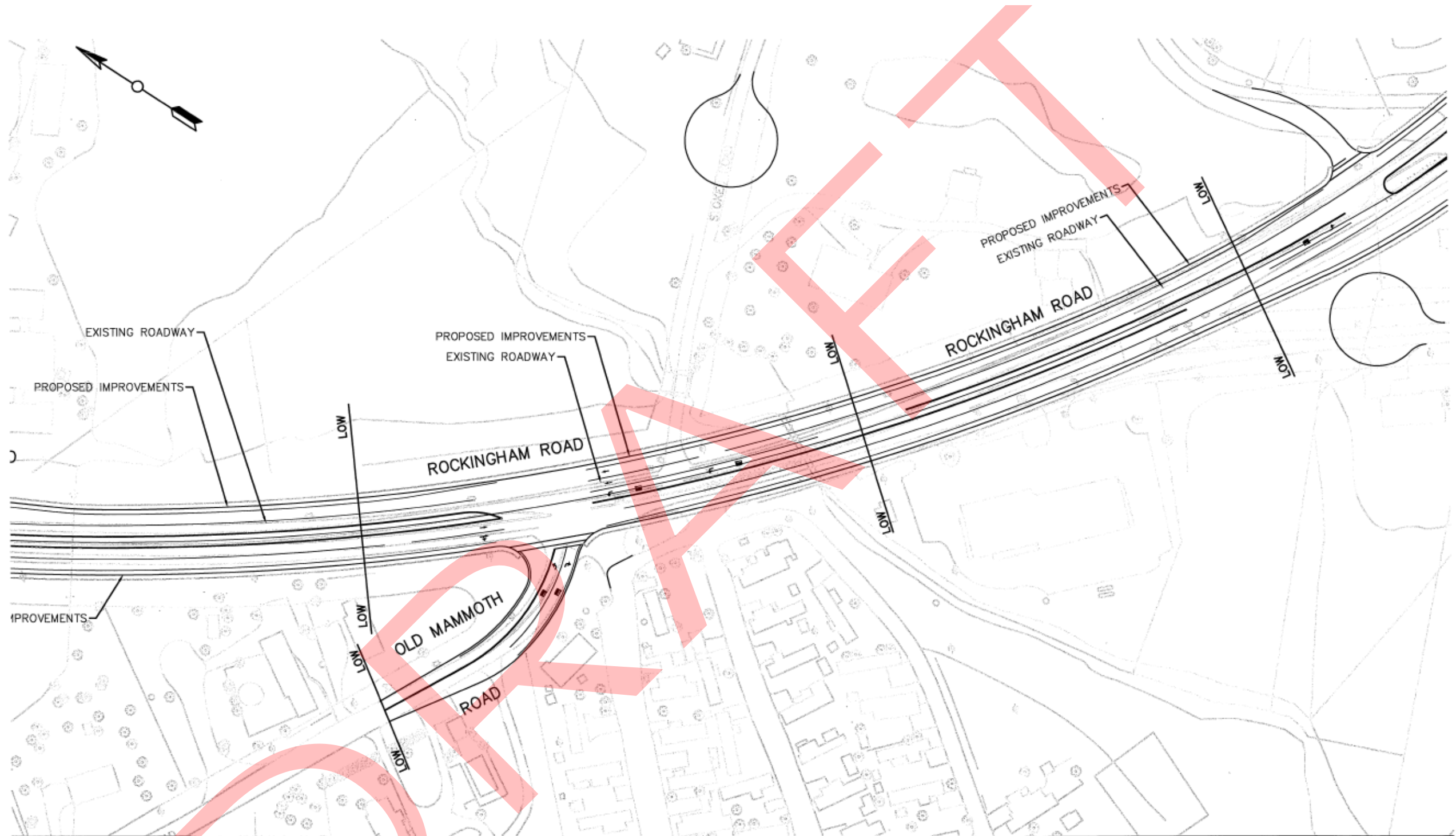
Client/Project  
TOWN OF LONDONDERRY  
ROCKINGHAM ROAD  
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS  
Figure No.  
3  
Title  
SANBORN ROAD INTERSECTION

Rt. 28  
Corridor

Western  
Segment

Area between  
Sanborn &  
Mammoth  
Road (N),  
Intersection

Proposed  
Improvements  
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION
- REMOVAL OF BRIDGE ON STOKES ROAD
- NEW CUL-DE-SAC ON STOKES ROAD
- NEW BRIDGE UNDER ROUTE 28

Client/Project  
TOWN OF LONDONDERRY  
ROCKINGHAM ROAD  
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS  
Figure No.  
4  
Title  
AREA BETWEEN SANBORN AND  
OLD MAMMOTH RD, INTERSECTION

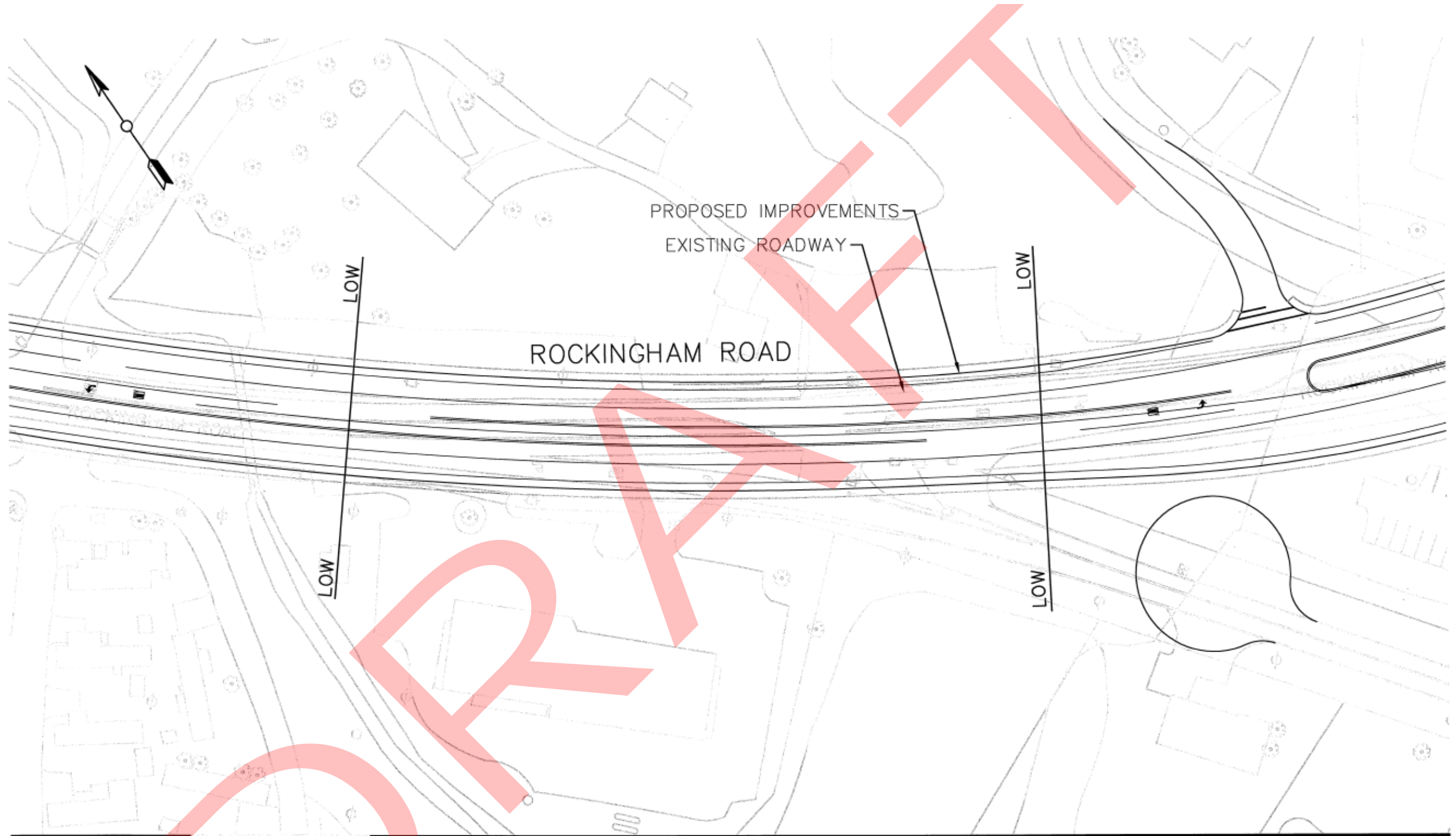


Rt. 28  
Corridor

Western  
Segment

Area between  
Mammoth  
Road (N) and  
Mammoth  
Road (S)

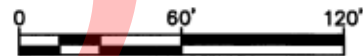
Proposed  
Improvements  
Map



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Notes

- FULL DEPTH RECONSTRUCTION

Client/Project

TOWN OF LONDONDERRY  
ROCKINGHAM ROAD  
CONCEPTUAL DESIGN—FUTURE IMPROVEMENTS

Figure No.

5

Title

ROAD BETWEEN OLD MAMMOTH  
AND MAMMOTH ROAD

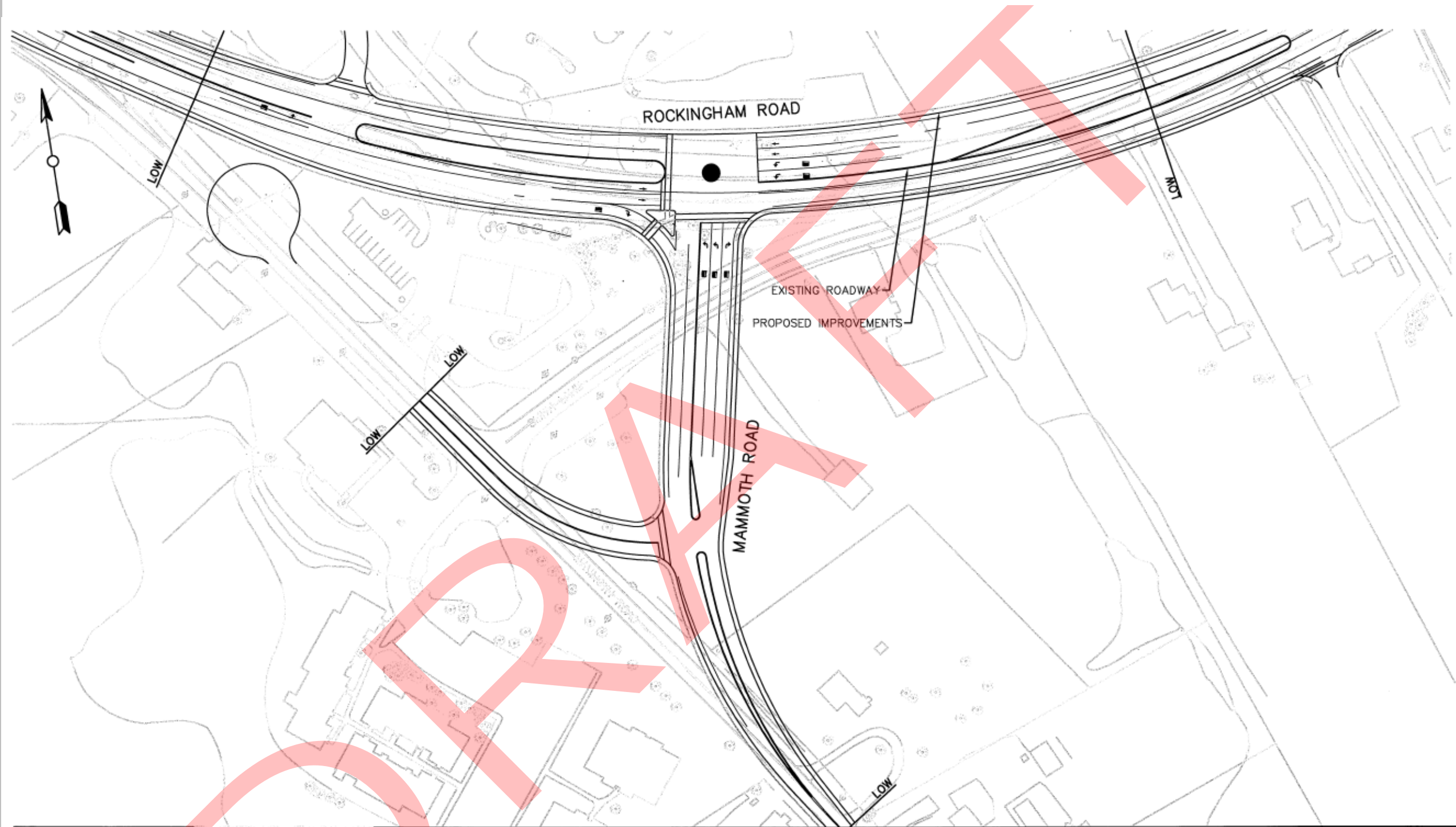


Rt. 28  
Corridor

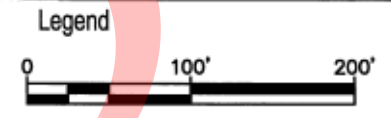
Western  
Segment

Mammoth  
Road (S)  
Intersection

Proposed  
Improvements  
Map



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- Notes
- FULL DEPTH RECONSTRUCTION
  - NEW SIGNALIZED INTERSECTION
  - CUL-DE-SAC ON OLD ROUTE 128

Client/Project  
TOWN OF LONDONDERRY  
ROCKINGHAM ROAD  
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS

Figure No.  
6

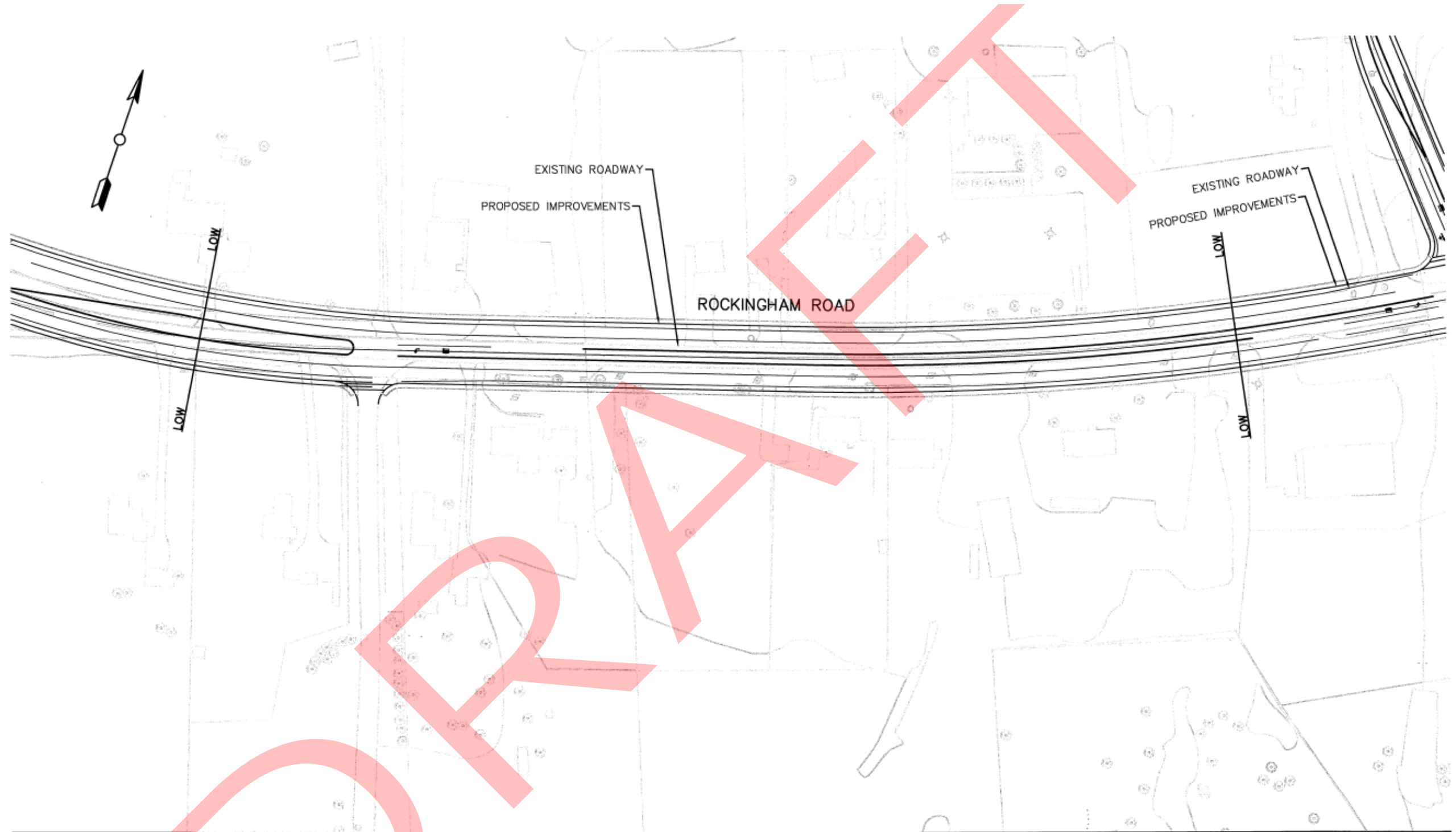
Title  
MAMMOTH ROAD INTERSECTION

Rt. 28  
Corridor

Western  
Segment

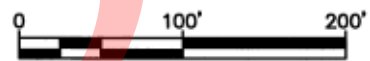
Road Section  
between  
Mammoth (S)  
and Clark/  
Noyes Road

Proposed  
Improvements  
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION

Client/Project

TOWN OF LONDONDERRY  
ROCKINGHAM ROAD  
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS

Figure No.

7

Title

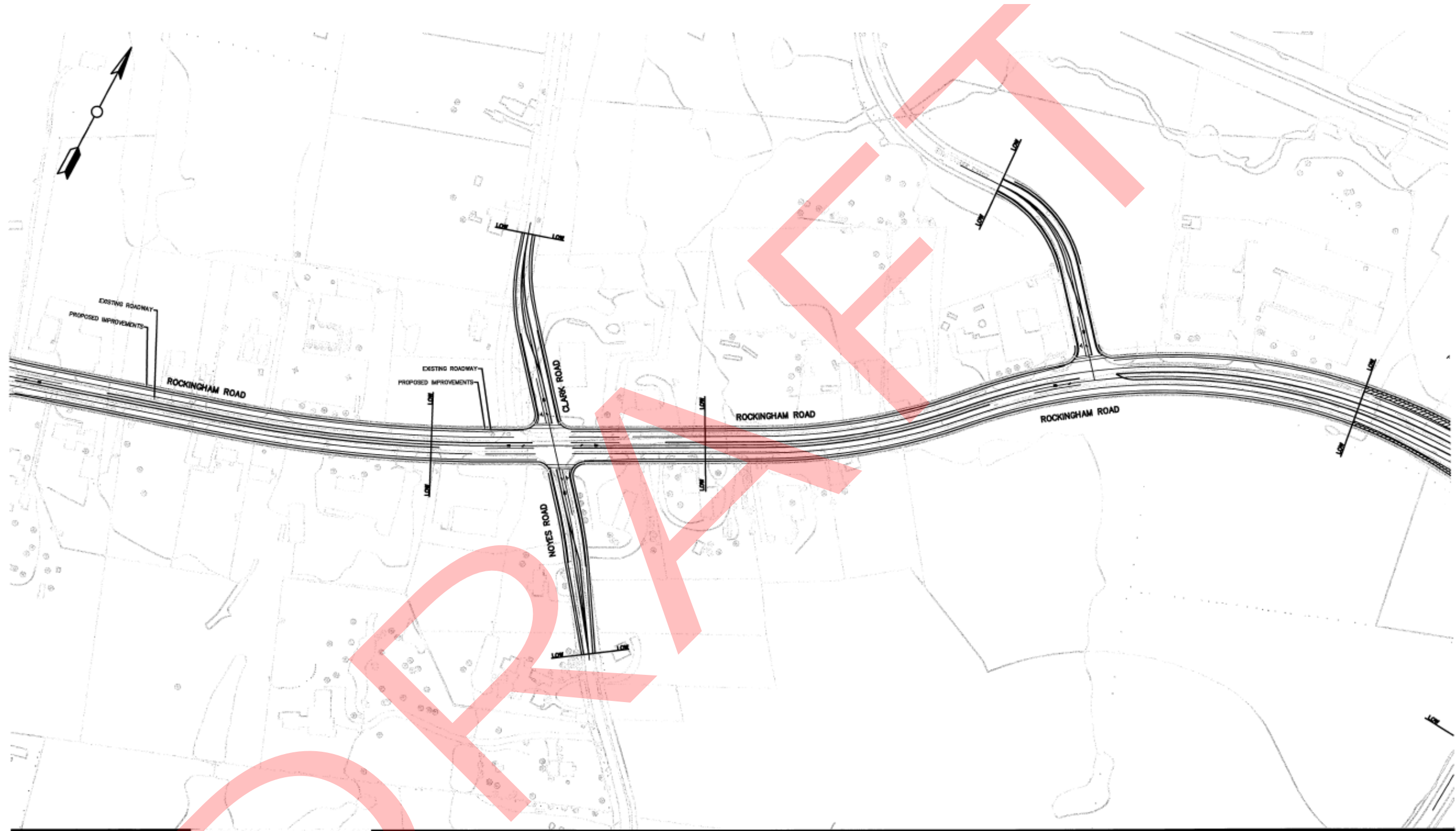
ROAD SECTION BETWEEN  
MAMMOTH AND CLARK/NOYES RD

Rt. 28  
Corridor

Western  
Segment

Clark/Noyes  
Road  
Intersection to  
Symmes Drive  
Intersection

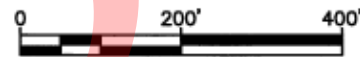
Proposed  
Improvements  
Map



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Legend



Notes

- FULL DEPTH RECONSTRUCTION

Client/Project

TOWN OF LONDONDERRY  
ROCKINGHAM ROAD  
CONCEPTUAL DESIGN-FUTURE IMPROVEMENTS

Figure No.

8

Title

CLARK/NOYES ROAD INTERSECTION  
TO SYMMES DRIVE INTERSECTION

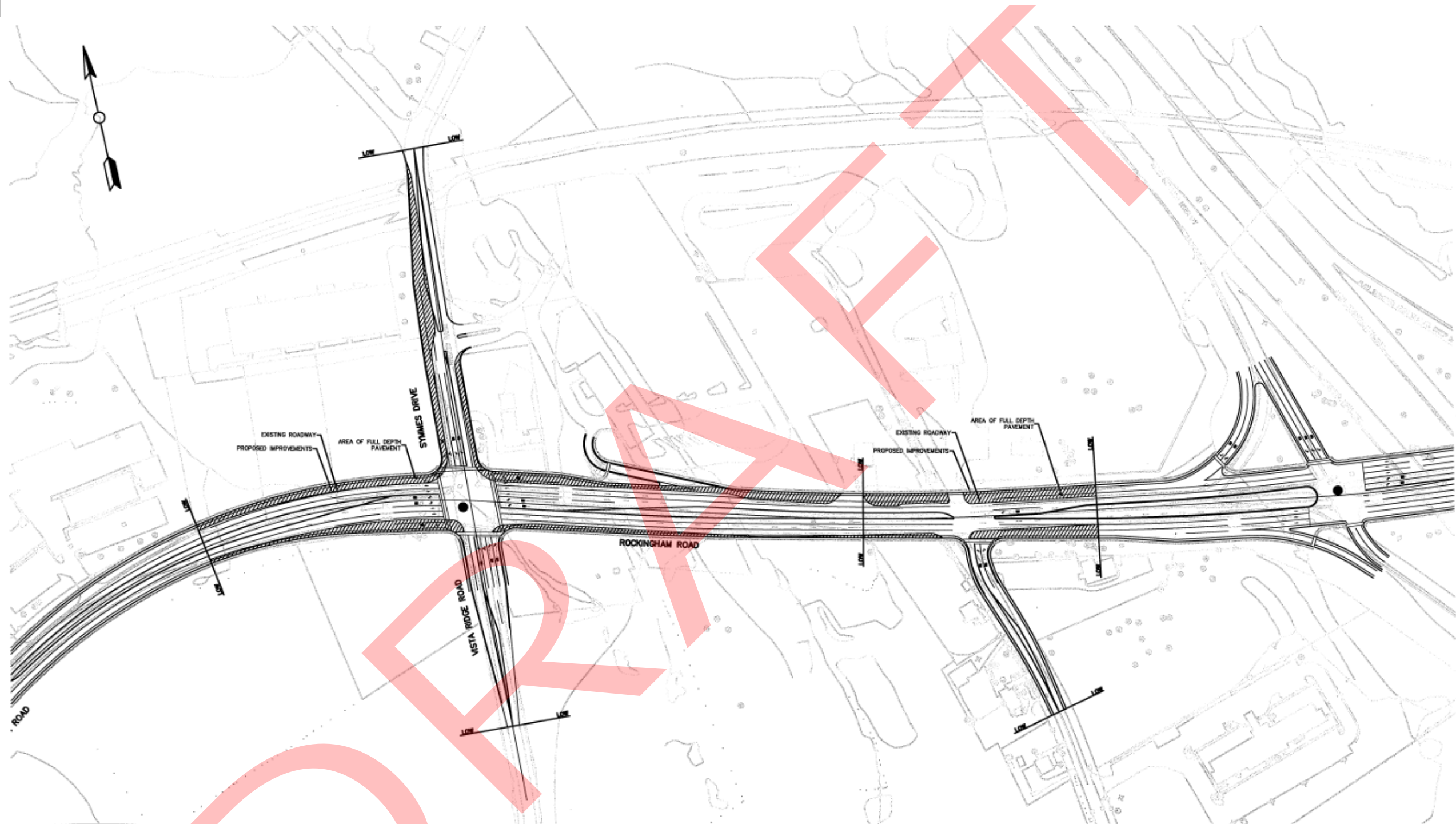


Rt. 28  
Corridor

Western  
Segment

Symmes  
Drive/Vista  
Ridge Drive &  
Perkins Road  
Intersection

Proposed  
Improvements  
Map



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Legend



Notes

- FULL DEPTH BOX WIDENING IN HATCH AREAS
- MODIFICATIONS TO SIGNALIZED INTERSECTION AT SYMMES DRIVE
- OVERLAY EXISTING PAVEMENT AREAS

Client/Project

TOWN OF LONDONDERRY  
ROCKINGHAM ROAD  
CONCEPTUAL DESIGN—FUTURE IMPROVEMENTS

Figure No.

9

Title

SYMMES DRIVE/ VISTA RIDGE  
ROAD & PERKINS RD INTERSECTION