

1 **LONDONDERRY, NH PLANNING BOARD**  
2 **MINUTES OF THE MEETING OF OCTOBER 14, 2009 AT THE MOOSE HILL**  
3 **COUNCIL CHAMBERS**  
4

5 7:00 PM: Members Present: Art Rugg; John Farrell; Rick Brideau, CNHA, Ex-  
6 Officio; Paul DiMarco, Ex-Officio; Charles Tilgner, P.E., Ex-Officio; Mary Soares;  
7 Rob Nichols; Lynn Wiles; Laura El-Azem; Chris Davies, alternate member; Cole  
8 Melendy, P.E., alternate member; George Herrmann, alternate member  
9

10 Also Present: André Garron, AICP; Tim Thompson, AICP; John Trottier, P.E.;  
11 Cathy Dirsra, Planning Department Secretary  
12

13 A. Rugg called the meeting to order at 7 PM. A. Rugg appointed C. Davies to vote  
14 for R. Nichols until he arrives and G. Herrmann to vote for M. Soares until she  
15 arrives.  
16

17 **Administrative Board Work**  
18

19 A. Plans to Sign - Coca-Cola Amended Site Plan - Map 15, Lot 98  
20

21 J. Trottier said all precedent conditions for approval have been met and the  
22 staff recommends signing the plans.  
23

24 **J. Farrell made a motion to authorize the Chair and Secretary to sign**  
25 **the plans. R. Brideau seconded the motion. No discussion. Vote on the**  
26 **motion: 8-0-0.** A. Rugg said the plans will be signed at the conclusion of the  
27 meeting.  
28

29 B. Extension Request - Nicom Site Plan - Request 6 month extension to  
30 conditionally approved plan  
31

32 T. Thompson referenced the letter from Nicole Duquette from TF Moran,  
33 requesting a 6 month extension of the plans that will expire on October 29,  
34 2009. The reason for the extension is the inability of the client to obtain a  
35 tenant for the property, so they're not able to start construction or provide  
36 the financial guarantee required as part of the conditions of approval. He said  
37 that staff supports the extension and feels that 6 months is a reasonable time  
38 frame.  
39

40 **J. Farrell made a motion to grant a 1 year extension (taking into**  
41 **consideration the economic climate). R. Brideau seconded the**  
42 **motion. No discussion. Vote on the motion: 8-0-0.** Extension for 1 year  
43 was granted.  
44

45 *R. Nichols arrived at 7:08PM. C. Davies will vote for M. Soares until she*  
46 *arrives and G. Herrmann for L. El-Azem until she arrives.*  
47

48 C. Meeting Request - Bosch Minor Site Plan - Request for special meeting (if  
49 needed) to sign plans after ARC approval

1  
2 T. Thompson referenced the email from Jeff Merritt from Keach Nordstrom  
3 requesting the Planning Board's consideration to allow for a special meeting  
4 to sign plans that have yet to be approved by the Administrative Review  
5 Committee (ARC). This might not be needed because we have not yet  
6 received the formal application for this project. The earliest public hearing  
7 would be October 27, which is only 1 week prior to the next scheduled  
8 Planning Board meeting. The applicant has stated that he would like to get  
9 the plans signed before the asphalt companies close for the season.

10  
11 **Consensus of the Board was to agree to a special meeting.**

12  
13 D. Signage Design Review - Derry Plaza Freestanding Sign

14  
15 T. Thompson referenced an email and design drawings on behalf of Altid  
16 Enterprises who is the owner of the Derry Plaza, where Rocky's Ace Hardware  
17 has vacated that site. They have received recommendation from the Heritage  
18 Commission and are moving forward to the Zoning Board of Adjustment  
19 (ZBA) to allow for some modifications to their existing free-standing sign as  
20 well as a wall sign for a small discount grocery store that is interested in the  
21 former Rocky's site. The free-standing sign needs a variance from the ZBA  
22 since the existing sign no longer conforms to the town's height requirements  
23 for signage.

24  
25 *L. El-Azem arrived at 7:12PM. G. Herrmann returned to alternate member*  
26 *status. C. Melendy arrived at 7:15PM.*

27  
28 **J. Farrell made a motion to approve the signage. R. Brideau seconded**  
29 **the motion.** No discussion. **Vote on the motion: 9-0-0.**

30  
31 T. Thompson asked that the motion be amended to include that the approval  
32 is based on recommendation from the Heritage Commission.

33  
34 **J. Farrell amended the motion to approve the signage based on**  
35 **recommendation from the Heritage Commission. R. Brideau seconded**  
36 **the motion.** No discussion. **Vote on the motion: 9-0-0.**

37  
38 E. Signing of Minutes – September 2 & 9

39  
40 Minutes for September 2 and 9 have been signed.

41  
42 F. Regional Impact Determinations

43  
44 T. Thompson stated that Henry Paul & Inez Paul Rev Trusts is proposing a lot  
45 line adjustment on Map 11, Lots 89 & 89-1. He said that staff recommends  
46 this project is not a development of regional impact, as it does not meet any  
47 of the regional impact guidelines suggested by Southern NH Planning  
48 Commission (SNHPC).

49

1       **J. Farrell made a motion to accept staff recommendations that this**  
2       **project is determined not to be of regional impact under RSA 36:56.**  
3       **R. Brideau seconded the motion. No discussion. Vote on the motion: 9-**  
4       **0-0. Motion carries**

5  
6    G.   Discussions with Town Staff

7  
8       A. Garron said on September 29 the Regional Economic Development  
9       Steering Committee held their second meeting at the Public Service of NH  
10      Energy Park. They updated the group on the cluster and marketing analysis  
11      that the group is undertaking with Moran, Stall and Boyer. This information  
12      includes significant employers we seek to attract, major industrial sites in  
13      town and organizations talking with potential employers in town. All the  
14      information was sent to the consultant to be worked into the analysis. They  
15      received an update on the survey they will be conducting as part of the  
16      strategy as well as a presentation from USDA rural development program, of  
17      the various grant programs that are available. Next meeting will be in  
18      November.

19  
20      A. Garron mentioned that in mid to late November the Airport Master Plan  
21      Committee will be holding a second meeting of the Steering Committee. They  
22      will be forwarding the information to the Steering Committee for review prior  
23      to the meeting. A. Garron said that once that information is received, he will  
24      forward it to the Planning Board members as well.

25  
26      T. Thompson said that he and A. Garron will attend the Town Council meeting  
27      to discuss the small area master plan and they would welcome all Planning  
28      Board members to attend that meeting.

29  
30      A. Rugg said he met with Town Council Chairman Mike Brown in regards to  
31      the Regional Economic Development Steering Committee. He said that  
32      Chairman Brown was apologetic for not keeping up with the emails and  
33      letters and terms of the Steering Committee. Chairman Brown feels the  
34      Planning Board is taking the right approach in requesting candidates,  
35      conducting interviews and making recommendations to the Town Council.  
36      A. Rugg said that he and Chairman Brown agreed that this issue would no  
37      longer be discussed by the Town Council and Planning Board, and both also  
38      agreed that we must move on.

39      A. Garron asked if the advertising should follow our normal procedure. A.  
40      Rugg said yes it should follow normal procedure.

41      T. Thompson asked if the interviews and decision would both occur at the  
42      November 4 meeting. A. Rugg said that if the decision is not made at the  
43      November 4 meeting, it will be made at the November 19 meeting.

44  
45      J. Farrell asked if the Board would have enough time to respond if the ad is in  
46      this week's paper. A. Rugg said the Board will hold the interviews Nov. 4.

47      L. Wiles asked if any of this would have an impact at the committee level.

48      A. Rugg said that Don Moskowitz and Andre Garron attend the RED Steering  
49      Committee meetings. A. Garron added that Deb Paul was at the last RED

1 Steering Committee meeting. A. Rugg said that all the emails regarding this  
2 issue will be part of the minutes and will be posted on our website.  
3 J. Farrell noted that the original recommendation was made at the Economic  
4 Development Task Force meeting and it is part of the minutes, which are  
5 posted on our website.

6  
7 **Workshops/Conceptual Discussions**

8  
9 A. FY 2011 - 2016 Capital Improvements Plan Public Hearing

10  
11 T. Thompson said that there was a CIP workshop last month. The Planning  
12 Board made a couple of changes at the workshop and staff has a couple of  
13 recommended amendments to the posted public hearing notice due to the  
14 awarding of the American Reinvestment and Recovery Act Grant that the  
15 Northwest Fire Station has received. T. Thompson then gave the Board an  
16 overview of the process. (See attachment #1)

17  
18 J. Farrell said they moved a lot of things out based on the current economy.  
19 They applied for the American Reinvestment Program and for help from  
20 congressional leaders for the Pettengill Road project. They've also met with  
21 the Governor. Their intent is to look for optional funding, so as not to impact  
22 the tax payers and they're looking at congressional earmarks. A. Rugg said  
23 that the Planning Board by statute is responsible for a 6 year plan. Having a  
24 CIP is what our growth management ordinance is based upon and impact  
25 fees are also based on it. We need to have the CIP in place to show that the  
26 community is doing its good faith on meeting the capital improvements that  
27 are needed to develop the infrastructure. That is what forms the basis for the  
28 growth management ordinance. The Planning Board is charged to adopt it.  
29 It's up to the two governing bodies we have (Town Council and School Board)  
30 to implement it as they choose. The School District and Town Meeting will  
31 ultimately decide what get bought.

32  
33 T. Thompson said that the Planning Board has a section of the proposed  
34 amended sheets that would be amended by the change incorporating the  
35 grant into the CIP. He said that if we get to the point of a motion he would  
36 like to ask the Board to please amend the project as proposed in those  
37 sheets.

38  
39 *M. Soares arrived at 7:34PM, C. Davies returned to alternate member status.*

40  
41 L. El-Azem said this is all just a small portion of the budget that affects the  
42 tax rate and that residents still have opportunity to participate and give their  
43 input regarding the budget, prior to the March town meeting.

44  
45 J. Farrell said that by using the grant and general fund they are saving 1.9  
46 million dollars.

47  
48 P. DiMarco said the first budget hearing will be all day Saturday November  
49 21, starting at 8:30AM in the Moose Hill Council Chambers.  
50

1 A.Rugg asked for public input on the capital improvement budget.

2  
3 Mike Speltz, 18 Sugar Plum Lane, representing the Conservation Commission,  
4 said that the commission would like to see us not extend our "3 year pause"  
5 in funding the open space effort for another 3 years. He said the data that  
6 the staff provided for the CIP report demonstrates the town is on a fast path  
7 to build out the town. He said the commission is concerned that property  
8 owners will be discouraged by the town not having open space funding.

9  
10 Ben Labrecque, 18 Woodside Dr, Conservation Commission, reinforced Mike  
11 Speltz's statement about the open space funding and hopes that the Board  
12 will reconsider. J. Farrell said that in the last 15 years we have spent about  
13 16.9 million dollars in open space funding. He said they are the most  
14 progressive community in the state, they've spent the most money in the  
15 state and they've preserved the most amount of land in the state. He said  
16 that the CIP committee looked at friends and neighbors losing jobs, homes  
17 being foreclosed and people finding it difficult putting food on the table and in  
18 good conscience the CIP committee could not go to the community again and  
19 ask for another million dollars. J. Farrell said that was the entire reason for  
20 their decision. M. Soares mentioned that a petition (with 25 registered voter  
21 signatures) could be brought before the town council in regards to funding for  
22 open space.

23  
24 There was no further public comment.

25  
26 **J. Farrell made a motion to adopt the CIP for 2011 – 2016 with the**  
27 **amendments recommended by staff. R. Brideau seconded the**  
28 **motion. Vote 9-0-0. CIP is adopted.**

29  
30 B. Public Hearing - Workforce Housing Zoning Amendments

31  
32 T. Thompson gave the Board a brief summary and presentation of the  
33 proposed amendments to various Sections of the zoning ordinance. (See  
34 attachment #2)

35  
36 M. Soares asked what would happen in regards to impact fees if a project  
37 was approved for elderly housing and then changed to workforce housing.  
38 A. Garron said the traffic study would be re-evaluated and the impact fees  
39 would be assessed after the information is collected.

40  
41 A. Garron said that a housing subsidy is intended to make housing more  
42 affordable.

43  
44 L. El-Azem asked if we have already analyzed what percentage of housing  
45 stock in our town is valued at \$290,000 or less. T. Thompson said we have  
46 not done that analysis.

47  
48 A.Rugg asked for public input.

49

1 Paul Morin, Tarkka Homes, asked if you had a previously approved elderly  
2 housing project with phasing and propose converting to workforce housing,  
3 what does the phrase "consistent with prior phasing agreement" mean? T.  
4 Thompson said that as long as the number of units & number of buildings is  
5 consistent with what was previously approved, that is acceptable.

6 A Garron explained that this phrase was put in place to ensure that if the  
7 footprints change, the Board would have to consider it.

8 P. Morin asked if a townhome be considered multi family or single family.

9 A Garron explained that if we are in a period of unsustainable growth the  
10 townhome would get 2 points vs 1 point.

11  
12 J. Farrell said that a letter was just received via email from John Curran, 6  
13 Fay Lane, which he had asked to have included in the records for the minutes  
14 of this meeting (See attachment #3). The email was also forwarded to all the  
15 Board members. J. Farrell read the email into the record.

16  
17 Deb Paul, 118 Hardy Rd, echoed John Curran's feelings. She said that many  
18 areas surrounding Londonderry have decided not to accept the workforce  
19 housing. She wonders why this town can't do the same. She feels that the  
20 growth of this town needs to slow down, because once it gets built up it can't  
21 be turned around.

22  
23 Bob Labreux, Hall Rd, asked if the overlay is still in effect. T. Thompson said  
24 it's gone. B. Labreux asked if the law gets changed could anything that we  
25 adopt be changed. T. Thompson said that yes it could be changed.

26  
27 Barry Mazzaglia, Trolley Car Lane, suggested having some sort of square foot  
28 restriction on homes. T. Thompson said he didn't believe it would be  
29 constitutional. B. Mazzaglia said he feels the condo, townhouse look would be  
30 more desirable, nicer looking than apartments.

31  
32 Sharon Cassidy, 9 Moulton Dr, asked who would decide the income levels.  
33 She said that the NH Housing Finance Authority has changed their guidelines.  
34 She is concerned that workforce housing will have a negative impact on  
35 Police, School and many other services.

36  
37 A Garron said that the standard we utilize is based on the actual number of  
38 children that are attending Londonderry schools.

39  
40 L. El-Azem said she feels that whether the Board members vote for or against  
41 this ordinance, the town could get sued either way.

42  
43 J. Farrell again asked the public for any suggestions they may have.

44  
45 A. Garron clarified that the ordinance is not written solely by Tim Thompson.  
46 He said that this ordinance was crafted by the input received from the public  
47 and the Planning Board. Paul DiMarco asked what would happen if the Board  
48 decided not to recommend this to the Town Council. T. Thompson said that  
49 the amendments would not go to the Town Council and would stop here.

50

1 John Michels, 11 Nutfield Dr, Chairman of Housing Task Force, said that the  
2 Town Council, based on the master plan, appointed a task force to see what  
3 our status was on housing. The task force could see the need for a broad  
4 range of working people to be able to afford housing in NH. The state law  
5 then made affordable housing a requirement. J. Michels said that we are not  
6 trying to provide the lowest type of housing, but instead meet a housing  
7 need.

8  
9 Chris Paul, 19 Hardy Rd, doesn't think that people have a problem with single  
10 family homes. He feels that the concern is mostly with rental properties.

11  
12 J. Farrell asked the Chairman if we could take apartment complexes out.

13  
14 A. Garron said that would take us back to where we were before. T.  
15 Thompson said there are only a couple R3 areas in town that would allow  
16 multi family homes. A. Garron said this is why we want sewer lines to go  
17 where there is land available for workforce housing.

18  
19 David Neese, 11 Fay Lane, is a direct abutter to the Stonehenge Rd project.  
20 He said he is shocked that there is so little attendance for this meeting. He  
21 doesn't think that people understand the importance of this matter. He thinks  
22 that if people can't afford to buy/live in Londonderry then they should live  
23 somewhere else. He moved here from Stoneham MA 5 years ago because he  
24 couldn't afford to live in Stoneham.

25  
26 Pam McFarland, 4 Buckingham Dr, said she feels we should say no and take  
27 our chances with litigation.

28  
29 Heather Anderson, 31 Perkins Rd, said she and her neighbors are frustrated  
30 because even though they speak against issues, other issues keep coming  
31 up. She moved here from MA because they could not afford to live there. She  
32 is concerned that her property value would become less marketable if  
33 workforce housing was also on the market.

34  
35 L. El-Azem asked if we could bring down the 36 units per building.  
36 T. Thompson said the reason we went to 10 units per acre, 36 units per  
37 building, was because the density is a key component of affordability and  
38 minimizing construction costs.

39  
40 J. Michels said that the ordinance already states 24 units, or up to 36 units  
41 with the Board's discretion based on the economy.

42  
43 T. Thompson suggested that the Board already has the power to change the  
44 number of units through a conditional use permit.

45  
46 Consensus of the Board was to change the number of units from 36 to 24.

47  
48 R. Nichols suggested that we ask residents if they want to sign up for email  
49 notification of Planning Board Meeting agendas.  
50

1 There was no further public comment.

2  
3 **J. Farrell made a motion that we recommend this ordinance to the**  
4 **Town Council as posted for public hearing. R. Brideau seconded the**  
5 **motion.** No discussion. **Vote on the motion: 9-0-0.** This recommendation  
6 will be sent to the Town Council (1<sup>st</sup> reading is October 19 and then they will  
7 decide when to hold the public hearing).

8  
9 Included in the recommendation, the Board will ask the Town Council to  
10 consider changing the number of building units from 36 to 24.

11  
12 C. Chuck Piper - Londonderry Trailways Discussion

13  
14 C. Piper was absent so this will be rescheduled.

15  
16 D. Gateway Business District / Planned Unit Development Ordinance Workshop

17  
18 T. Thompson gave the Board his presentation. (See attachment #4)  
19 T. Thompson said this option will give the Board the most flexibility and  
20 control.

21  
22 J. Michels said he is suggesting a language change. He said that if someone  
23 has a 25 acre parcel for example, they would not be allowed to add on 75+  
24 acres to give them a total of at least 100 acres.

25  
26 Heather Anderson asked if multiple owners could take advantage of the PUD.  
27 A. Garron said yes they could use the PUD as long as it's consistent with the  
28 master plan and the facilities master plan. H. Anderson also asked if the land  
29 on Perkins Road would be eligible for a PUD. Staff stated no, since it would  
30 be inconsistent with the sewer facilities master plan.

31  
32 Consensus of the Board was to move to two separate public hearings.

33  
34 **Other Business**

35  
36 None.

37  
38 **Adjournment:**

39  
40 **J. Farrell made a motion to adjourn the meeting. R. Brideau seconded the**  
41 **motion.** No discussion. **Vote on the motion: 9-0-0.** Meeting adjourned at 11:30  
42 PM.

43  
44  
45 These minutes prepared by Cathy Dirsra, Planning Division Secretary.

46  
47  
48  
49 Respectfully Submitted,

50



- 1
- 2
- 3 Mary Wing Soares, Secretary
- 4



# **Londonderry Capital Improvements Plan FY 2011 – FY 2016**

## **Planning Board Public Hearing**

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**October 14, 2009**



## **Overview of CIP Process**

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- **A CIP is an advisory document that can serve a number of purposes, among them to:**
    - Guide the Town Council and the Budget Committee in the annual budgeting process;
    - Contribute to stabilizing the Town's real property tax rate;
    - Aid the prioritization, coordination, and sequencing of various municipal improvements;
    - Inform residents, business owners, and developers of planned improvements;
    - Provide the necessary legal basis for ongoing administration and periodic updates of the Londonderry Growth Management Ordinance;
    - Provide the necessary legal basis continued administration and periodic updates of the Londonderry Impact Fee Ordinance.
-

## Advisory Nature of CIP

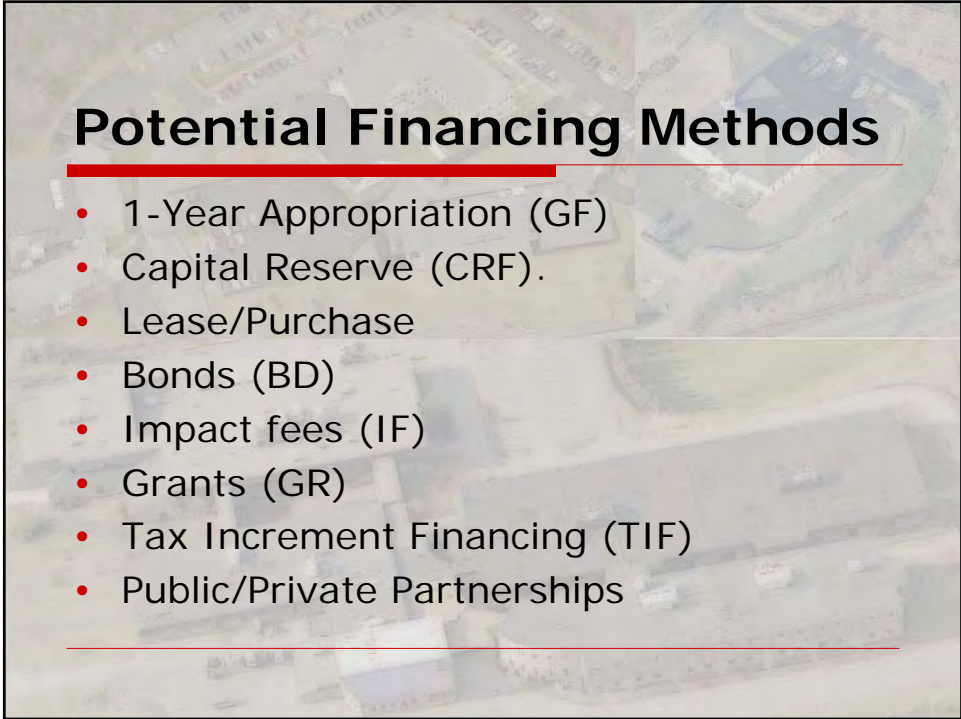
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- It must be emphasized that the CIP is *purely advisory in nature*.
  - Ultimate funding decisions are subject to the budgeting process and the annual Town meeting.
  - Inclusion of any given project in the CIP does not constitute an endorsement by the CIP Committee.
  - The CIP Committee is bringing Department project requests to the attention of the Town, along with recommended priorities, in the hope of facilitating decision making by the Town.
- 

## What is a Capital Project?

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- A tangible project or asset having a cost of at least \$100,000 and a useful life of at least five years.
  - Eligible items include new buildings or additions, land purchases, studies, substantial road improvements and purchases of major vehicles and equipment.
  - Operating expenditures for personnel and other general costs are not included.
  - Expenditures for maintenance or repair are generally not included unless the cost or scope of the project is substantial enough to increase the level of a facility improvement.
-



## Potential Financing Methods

- 1-Year Appropriation (GF)
- Capital Reserve (CRF).
- Lease/Purchase
- Bonds (BD)
- Impact fees (IF)
- Grants (GR)
- Tax Increment Financing (TIF)
- Public/Private Partnerships



## Project Prioritization System


- **Priority 1 – Urgent - Cannot Be Delayed:** Needed immediately for health & safety
- **Priority 2 - Necessary:** Needed within 3 years to maintain basic level & quality of community services.
- **Priority 3 - Desirable:** Needed within 4-6 years to improve quality or level of services.





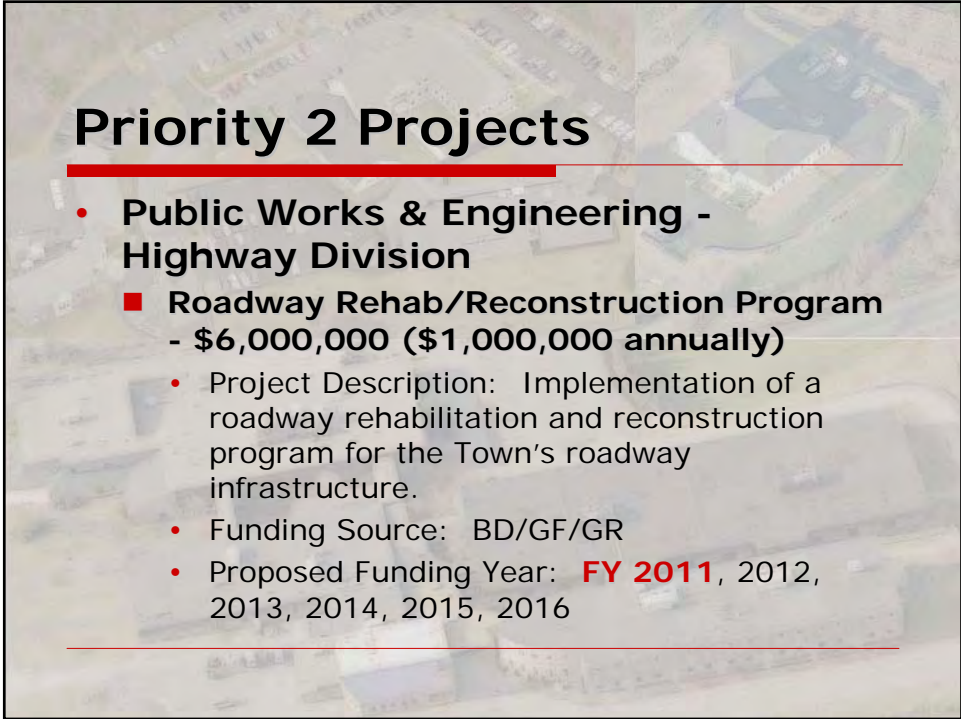
## Project Prioritization System

- **Priority 4 - Deferrable:** Can be placed on hold until after 6 year scope of current CIP, but supports community development goals.
- **Priority 5 - Premature:** Needs more research, planning & coordination
- **Priority 6 - Inconsistent:** Contrary to land-use planning or community development goals.



## Priority 1 Projects


- **Fire Department**
  - **North/West Station Replacement - \$1,900,000**
    - **Project Description:** This project will fund the construction of a new North/West Fire Station.
    - **Funding Source:** BD/IF
    - **Proposed Funding Year:** **FY 2011**
  - **Recommended Amendment:**
    - **Amend Funding Source to GR/GF**



## Priority 2 Projects

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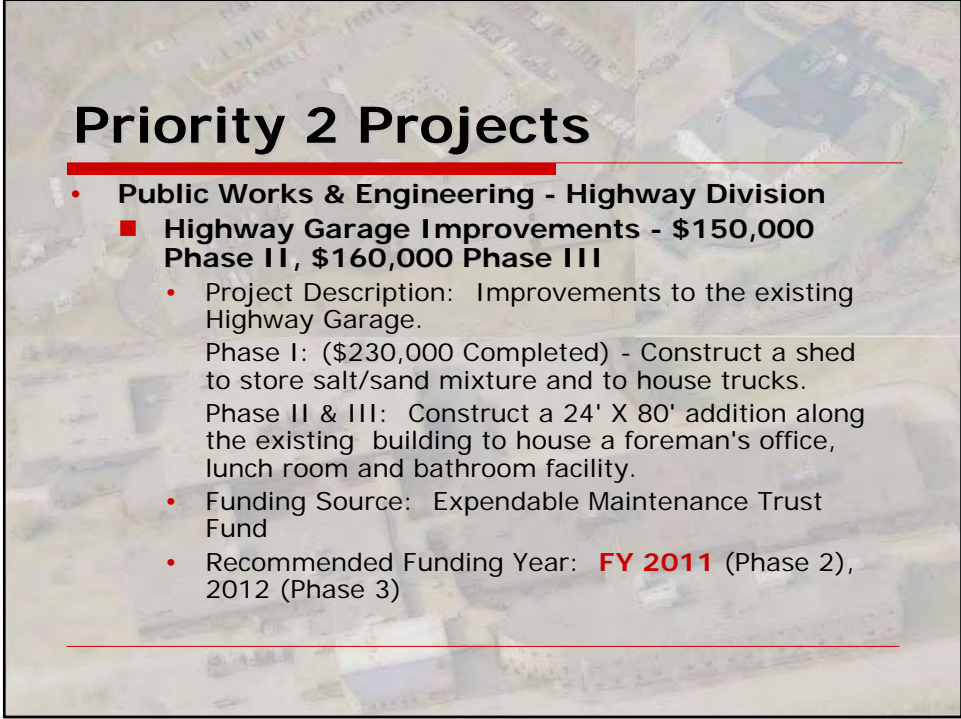
- **Public Works & Engineering - Highway Division**
    - **Roadway Rehab/Reconstruction Program - \$6,000,000 (\$1,000,000 annually)**
      - Project Description: Implementation of a roadway rehabilitation and reconstruction program for the Town's roadway infrastructure.
      - Funding Source: BD/GF/GR
      - Proposed Funding Year: **FY 2011**, 2012, 2013, 2014, 2015, 2016
- 



## Priority 2 Projects

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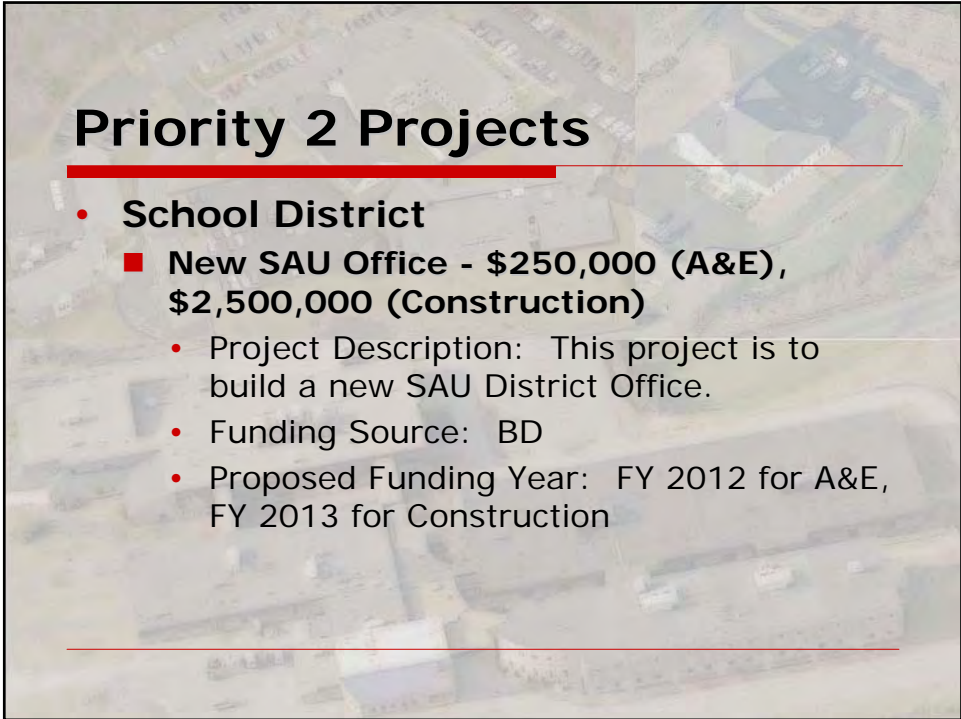
- **Community Development Department**
    - **Pettingill Road Upgrade - \$12,348,000**
      - Project Description: This project will fund preliminary design plans and construction of the upgrade to Pettingill Road, a Class VI roadway that once upgraded will provide access to the industrial land south of Manchester Airport and connect with the NHDOT Airport Access Road.
      - Funding Source: TIF
      - Proposed Funding Year: **FY 2011**
-



## Priority 2 Projects

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- **Public Works & Engineering - Highway Division**
    - **Highway Garage Improvements - \$150,000 Phase II, \$160,000 Phase III**
      - Project Description: Improvements to the existing Highway Garage.  
Phase I: (\$230,000 Completed) - Construct a shed to store salt/sand mixture and to house trucks.  
Phase II & III: Construct a 24' X 80' addition along the existing building to house a foreman's office, lunch room and bathroom facility.
      - Funding Source: Expendable Maintenance Trust Fund
      - Recommended Funding Year: **FY 2011** (Phase 2), 2012 (Phase 3)
- 

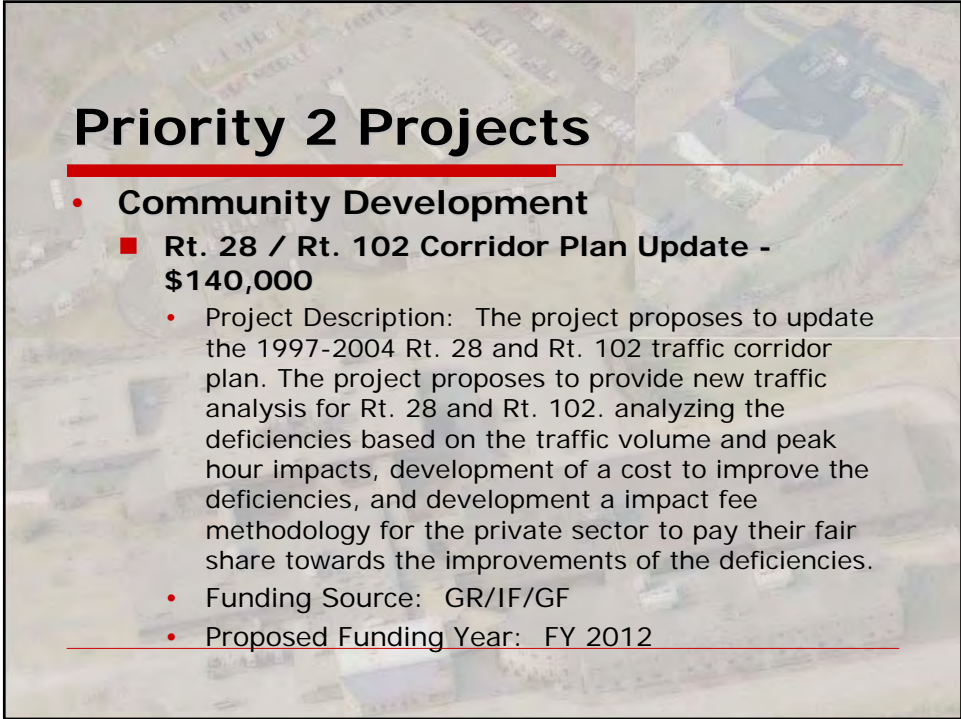


## Priority 2 Projects

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- **School District**
    - **New SAU Office - \$250,000 (A&E), \$2,500,000 (Construction)**
      - Project Description: This project is to build a new SAU District Office.
      - Funding Source: BD
      - Proposed Funding Year: FY 2012 for A&E, FY 2013 for Construction
-

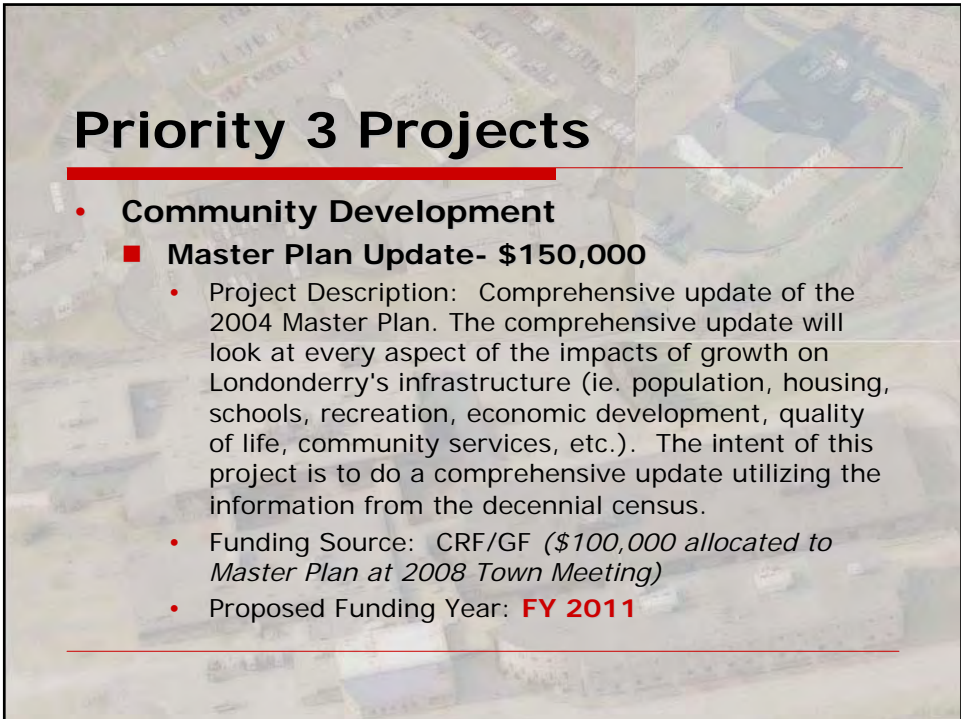




## Priority 2 Projects

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- **Community Development**
    - **Rt. 28 / Rt. 102 Corridor Plan Update - \$140,000**
      - Project Description: The project proposes to update the 1997-2004 Rt. 28 and Rt. 102 traffic corridor plan. The project proposes to provide new traffic analysis for Rt. 28 and Rt. 102. analyzing the deficiencies based on the traffic volume and peak hour impacts, development of a cost to improve the deficiencies, and development a impact fee methodology for the private sector to pay their fair share towards the improvements of the deficiencies.
      - Funding Source: GR/IF/GF
      - Proposed Funding Year: FY 2012
- 

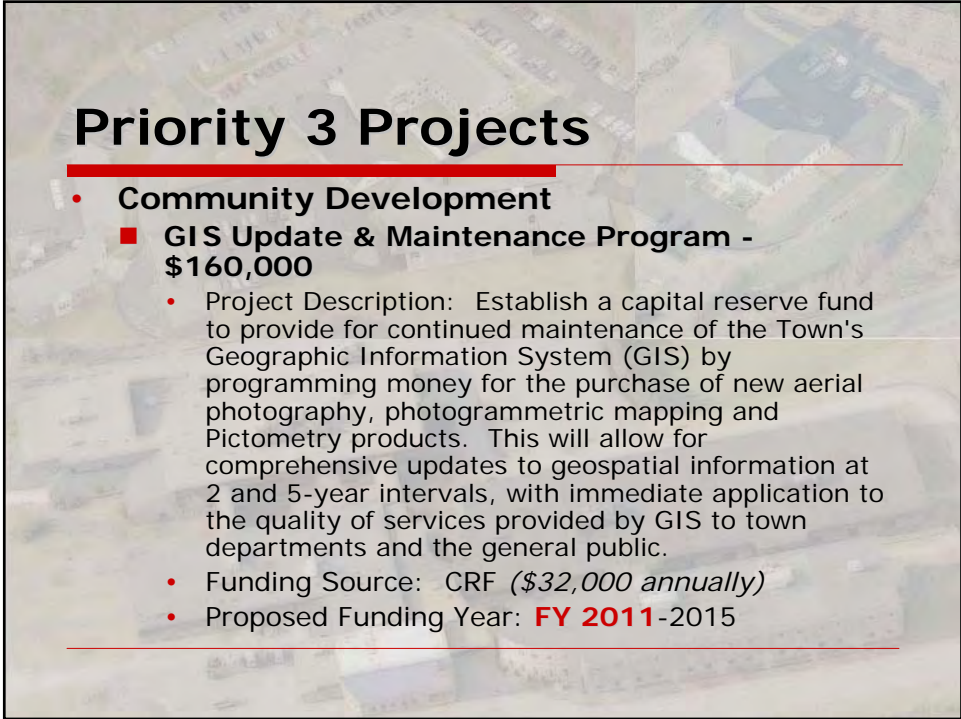


## Priority 3 Projects

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- **Community Development**
    - **Master Plan Update- \$150,000**
      - Project Description: Comprehensive update of the 2004 Master Plan. The comprehensive update will look at every aspect of the impacts of growth on Londonderry's infrastructure (ie. population, housing, schools, recreation, economic development, quality of life, community services, etc.). The intent of this project is to do a comprehensive update utilizing the information from the decennial census.
      - Funding Source: CRF/GF (*\$100,000 allocated to Master Plan at 2008 Town Meeting*)
      - Proposed Funding Year: **FY 2011**
-





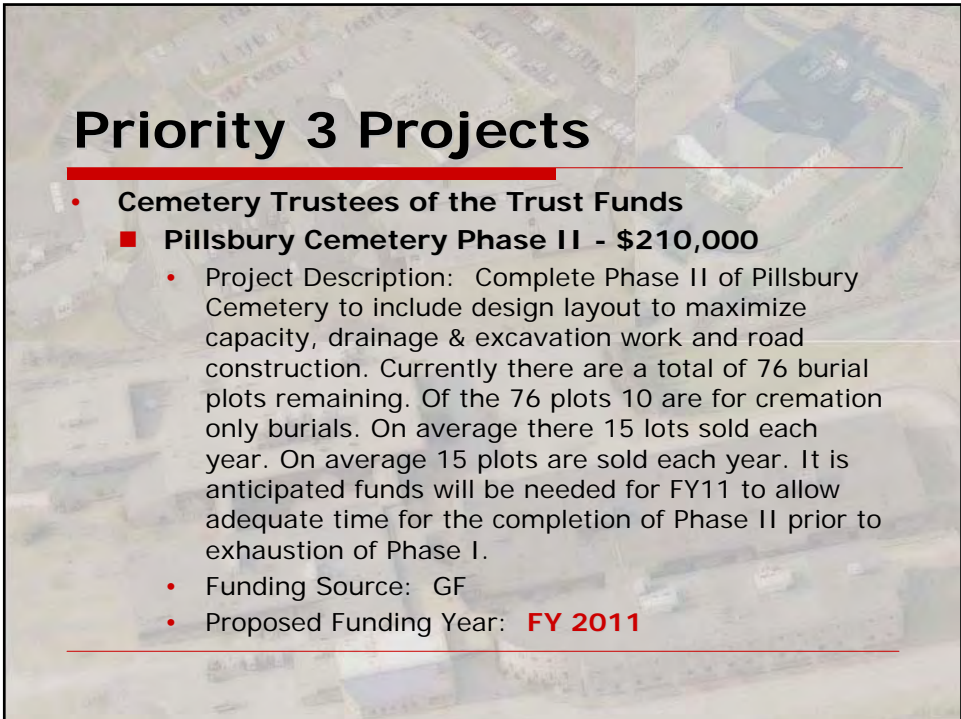
## Priority 3 Projects

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- **Community Development**

- **GIS Update & Maintenance Program - \$160,000**

- Project Description: Establish a capital reserve fund to provide for continued maintenance of the Town's Geographic Information System (GIS) by programming money for the purchase of new aerial photography, photogrammetric mapping and Pictometry products. This will allow for comprehensive updates to geospatial information at 2 and 5-year intervals, with immediate application to the quality of services provided by GIS to town departments and the general public.
  - Funding Source: CRF (*\$32,000 annually*)
  - Proposed Funding Year: **FY 2011-2015**
- 




## Priority 3 Projects

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- **Cemetery Trustees of the Trust Funds**

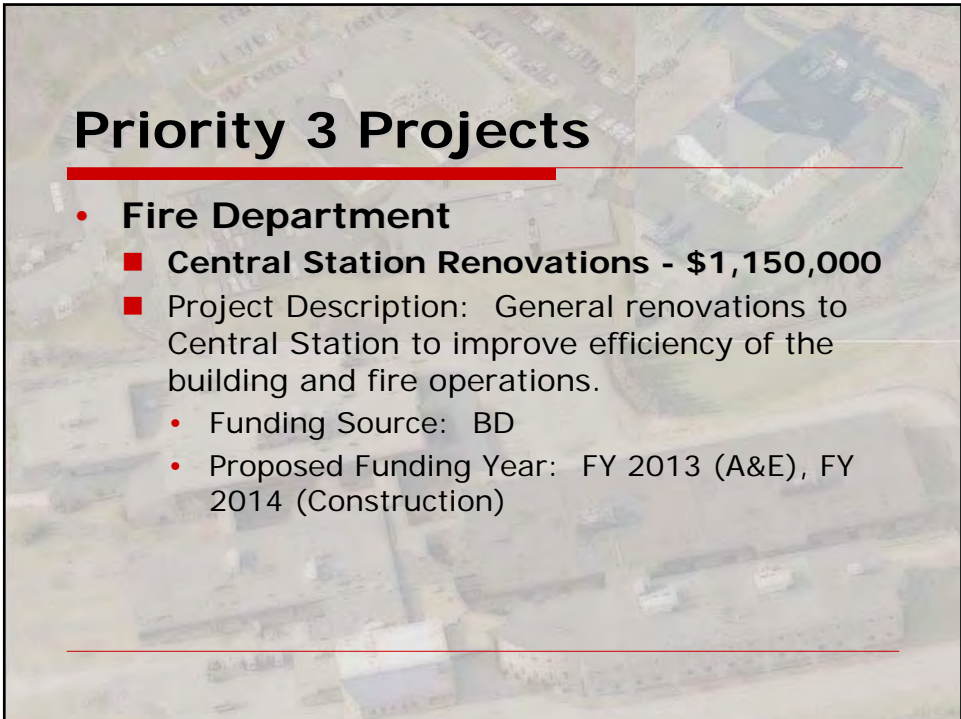
- **Pillsbury Cemetery Phase II - \$210,000**

- Project Description: Complete Phase II of Pillsbury Cemetery to include design layout to maximize capacity, drainage & excavation work and road construction. Currently there are a total of 76 burial plots remaining. Of the 76 plots 10 are for cremation only burials. On average there 15 lots sold each year. On average 15 plots are sold each year. It is anticipated funds will be needed for FY11 to allow adequate time for the completion of Phase II prior to exhaustion of Phase I.
  - Funding Source: GF
  - Proposed Funding Year: **FY 2011**
-



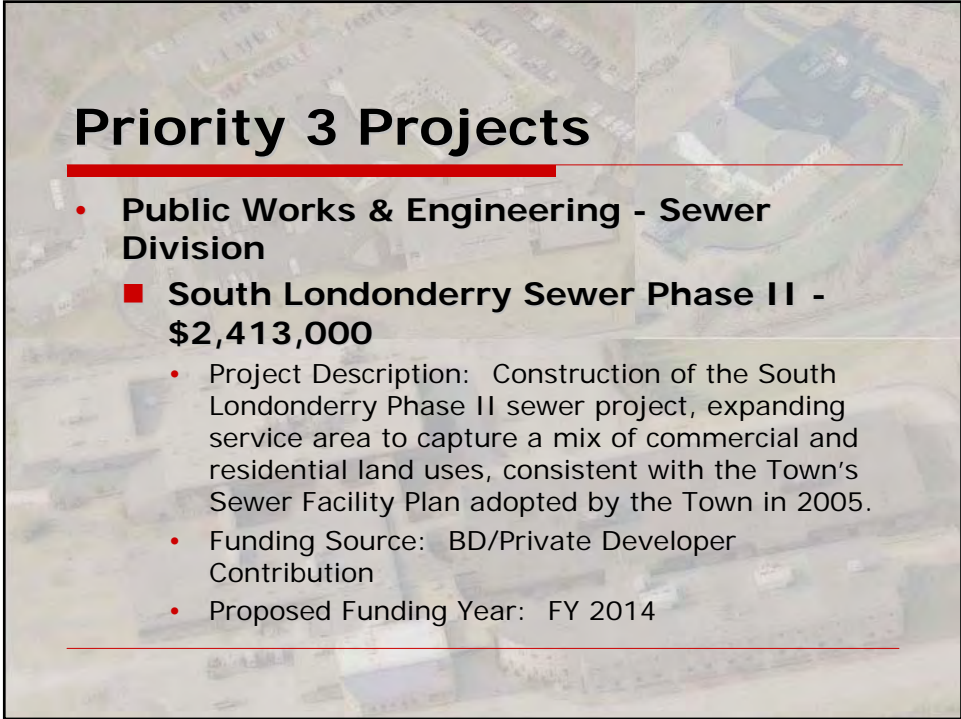
## Priority 3 Projects

- **Public Works & Engineering - Solid Waste Division**
  - **Dan Hill Road Drop Off Center Improvements - \$441,000**
    - Project Description: Site improvements to the existing drop-off facility on Dan Hill Road.
    - Funding Source: Reclamation Trust Fund
    - Proposed Funding Year: **FY 2011**



## Priority 3 Projects

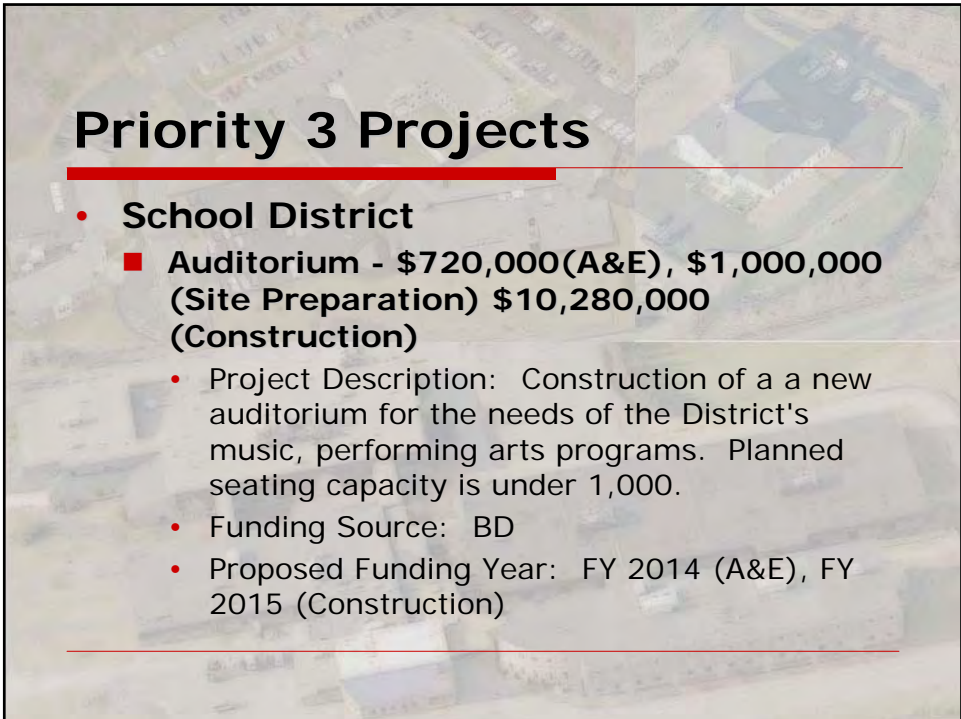
- **Fire Department**
  - **Central Station Renovations - \$1,150,000**
    - Project Description: General renovations to Central Station to improve efficiency of the building and fire operations.
      - Funding Source: BD
      - Proposed Funding Year: FY 2013 (A&E), FY 2014 (Construction)



## Priority 3 Projects

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- **Public Works & Engineering - Sewer Division**
    - **South Londonderry Sewer Phase II - \$2,413,000**
      - Project Description: Construction of the South Londonderry Phase II sewer project, expanding service area to capture a mix of commercial and residential land uses, consistent with the Town's Sewer Facility Plan adopted by the Town in 2005.
      - Funding Source: BD/Private Developer Contribution
      - Proposed Funding Year: FY 2014
- 



## Priority 3 Projects

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- **School District**
    - **Auditorium - \$720,000(A&E), \$1,000,000 (Site Preparation) \$10,280,000 (Construction)**
      - Project Description: Construction of a new auditorium for the needs of the District's music, performing arts programs. Planned seating capacity is under 1,000.
      - Funding Source: BD
      - Proposed Funding Year: FY 2014 (A&E), FY 2015 (Construction)
-



## Priority 3 Projects

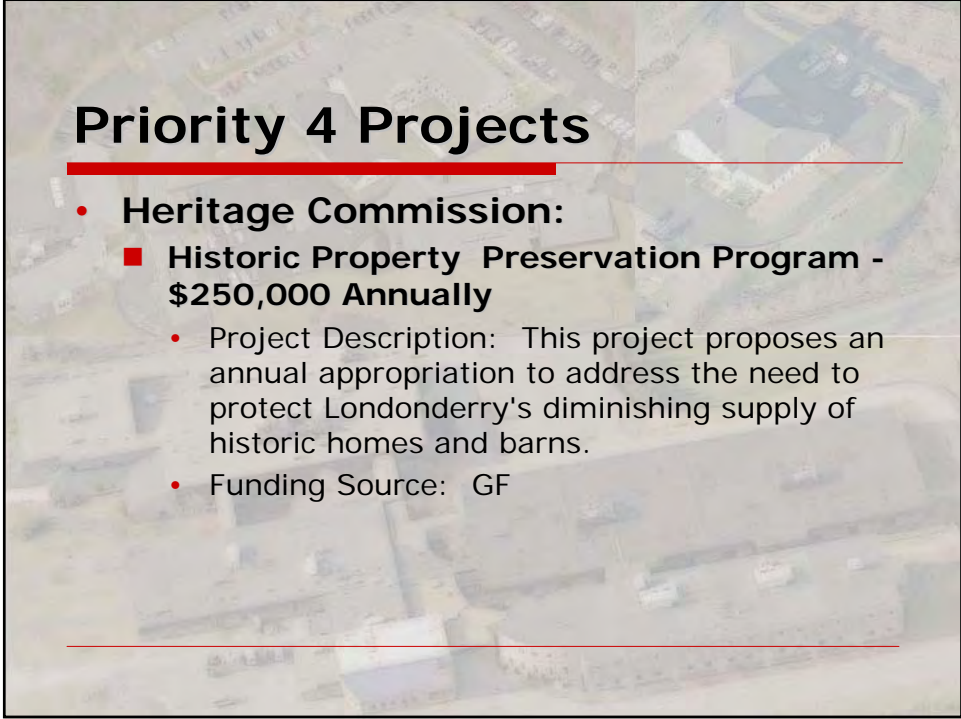
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- **Public Works & Engineering - Sewer Division**
    - **Mammoth Road Sewer Replacement (portion) - \$387,500**
      - Project Description: Replacement of a section of sewer infrastructure in the Mammoth Road near the intersection of Mammoth and Sanborn, consistent with the 2005 Sewer Facility Plan, and the conditionally approved multi-family development plans on Sanborn Road.
      - Funding Source: BD/AF/Private Developer Contribution
      - Proposed Funding Year: FY 2014
- 

## Priority 3 Projects

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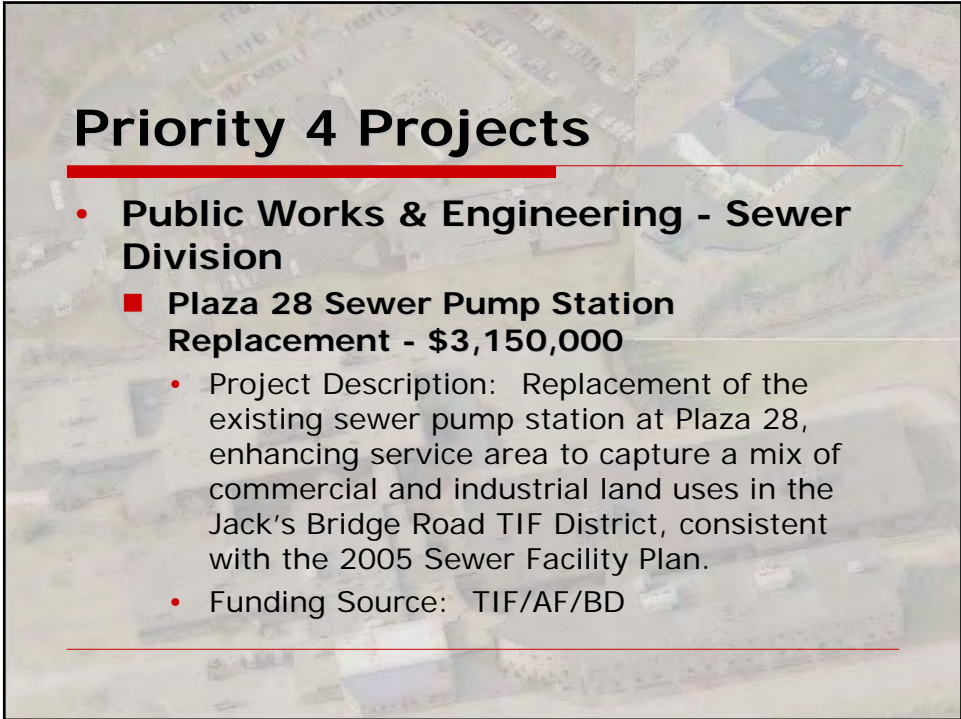
- **Conservation Commission**
    - **Open Space Protection - \$3,000,000 (\$1 million annually)**
      - Project Description: The capital funds requested will be used to acquire conservation easements or fee simple ownership for open space lands identified in the 2006 Londonderry Open Space Plan. Near term objective is the protection of specific parcels that are key to the town's natural resource-based economic sector and most competitive for significant grant funding. The commission recommends a \$1,000,000 project in FY 2011, followed by a level \$1,000,000 per year effort over the remaining plan years.
      - *The CIP Committee voted to plan for \$1,000,000 per year in the final 3 years of the program.*
      - Funding Source: BD/GR
      - Proposed Funding Year: FY 2014, FY 2015, FY 2016
-



## Priority 4 Projects

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- **Heritage Commission:**
    - **Historic Property Preservation Program - \$250,000 Annually**
      - Project Description: This project proposes an annual appropriation to address the need to protect Londonderry's diminishing supply of historic homes and barns.
      - Funding Source: GF
- 



## Priority 4 Projects

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- **Public Works & Engineering - Sewer Division**
    - **Plaza 28 Sewer Pump Station Replacement - \$3,150,000**
      - Project Description: Replacement of the existing sewer pump station at Plaza 28, enhancing service area to capture a mix of commercial and industrial land uses in the Jack's Bridge Road TIF District, consistent with the 2005 Sewer Facility Plan.
      - Funding Source: TIF/AF/BD
-

## Priority 4 Projects

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- **Public Works & Engineering - Sewer Division**
    - **Mammoth Road (North) Sewer Extension - \$714,000**
      - Project Description: Extension of sewer infrastructure in the Mammoth Road area of the "North Village", consistent with the 2005 Sewer Facility Plan.
      - Funding Source: BD/AF
- 

## Year by Year Project Cost Totals

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- FY 2009 - \$8,058,000 (actual)
  - FY 2010 - \$2,945,000 (actual)
  - **FY 2011 - \$16,424,000 (proposed)**
  - **FY 2012 - \$1,801,000 (proposed)**
  - **FY 2013 - \$4,100,122 (proposed)**
  - **FY 2014 - \$6,660,500 (proposed)**
  - **FY 2015 - \$13,440,000 (proposed)**
  - **FY 2016 - \$2,000,000 (proposed)**
-

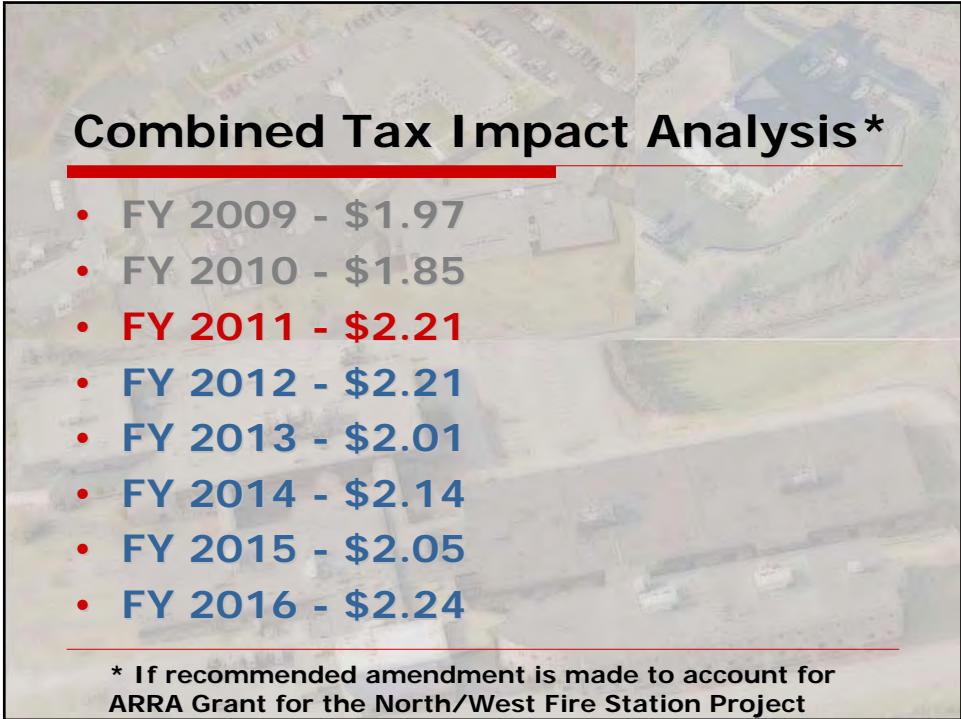




## Combined Tax Impact Analysis (as posted for Public Hearing)

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- FY 2009 - \$1.97
  - FY 2010 - \$1.85
  - **FY 2011 - \$2.08**
  - FY 2012 - \$2.26
  - FY 2013 - \$2.06
  - FY 2014 - \$2.19
  - FY 2015 - \$2.09
  - FY 2016 - \$2.28
- 



## Combined Tax Impact Analysis\*

---

- FY 2009 - \$1.97
  - FY 2010 - \$1.85
  - **FY 2011 - \$2.21**
  - FY 2012 - \$2.21
  - FY 2013 - \$2.01
  - FY 2014 - \$2.14
  - FY 2015 - \$2.05
  - FY 2016 - \$2.24
- 

\* If recommended amendment is made to account for  
ARRA Grant for the North/West Fire Station Project

## Note Regarding Previously Appropriated Exit 4A Project

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- The bond for Exit 4A has been approved by a prior Town Meeting, so to that extent, it is an approved project and is not included in the CIP.
  - However, the project's debt service has not yet impacted the community.
  - In order to provide a complete estimation of the fiscal impact of capital projects, 4A has been indicated in the Financing Plan and Net Tax Impact Analysis spreadsheets of the CIP.
  - Currently, there is \$4.5M in un-issued debt authorization. The Town Manager's estimation at this point and that these bonds will be sold as a twenty year note in FY2012, with Principal & Interest payments beginning in FY2013.
- 

## Conclusion & Recommendations

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- The CIP Committee has determined that there is not enough information to make a funding recommendation concerning the Priority 4 projects. These are projects in the opinion of the Committee that should be studied in further detail before funding decisions should be made.
  - The CIP Committee believes that Londonderry has made great strides in process and format of the Capital Improvements Plan, and are hopeful that the improvements have made a difference to the Planning Board, Town Council, School Board, and Budget Committee as they prepare budgets each year.
-





# THANK YOU!

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- My thanks go out to the CIP Committee and Staff Members that made this project possible:
    - **CIP Committee:**
      - Chair John Farrell
      - Vice Chair Ron Campo
      - Planning Board Rep Rick Brideau
      - Town Council Rep Brian Farmer (Sean O'Keefe, Alternate)
      - Budget Committee Rep Tom Dolan (Don Jorgenson, Alternate)
    - **Staff:**
      - Sue Hickey, Asst. Town Manager for Finance & Administration
      - Peter Curro, School District Business Administrator
      - Margo Lapietro, Executive Asst. to Town Manager
-

## Town of Londonderry, New Hampshire

### LEGAL NOTICE OF PUBLIC HEARING FY 2011 – 2016 CAPITAL IMPROVEMENTS PLAN

A public hearing will be held at the Moose Hill Council Chambers, 268B Mammoth Road on the 14<sup>th</sup> day of October, 2009, at 7:00 PM on the FY 2011 – 2016 Capital Improvements Plan.

The proposed Plan was prepared by the Capital Improvements Planning Committee in accordance with RSA 674:7.

Copies of the full text of the CIP are available at the Planning Department, Second Floor of the Town Hall & on the Town Website [www.londonderrynh.org](http://www.londonderrynh.org) (Click on Boards & Commissions, then Planning Board)



---

Timothy J. Thompson, AICP  
Town Planner

# ***Town of Londonderry, New Hampshire Capital Improvements Plan FY2011 - FY2016***



## ***Prepared by the Londonderry Capital Improvement Planning Committee***

Chair: John Farrell, Planning Board  
Vice Chair: Ron Campo, School Board  
Brian Farmer, Town Council (Sean O'Keefe, Alt.)  
Rick Brideau, Planning Board  
Tom Dolan, Budget Committee (Don Jorgensen, Alt.)

## ***Staff:***

Timothy J. Thompson, AICP, Town Planner  
Susan Hickey, Asst Town Mgr for Finance and Admin.  
Peter Curro, School Department Business Administrator  
Margo Lapietro, Executive Assist. to the Town Manager

## ***Adopted by the Londonderry Planning Board - October 14, 2009:***

Art Rugg, Chair  
John Farrell, Vice Chair  
Mary Wing Soares, Secretary  
Robert Nichols, Asst. Secretary  
Lynn Wiles  
Laura El-Azem  
Charles Tilgner, Ex-Officio  
Rick Brideau, Ex-Officio  
Paul DiMarco, Council Ex-Officio  
Chris Davies, Alternate  
Cole Melendy, Alternate  
George Herrmann, Alternate

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## Introduction

The preparation and adoption of a Capital Improvements Plan (CIP) is an important part of Londonderry's planning process. A CIP aims to recognize and resolve deficiencies in existing public facilities and anticipate and meet future demand for capital facilities. A CIP is a multi-year schedule that lays out a series of municipal projects and their associated costs. Over the six-year period considered by the CIP, it shows how the Town should plan to expand or renovate facilities and services to meet the demands of existing or new population and businesses.

A CIP is an **advisory document** that can serve a number of purposes, among them to:

- Guide the Town Council, School Board, and the Budget Committee in the annual budgeting process;
- Contribute to stabilizing the Town's real property tax rate;
- Aid the prioritization, coordination, and sequencing of various municipal improvements;
- Inform residents, business owners, and developers of planned improvements;
- Provide the necessary legal basis for ongoing administration and periodic updates of the Londonderry Growth Management Ordinance;
- Provide the necessary legal basis continued administration and periodic updates of the Londonderry Impact Fee Ordinance.

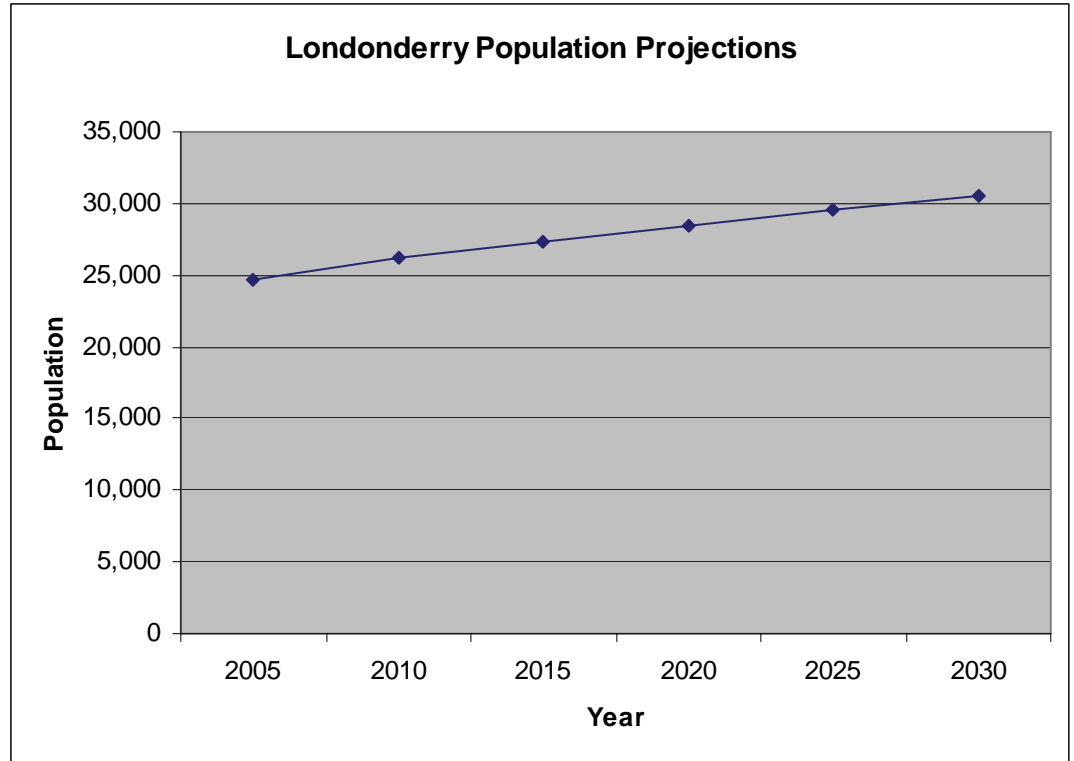
It must be emphasized that the CIP is purely advisory in nature. Ultimate funding decisions are subject to the budgeting process and the annual Town meeting. Inclusion of any given project in the CIP does not constitute an endorsement by the CIP Committee. Rather, the CIP Committee is bringing Department project requests to the attention of the Town, along with recommended priorities, in the hope of facilitating decision making by the Town.

Borrowing from the 2004 Londonderry Master Plan:

*Until relatively recent years, Londonderry was a lightly populated rural community with a large number of active agricultural operations (Note: See appendix for a short town history). Even as recently as 1960, when Londonderry's population was less than 2,500 persons, the majority of housing was located along rural roads or in small clusters such as North Londonderry. During the next thirty years, the town underwent a dramatic transformation from an agricultural and rural community to a popular residential town. Between 1960 and 1990, Londonderry's population grew by an astonishing 700 percent, far outpacing growth in the state and county (during the same time New Hampshire and Rockingham County grew by 83 and 148 percent, respectively).*

See Chart and Table, next page:

**Chart of Londonderry Population Growth (Source NH OEP Population Projections)**



**Top 10 Growing NH Communities 1990-2000 (Source: NH OEP)**

Community	NH Municipalities Rank Order by Numeric Growth						1990	2000
	1960 census	1970 census	1980 census	1990 census	2000 census	Change 1990	% Change	Rank
Manchester	88282	87754	90936	99567	107006	7439	7.47	1
Nashua	39096	55820	67865	79662	86605	6943	8.72	2
Bedford	3636	5859	9481	12563	18274	5711	45.46	3
Concord	28991	30022	30400	36006	40687	4681	13.00	4
Derry	6987	11712	18875	29603	34021	4418	14.92	5
<b>Londonderry</b>	<b>2457</b>	<b>5346</b>	<b>13598</b>	<b>19781</b>	<b>23236</b>	<b>3455</b>	<b>17.47</b>	<b>6</b>
Hudson	5876	10638	14022	19530	22928	3398	17.40	7
Merrimack	2989	8595	15406	22156	25119	2963	13.37	8
Hooksett	3713	5564	7303	8767	11721	2954	33.69	9
Hampton	5379	8011	10493	12278	14937	2659	21.66	10



In addition to the data from the State, the Community Development Department has developed a “buildout analysis” using the Town’s GIS System. The Buildout Summary assumes that zoning will remain the same as today and re-development of existing property is excluded. Based on these assumptions, and also assuming that household size remains constant, population at buildout might be 29,607, an increase of 6,371 persons or 27.4% from the year 2000 population of 23,236. Londonderry has a total of 9,181.9 acres available for future development, of which 6,350 acres or 25% is considered buildable. Of this, 4,600.9 acres is zoned AR-I, and might generate 1,984 single family residential housing units and 63.2 acres are zoned R-III and might generate 105 units of multi-family housing. Combined, the total number of units in Londonderry might increase from 8,752 (at the time of the 2000 Census) to 10,841, an increase of 23.8%. See tables below, and map, next page.

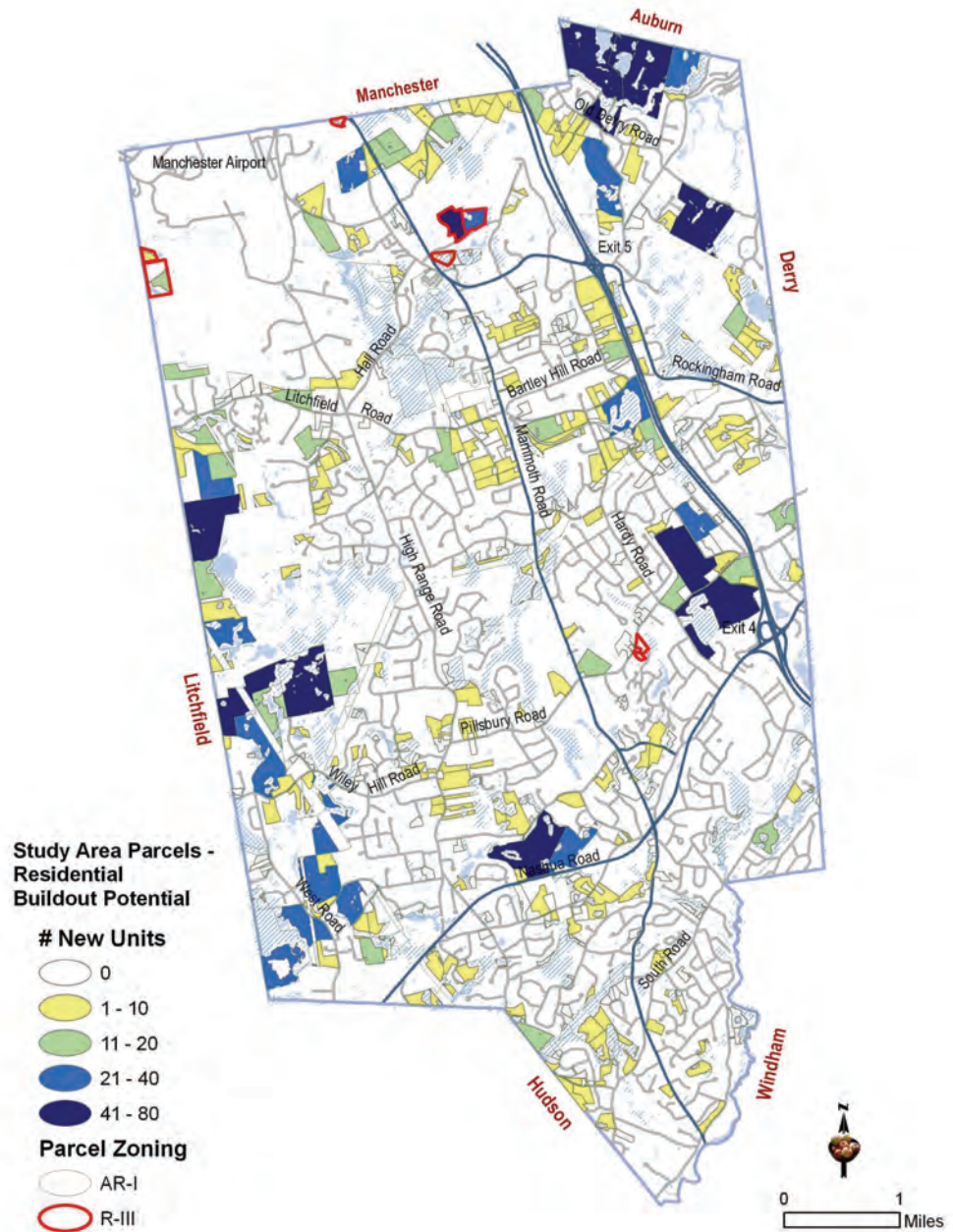
**Count of New Buildings at Buildout**

	<b># Existing Units (approx.)*</b>	<b># New Housing Units at Buildout</b>	<b>#Total Units at Buildout</b>	<b>% Change</b>
AR-I	8,265	1,984	10,249	29.4%
R-III	487	105	592	6.2%
Total	8,572	2,089	10,841	24.7%

\* Count of existing housing units is derived from Londonderry GIS address records.

**Population at Buildout**

(2000) Population:	23,236
(2000) School Age Population (5-19):	6,500
(2000) Household Size (persons/unit):	3.05
(2000) School Age Percent:	28.0%
Source:	US Census
(Buildout) Housing Units:	10,537 (+2,089)
(Buildout) Population:	29,607 (+6,371)
(Buildout) School Age Population:	8,290 (+1,790)

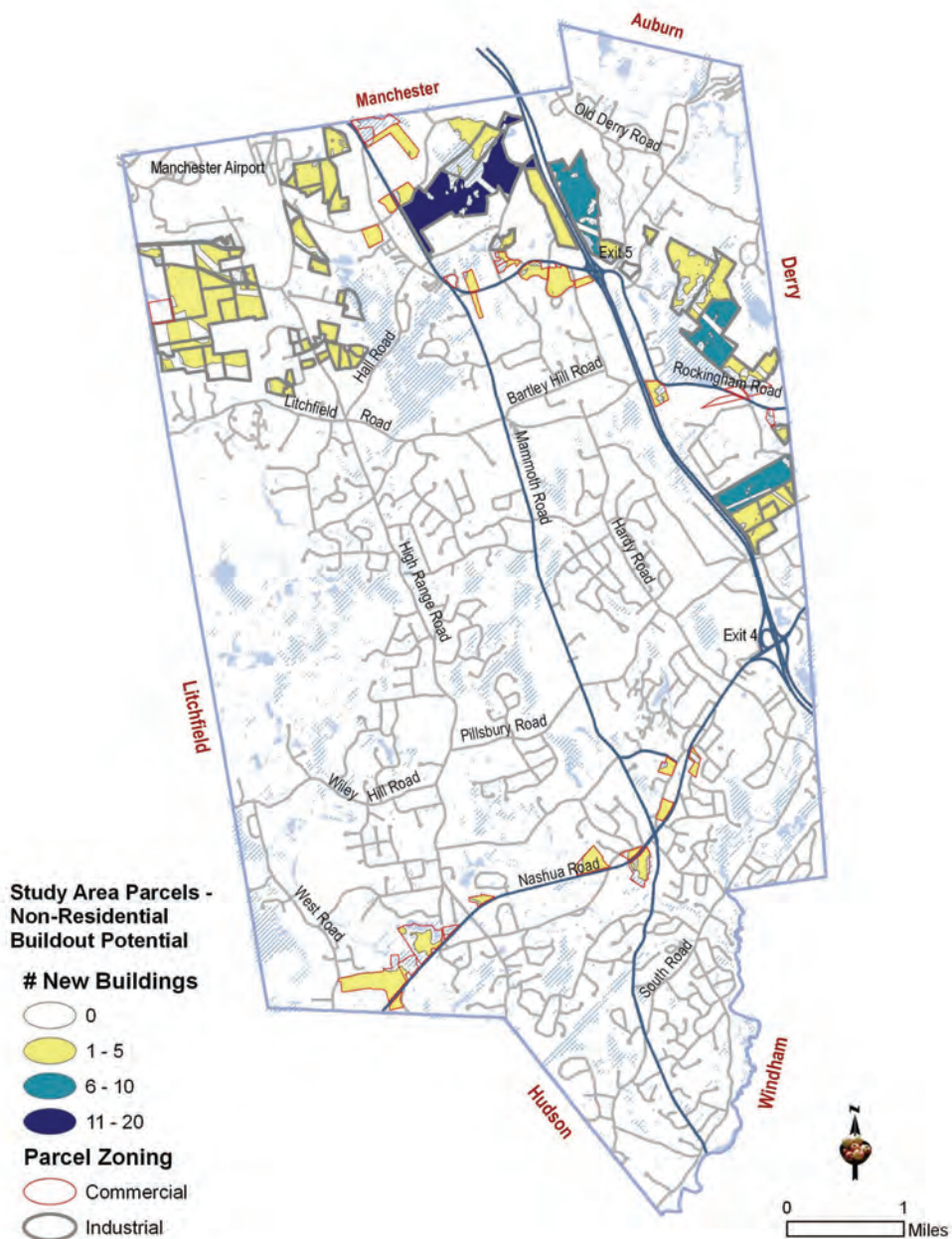
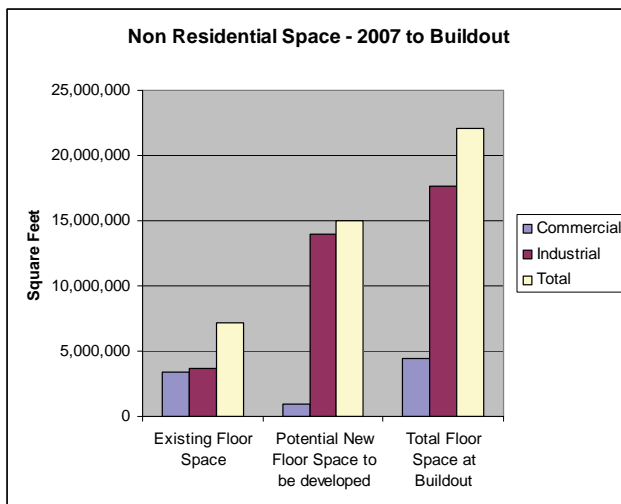


In addition to the residential buildout, the analysis looks at non-residential buildout for the Town as well. At buildout, commercial zones might generate 30 new buildings and 990,100 square feet of new space, representing a 29% increase in the total commercial space in Londonderry. Similarly, industrial zones might generate 119 buildings and 13.977 million square feet of new floor space, representing a 378% increase in total industrial floor space in Londonderry. See Table, below, and map, next page, for a depiction of buildout potential by parcel.

**Floor Space of New Non-Residential Buildings at Buildout**

	Existing Floor Space (sq ft)	New Floor Space (sq ft)	Total Floor Space at Buildout	% Change
Commercial	3,425,600	990,100	4,415,700	29%
Industrial	3,699,300	13,977,000	17,676,300	378%
Total	7,124,914	14,967,200	22,092,000	210%





It is a principal goal of the CIP to increase the predictability and regularity of the Town's budget by planning for routine or anticipated major purchases of capital equipment and determining appropriate methods for meeting the Town's capital facility needs. Possible financing mechanisms and a hypothetical bonding schedules are found at the rear of this report. This financial information is intended solely to assist decision makers in the budget process.

The Londonderry Capital Improvement Planning Committee has prepared this report under the authority of the Planning Board and RSA 674:5-8 (Appendix A). It is the Committee's intention that this report reflects the capital needs of the Town for the period between 2011-2016 and to offer recommendations to the Budget Committee, School Board, and Town Council for consideration as part of the annual budget. Information was submitted to the Committee from the various town Departments, Boards and Committees, which helped form the basis of this document. Although this Capital Improvements Plan includes a six-year period, the CIP will be updated every year to reflect changing demands, new needs, and regular assessment of priorities. This document contains those elements required by law to be included in a Capital Improvements Plan.

For purposes of the CIP, a capital project is defined as a tangible project or asset having a cost of at least \$100,000 and a useful life of at least five years. Eligible items include new buildings or additions, land purchases, studies, substantial road improvements and purchases of major vehicles and equipment. Operating expenditures for personnel and other general costs are not included. Expenditures for maintenance or repair are generally not included unless the cost or scope of the project is substantial enough to increase the level of a facility improvement. A summary of each of the projects included in the 2011 to 2016 CIP is provided in the following section.

## Financing Methods

In the project summaries below, there are several different financing methods used. Four methods require appropriations, either as part of the Town's annual operating budget or as independent warrant articles at Town Meeting.

- The **1-Year Appropriation (GF)** is the most common method, and refers to those projects proposed to be funded by real property tax revenues within a single fiscal year.
- The **Capital Reserve (CRF)** method requires appropriations over more than one year, with the actual project being accomplished only when the total appropriations meet the project cost.
- **Lease/Purchase** method has been used by the Fire Department and other departments for the purchase of major vehicles.
- **Bonds (BD)** are generally limited to the most expensive capital projects, such as major renovations, additions, or new construction of school or municipal buildings or facilities, and allow capital facilities needs to be met immediately while spreading out the cost over many years in the future.
- **Impact fees (IF)** are collected from new development to pay for new facility capacity and placed in a fund until they are either expended within six years as part of the project finance or they are returned to the party they were collected from.
- **Grants (GR)** are also utilized to fund capital projects in Londonderry. Typically, grants will cover a portion of the overall project cost, and the Town is responsible for the remaining percentage of the project cost.
- **Tax Increment Financing (TIF)**. TIF Districts allow the Town to use increases in valuation of property to directly pay off bonds for infrastructure improvements and capital projects in the district. TIF Districts are set up and administered according to NH RSA's, Chapter 162-K.
- Lastly, the Town can take advantage of **Public/Private Partnerships**, where a private organization shares the costs of funding a capital project.

## Identification of Departmental Capital Needs

The Londonderry CIP Committee uses worksheet forms that are filled out annually and submitted by department heads and committee chairs to identify potential capital needs and explain these project requests. Forms are tailored by the CIP Committee and the Planning Division to generate information that defines the relative need and urgency for projects, and which also enables long-term monitoring of the useful life and returns from projects. The CIP submittal form is included in Appendix B. After written descriptions of potential capital projects are submitted, department heads or committee chairs are asked to come before the CIP Committee, as needed, to explain their capital needs and priorities and to explore with the CIP Committee the alternative approaches available to achieve the optimum level of capital needs and improvements.

The CIP Committee evaluates requests submitted from Department Heads, Boards & Committees, and assigns them to the 6-year schedule according to the priority of all capital requests. The following pages describe each of the requests that have been placed in the 6-year CIP program, and include: spreadsheets of the schedule, funding sources, tax impacts, and other required information.

## Priority System

The Committee has established a system to assess the relative priority of projects requested by the various departments, boards, and committees. Each proposed project is individually considered by the Committee and assessed a priority rank based on the descriptions below:

- **Priority 1 – Urgent:** Cannot Be Delayed: Needed immediately for health & safety
- **Priority 2 - Necessary:** Needed within 3 years to maintain basic level & quality of community services.
- **Priority 3 - Desirable:** Needed within 4-6 years to improve quality or level of services.
- **Priority 4 - Deferrable:** Can be placed on hold until after 6 year scope of current CIP, but supports community development goals.
- **Priority 5 - Premature:** Needs more research, planning & coordination
- **Priority 6 - Inconsistent:** Contrary to land-use planning or community development goals.

## Listing & Discussion of Projects by Priority

### Priority 1

#### Fire Department

##### ▣ North/West Station Replacement - \$1,900,000

*Project Description:* This project has been identified in the CIP for the 5 years and has been the top town project for the last 3. Land has been acquired for the North/West Fire Station. Funds were approved at the 2006 Town meeting for site work and land purchase. The design of the station is complete and site work is completed. The only cost to be included in the next process is the building only. North station was built in the 1956 and has reached its useful life as a volunteer station. Modern Fire Equipment cannot easily fit into station without some modifications. The land that the station currently sits on is not large enough to support on-site renovations or modifications. Building does not meet current building codes, fire codes, or life safety codes. Building a new Station would provide a safe working environment for employees and service the community more effectively from its new location.

*Funding Source:* BD/IF/GR

*Proposed Funding Year:* FY 2011

### Priority 2

#### Public Works & Engineering - Highway Division

##### ▣ Roadway Rehab/Reconstruction Program - \$6,000,000 (\$1,000,000 annually)

*Project Description:* Implementation of a roadway rehabilitation and reconstruction program for the Town's roadway infrastructure.

*Funding Source:* BD/GF/GR

*Proposed Funding Year:* FY 2011, 2012, 2013, 2014, 2015, 2016

### Priority 2

#### Community Development Department

##### ▣ Pettengill Road Upgrade - \$12,348,000

*Project Description:* This project will fund preliminary design plans and construction of the upgrade to Pettingill Road, a Class VI roadway that once upgraded will provide access to the industrial land south of Manchester Airport and connect with the NHDOT Airport Access Road. Improvement of the roadway to a class V limited access highway will open up the land to development which will help increase Londonderry industrial tax base. This approximately 800 acres of land has the potential for being developed into 3.6 million square feet of commercial and industrial development. This area is one of the key focus areas of the Master Plan, and a significant future contributor to the town's tax base. In May 2003, the Town conducted a design charrette that created a vision for the development of this area. With the airport access road schedule to be completed by 2011/12, now is Londonderry's opportunity to connect onto this project an open up a significant economic opportunity for the community.

*Funding Source:* TIF/GR

*Proposed Funding Year:* FY 2011

**Priority 2****Public Works & Engineering - Highway Division**

- **Highway Garage Improvements - \$150,000 Phase II, \$160,000 Phase III**

*Project Description:* Improvements to the existing Highway Garage. Phase I: (\$230,000 Completed) - Construct a shed to store salt/sand mixture and to house trucks. Phase II & III: Construct a 24' X 80' addition along the existing building to house a foreman's office, lunch room and bathroom facility.

*Funding Source:* Expendable Maintenance Trust Fund  
*Recommended Funding Year:* FY 2011 (Phase 2),  
 2012 (Phase 3)

**Priority 2****Community Development Department**

- **Rt. 28 / Rt. 102 Corridor Plan Update—\$140,000**

*Project Description:* The project proposes to update the 1997-2004 Rt 28 and Rt 102 traffic corridor plan. The project proposes to provide new traffic analysis for Rt 28 and Rt 102. analyzing the deficiencies based on the traffic volume and peak hour impacts, development of a cost to improve the deficiencies, and development a impact fee methodology for the private sector to pay their fair share towards the improvements of the deficiencies.

*Funding Source:* BD/IF  
*Proposed Funding Year:* FY 2012

**Priority 2****School Department**

- **New SAU Office - \$250,000 (A&E), \$2,500,000 (Construction)**

*Project Description:* This project is to build a new SAU District Office. The existing building is severely over capacity. Indoor air quality is measured daily. Readings on a good day are poor. The Current SAU office has under gone many band aid fixes to accommodate new personnel. Storage area located in the old town hall has been eliminated, all storage is now located under the high school. With the increasing population at LEEP, the DW training room may soon be eliminated. Finally, with the construction of the new Police and Town Hall, parking will be very difficult at best.

*Funding Source:* BD  
*Proposed Funding Year:* FY 2012 for A&E, FY 2013

**Priority 3****Community Development Department**

- **GIS Update & Maintenance Program - \$160,000**

*Project Description:* Establish a capital reserve fund to provide for continued maintenance of the Town's Geographic Information System (GIS) by programming money for the purchase of new aerial photography, photogrammetric mapping and Pictometry products. This will allow for comprehensive updates to geospatial information at 2 and 5-year intervals, with immediate application to the quality of services provided by GIS to town departments and the general public.

*Funding Source:* CRF  
*Proposed Funding Year:* FY 2011-2015 (\$32,000 annually)



**Priority 3****Cemetery Trustees of the Trust Funds**

- **Pillsbury Cemetery Phase II - \$210,000**

*Project Description:* Complete Phase II of Pillsbury Cemetery to include design layout to maximize capacity, drainage & excavation work and road construction. Currently there are a total of 76 plots remaining. Of the 76 plots 10 are for cremation only burials. On average 15 plots are sold each year. It is anticipated funds will be needed for FY11 to allow adequate time for the completion of Phase II prior to exhaustion of Phase I.

*Funding Source:* GF

*Proposed Funding Year:* FY 2011

**Priority 3****Community Development Department**

- **Master Plan Update- \$150,000**

*Project Description:* Comprehensive update of the 2004 Master Plan. The comprehensive update will look at every aspect of the impacts of growth on Londonderry's infrastructure (ie. population, housing, schools, recreation, economic development, quality of life, community services, open space, sewer, water, communications, regional issues, etc.). The intent of this project is to do a comprehensive update utilizing the information from the decennial census. Also, this comprehensive plan will pull in information garnered from the small area master plan, housing taskforce and historic properties taskforce report to help chart Londonderry's future.

*Funding Source:* CRF/GF

*Proposed Funding Year:* FY 2011

**Priority 3****Public Works & Engineering - Solid Waste Division**

- **Dan Hill Road Drop Off Center Improvements - \$441,000**

*Project Description:* Site improvements to the existing drop-off facility on Dan Hill Road. The existing facility requires repairs on a continuous basis to have it operational. Proposed improvements will eliminate the need for these repairs and cut cost of operating the facility.

*Funding Source:* Reclamation Trust Fund

*Proposed Funding Year:* FY 2011

**Priority 3****Fire Department**

- **Central Station Renovations - \$1,150,000**

*Project Description:* Renovations to Central Fire Station: Adding 2 bays, enlarged training room and new Communications room, enlarging kitchen and dayroom, renovating offices and living space on second floor. New fitness room, Replacing roof and mechanicals, as well as adding sprinklers and emergency generator.

*Funding Source:* BD

*Proposed Funding Year:* FY 2013 (A&E), FY 2014 (Construction)

**Priority 3****Public Works & Engineering - Environmental Division**

- **South Londonderry Sewer Phase II - \$2,413,000**

*Project Description:* Construction of the South Londonderry Phase II sewer project, expanding service area to capture a mix of commercial and residential land uses, consistent with the Town's Sewer Facility Plan adopted by the Town in 2005.

*Funding Source:* BD/Private Developer Contribution

*Proposed Funding Year:* FY 2014

**Priority 3****School Department**

- **Auditorium - \$720,000(A&E), \$1,000,000 (Site Preparation), \$10,280,000 (Construction)**

*Project Description:* Construction of a a new auditorium for the needs of the District's music, performing arts programs. Planned seating capacity is under 1,000. When available, the building will be open to other community programs and organizations.

*Funding Source:* BD

*Proposed Funding Year:* FY 2014 (A&E), FY 2015 (Construction)

**Priority 3****Conservation Commission**

- **Open Space Protection - \$3,000,000 (\$1,000,000 per year)**

*Project Description:* This project implements the Master Plan direction to protect open space. The capital funds requested will be used to acquire conservation easements or fee simple ownership for open space lands identified in the 2006 Londonderry Open Space Plan. Near term objective is the protection of specific parcels that are key to the town's natural resource-based economic sector and most competitive for significant grant funding. The commission recommends a \$1,000,000 project in FY 2011, followed by a level \$1,000,000 per year effort over the remaining plan years. The CIP Committee voted to plan for \$1,000,000 per year in the final 3 years of the program.

*Funding Source:* BD/GR

*Proposed Funding Year:* FY 2014, FY 2015, FY2016



**Priority 3****Public Works & Engineering - Environmental Division**

- **Mammoth Road Sewer Replacement (portion) - \$387,500**

*Project Description:* Replacement of a section of sewer infrastructure in the Mammoth Road near the intersection of Mammoth and Sanborn Road, consistent with the Town's Sewer Facility Plan adopted by the Town in 2005, and the conditionally approved multi-family development plans on Sanborn Road.

*Funding Source:* BD/AF/Private Developer Contribution  
*Proposed Funding Year:* FY 2014

**Priority 4****Heritage Commission**

- **Historic Property Preservation Program - \$250,000 Annually**

*Project Description:* This project proposes an annual appropriation to address the need to protect Londonderry's diminishing supply of historic homes and barns. The Master Plan makes vague and broad reference to the need to preserve Londonderry's historic resources but gives no practical guidance. This project will provide the long-term financial and administrative tools to protect our town for present and future generations. The Heritage Commission recommends a level effort over the 5-year plan period.

**Priority 4****Public Works & Engineering - Sewer Division**

- **Plaza 28 Sewer Pump Station Replacement - \$3,150,000**

*Project Description:* Replacement of the existing sewer pump station at Plaza 28, enhancing service area to capture a mix of commercial and industrial land uses in the Jack's Bridge Road TIF District, consistent with the Town's Sewer Facility Plan adopted by the Town in 2005.

*Funding Source:* TIF/AF/BD

**Priority 4****Public Works & Engineering - Sewer Division**

- **Mammoth Road (North) Sewer Extension - \$714,000**

*Project Description:* Extension of sewer infrastructure in the Mammoth Road area of the "North Village", consistent with the Town's Sewer Facility Plan adopted by the Town in 2005.

*Funding Source:* BD/AF

**Priority 5****No Projects****Priority 6****No Projects**

**Note  
Regarding  
Previously  
Appropriated  
Exit 4A  
Project**

**Capital  
Reserve  
Project  
Summaries**

The bond for Exit 4A has been approved by a prior Town Meeting, so to that extent, it is an approved project and is not included in the CIP. However, the project's debt service has not yet impacted the community. In order to provide a complete estimation of the fiscal impact of capital projects, 4A has been indicated in the Financing Plan and Net Tax Impact Analysis spreadsheets of this CIP (green highlighted section). Currently, there is \$4.5M in un-issued debt authorization. The Town Manager's estimation at this point and that these bonds will be sold as a twenty year note in FY2012, with Principal & Interest payments beginning in FY2013.

**Public Works & Engineering - Highway Division**

- ❑ **Capital Reserve Program for Highway Trucks & Equipment - See Spreadsheets for Proposed Expenditures**

*Project Description:* Ongoing Capital Reserve expenditure for replacement of highway trucks and equipment on a ten and seven-year cycle.

*Funding Source:* CRF/Lease

**Fire Department**

- ❑ **Capital Reserve Program for Fire Equipment/Trucks - See Spreadsheets for Proposed Expenditures**

*Project Description:* Ongoing Capital Reserve expenditure to replace the fleet, as changes in growth have made the 20-year replacement plan obsolete.

*Funding Source:* CRF/Lease

**Fire Department**

- ❑ **Capital Reserve Program for Ambulance - See Spreadsheets for Proposed Expenditures**

*Project Description:* Ongoing Capital Reserve expenditure to replace the fleet, as changes in growth have made the 20-year replacement plan obsolete.

*Funding Source:* CRF/Lease

Legend for Funding Source	
AF - Access Fee	CRF - Capital Reserve Fund
BD - Bond	IF - Impact Fee
GF - General Fund	GR - Grant
TIF - Tax Increment Financing	

**Spreadsheet Legend (Following Pages)**

Past Years of CIP
Budget Year of CIP
Program Years of CIP

**Town of Londonderry**  
**SUMMARY OF ALL CAPITAL PROJECTS FY 2011 - 2016**

Department/Project	COST	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
<b>HIGHWAY</b>											
Garage Improvements	\$310,000	GF			\$150,000	\$160,000					\$310,000
Roadway Reconstruction Mgt. Plan	\$6,000,000	BD	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000
Dan Hill Rd Drop Off Center Improvements	\$441,000	TF			\$441,000						\$441,000
Mammoth Road Sewer Replacement (portion)	\$387,500	BD						\$387,500			\$387,500
So Londonderry Sewer Phase II	\$2,413,000	BD						\$2,413,000			\$2,413,000
CRF-Hwy. Equipment/Trks	\$525,000	CRF/Lease		\$195,000	\$165,000	\$90,000	\$180,000	\$90,000			\$525,000
Highway Sub-Total	\$10,076,500		\$1,500,000	\$1,195,000	\$1,756,000	\$1,250,000	\$1,180,000	\$3,890,500	\$1,000,000	\$1,000,000	\$10,076,500
<b>FIRE DEPARTMENT</b>											
CRF-Ambulance	\$160,122	CRF/Lease					\$160,122				\$160,122
CRF-Fire Equip/Trks	\$481,000	CRF/Lease			\$160,000	\$161,000	\$160,000				\$481,000
Fire Improvement (Central)	\$1,150,000	BD					\$100,000	\$1,050,000			\$1,150,000
Fire Improvement (North/West Station)	\$1,900,000	GF			\$1,900,000						\$1,900,000
Fire Sub-Total	\$3,691,122		\$0	\$0	\$2,060,000	\$161,000	\$420,122	\$1,050,000	\$0	\$0	\$3,691,122
<b>COMMUNITY DEVELOPMENT DEPARTMENT</b>											
Master Plan	\$50,000	CRF	\$100,000		\$50,000						\$50,000
GIS Maintenance Program	\$160,000	CRF							\$160,000		\$160,000
Fire Sub-Total	\$210,000		\$100,000	\$0	\$50,000	\$0	\$0	\$0	\$160,000	\$0	\$210,000
<b>GENERAL GOVERNMENT</b>											
Emergency Generator	\$0	GF	\$100,000								\$0
Bartley Hill/Mammoth Intersection	\$0	GF	\$758,000								\$0
Route 28/128 Intersection	\$0	GR	200,000								\$0
Route 28/Page Road Intersection	\$0	GR		\$1,750,000							\$0
Route 28/102 Corridor Study	\$140,000	GF				\$140,000					\$140,000
Pillsbury Cemetery - Phase II	\$210,000	GF			\$210,000						\$210,000
Pettingill Road Upgrade	\$12,348,000	TIF			\$12,348,000						\$12,348,000
Open Space Protection	\$3,000,000	GF/GR						\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000
Sub-Total - General Gov't	\$15,698,000		\$1,058,000	\$1,750,000	\$12,558,000	\$140,000	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$15,698,000
Grand Total - Town Projects	\$29,675,622		\$2,658,000	\$2,945,000	\$16,424,000	\$1,551,000	\$1,600,122	\$5,940,500	\$2,160,000	\$2,000,000	\$29,675,622
<b>Summary - ALL CAPITAL PROJECTS</b>											
Town Projects	\$29,675,622		\$2,658,000	\$2,945,000	\$16,424,000	\$1,551,000	\$1,600,122	\$5,940,500	\$2,160,000	\$2,000,000	\$29,675,622
School Projects	\$20,250,000		\$5,500,000	\$0	\$0	\$250,000	\$2,500,000	\$720,000	\$11,280,000		\$20,250,000
New Field	\$0										\$0
<b>TOTAL - ALL CAPITAL PROJECTS</b>	<b>\$49,925,622</b>		<b>\$8,158,000</b>	<b>\$2,945,000</b>	<b>\$16,424,000</b>	<b>\$1,801,000</b>	<b>\$4,100,122</b>	<b>\$6,660,500</b>	<b>\$13,440,000</b>	<b>\$2,000,000</b>	<b>\$49,925,622</b>
<b>LAND VALUATION</b>											
			\$3,392,542,383	\$3,409,505,095	\$3,426,552,620	\$3,443,685,383	\$3,460,903,810	\$3,478,208,329	\$3,495,599,371	\$3,513,077,368	
<b>TAX RATE IMPACT</b>											
			\$2.40	\$0.86	\$4.79	\$0.52	\$1.18	\$1.91	\$3.84	\$0.57	

**Town of Londonderry**  
**SUMMARY OF SCHOOL CAPITAL PROJECTS FY 2011 - 2016**

PROJECT DESCRIPTION	SCHOOL	COST	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Maint. Trust Fund	Maint Trust Fund										\$0
Educational Space	School Space Needs	\$5,500,000	\$5,500,000								\$5,500,000
District Office Renovations	District Office	\$2,750,000				\$250,000	\$2,500,000				\$2,750,000
Total:		\$8,250,000	\$5,500,000	\$0	\$0	\$250,000	\$2,500,000				\$8,250,000
Auditorium	General Use	\$12,000,000						\$720,000	\$11,280,000		\$12,000,000
<b>GRAND TOTAL - SCHOOL PROJECTS</b>		<b>\$20,250,000</b>	<b>\$5,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$2,500,000</b>	<b>\$720,000</b>	<b>\$11,280,000</b>		<b>\$20,250,000</b>

## Financing Plan for CIP Municipal Projects FY 2011 - 2016 (Part 1)

DEPARTMENT	CAPITAL PROJECT	COST	SOURCES OF	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	
HIGHWAY	Expansion of Garage	\$310,000	Project Cost			\$150,000	\$160,000					
			Outside Revenues			-\$150,000	-\$160,000					
			Net Payout			\$0	\$0					
	Roadway Reconstruction Mgmt Program	\$6,000,000	Project Cost	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
			Notes	-\$1,200,000	-\$1,000,000	-\$1,000,000	-\$1,000,000	-\$1,000,000	-\$1,000,000	-\$1,000,000	-\$1,000,000	-\$1,000,000
			Net Payout			\$20,000	\$160,000	\$296,000	\$428,000	\$556,000	\$680,000	
	Dan Hill Rd Drop Off Center Improvements	\$441,000	Project Cost			\$441,000						
			Revenue Applied			-\$441,000						
			Net Payout			\$0						
	Mammoth Road Sewer Replacement (portion)	\$387,500	Project Cost							\$387,500		
Revenue Applied									-\$387,500			
Net Payout									\$0			
So Londonderry Sewer Phase II	\$2,413,000	Project Cost							\$2,413,000			
		Notes							-\$2,413,000			
		Net Payout							\$57,500	\$230,000	\$224,250	
CRF - Highway Equipment	\$525,000	Project Cost		\$195,000	\$165,000	\$90,000	\$180,000	\$90,000				
		Capital Reserve Funds		-\$195,000	-\$165,000	-\$90,000	-\$180,000	-\$90,000				
		Net Payout		\$0	\$0	\$0	\$0	\$0				
PLANNING	CMAQ Sidewalk Project - Pillsbury & Rt.128 CMAQ PATHWAY PROJECT	\$0	Project Cost									
			Grant									
			Net Payout									
FIRE DEPARTMENT	Ambulance - CRF	\$160,122	Project Cost		\$142,348			\$160,122				
			Capital Reserve Funds		-\$142,348			-\$160,122				
			Net Payout		\$0			\$0				
	Pumper/Tanker/Ladder/CRF	\$481,000	Project Cost		\$160,000	\$160,000	\$161,000	\$160,000				
			Capital Reserve Funds		-\$160,000	-\$160,000	-\$161,000	-\$160,000				
			Net Payout		\$0	\$0	\$0	\$0				
	Fire Improvement Project Central Station	\$1,150,000	Project Cost					\$100,000	\$1,050,000			
			Notes					-\$100,000	-\$1,050,000			
			Net Payout					\$0	\$25,000	\$100,000	\$97,500	
	Fire Improvement Project North/West Replace	\$1,900,000	Project Cost			\$1,900,000						
Notes					-\$1,900,000							
Net Payout					\$47,500	\$190,000	\$185,250	\$180,500	\$175,750	\$171,000		

Financing Plan for CIP Municipal Projects FY 2011 - 2016 (Part 2)

<b>COMMUNITY DEVELOPMENT DEPARTMENT</b>										
	Master Plan	\$50,000	Project Cost	\$100,000		\$50,000				
			<b>Capital Reserve Funds</b>	-\$100,000		-\$50,000				
			Net Payout			\$0				
	GIS Maintenance Program	\$160,000	Project Cost						\$160,000	
			<b>Capital Reserve Funds</b>						-\$160,000	
			Net Payout						\$0	
<b>GENERAL GOVERNMENT</b>										
	Emergency Generator	\$0	Project Cost	\$100,000						
			<b>Revenue Applied</b>	-\$100,000						
			Net Payout							
	Bartley Hill.Mammoth Intersection	\$0	Project Cost	\$758,000						
			<b>Revenue Applied</b>	-\$758,000						
			Net Payout							
	Route 28/128 Intersection	\$0	Project Cost	\$200,000						
			<b>Grant</b>	-\$200,000						
			Net Payout							
	Route 28/Page Road Intersection	\$0	Project Cost		\$1,750,000					
			<b>Grant</b>		-\$1,750,000					
			Net Payout							
	Route 28/102 Corridor Study	\$140,000	Project Cost						\$140,000	
			<b>Revenue Applied</b>						-\$140,000	
			Net Payout							
	Pillsbury Cemetery - Phase II	\$210,000	Project Cost						\$210,000	
			<b>Revenue Applied</b>						-\$210,000	
			Net Payout							
	Pettingill Road Upgrade	\$12,348,000	Project Cost						\$12,348,000	
			<b>Revenue Bond</b>						-\$12,348,000	
			Net Payout				\$308,700	\$1,234,800	\$1,203,930	\$1,173,060
									\$1,142,190	\$1,111,320
	Open Space Protection	\$3,000,000	Project Cost						\$1,000,000	\$1,000,000
			<b>Notes</b>						-\$1,000,000	-\$1,000,000
			Net Payout						\$20,000	\$160,000
										\$296,000
<b>MUNICIPAL GOVT</b>										
		\$29,675,622								
			Project Cost	\$2,658,000	\$3,247,348	\$16,424,000	\$1,551,000	\$1,600,122	\$5,940,500	\$2,160,000
			<b>Applied Revenues</b>	-\$2,358,000	-\$3,247,348	-\$16,424,000	-\$1,551,000	-\$1,600,122	-\$5,940,500	-\$2,160,000
			Net Payout	\$0	\$47,500	\$16,200	\$1,584,800	\$1,685,180	\$711,000	\$2,363,940
			Tax Rate Impact	\$0.00	\$0.01	\$0.00	\$0.44	\$0.46	\$0.19	\$0.62
										\$0.66
<b>ADDITIONAL PROJECT - PREVIOUSLY APPROVED</b>										
	Exit 4A - ****	\$5,000,000	Project Cost						\$4,500,000	
			<b>Notes</b>						-\$4,500,000	
			Net Payout						\$101,250	\$427,500
									\$417,375	\$407,250

Financing Plan for CIP School Projects FY 2011 - 2016

PROJECT	School	COST	FY 2009	FY 2010	FY 2011	FY2012	FY2013	FY2014	FY 2015	FY 2016
Maint. Trust Fund	Admin									
School Renov	School Renov	\$5,500,000	\$5,500,000							
	State Aid		\$1,650,000							
	Bonds/Notes		-\$5,500,000							
	Net Impact		\$96,250							
District Office Reno.	District Office	\$2,750,000				\$250,000	\$2,500,000			
	State Aid						\$750,000			
	Bonds/Notes						-\$1,650,000			
	Net Impact						\$41,250	\$165,000	\$160,875	\$156,750
Arts Center/Auditorim	General Use	12,000,000						\$720,000	\$11,280,000	
	State Aid								\$3,384,000	
	Bonds/Notes								-\$12,000,000	
	Net Impact								\$300,000	\$1,200,000
GR.TOTAL-SCHOOL	Project Cost	\$20,250,000	\$5,500,000	\$0	\$0	\$250,000	\$2,500,000	\$720,000	\$11,280,000	\$0
	Applied Revenues		-\$5,500,000	\$0	\$0	\$0	-\$900,000	\$0	-\$8,616,000	\$0
	Net Payout		\$96,250	\$0	\$0	\$0	\$41,250	\$165,000	\$460,875	\$1,356,750
Total - All School Proj.		\$20,250,000	\$5,500,000	\$0	\$0	\$250,000	\$2,500,000	\$720,000	\$11,280,000	\$0
TAX RATE IMPACT			\$0.03	\$0.00	\$0.00	\$0.00	\$0.01	\$0.04	\$0.12	\$0.35
LAND VALUATION			\$3,392,542,383	\$3,460,393,231	\$3,529,601,095	\$3,600,193,117	\$3,672,196,980	\$3,745,640,919	\$3,820,553,737	\$3,896,964,812

**Net Tax Impact Analysis  
Municipal Government  
Current Debt Schedule (Part 1)**

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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**MUNICIPAL GOVERNMENT**

Principle	2,055,000	2,065,000	2,065,000	2,050,000	2,045,000	1,705,000	1,610,000	1,500,000
Interest	799,766	785,462	755,751	673,646	607,353	539,180	479,223	420,969
<b>Total Debt Pmts</b>	<b>\$2,854,766</b>	<b>\$2,850,462</b>	<b>\$2,820,751</b>	<b>\$2,723,646</b>	<b>\$2,652,353</b>	<b>\$2,244,180</b>	<b>\$2,089,223</b>	<b>\$1,920,969</b>
Revenues Applied to Debt								
<b>Net Current Debt Ann.Paymts</b>	<b>\$2,854,766</b>	<b>\$2,850,462</b>	<b>\$2,820,751</b>	<b>\$2,723,646</b>	<b>\$2,652,353</b>	<b>\$2,244,180</b>	<b>\$2,089,223</b>	<b>\$1,920,969</b>
Net Tax Impact	\$0.84	\$0.82	\$0.80	\$0.76	\$0.72	\$0.60	\$0.55	\$0.49
Debt Schedule as Proposed in CIP	\$25,000	\$150,000	\$376,200	\$1,584,800	\$1,685,180	\$1,884,060	\$2,363,940	\$2,580,070
<b>Proposed Debt Schedule</b>	<b>\$2,879,766</b>	<b>\$3,000,462</b>	<b>\$3,196,951</b>	<b>\$4,308,446</b>	<b>\$4,337,533</b>	<b>\$4,128,240</b>	<b>\$4,453,163</b>	<b>\$4,501,039</b>
Net Tax Impact	\$0.85	\$0.87	\$0.91	\$1.20	\$1.18	\$1.10	\$1.17	\$1.16

**PAY AS YOU GO PROJECTS**

<b>Capital Reserve Funds:</b>								
<b>Contributions:</b>								
Highway	\$90,000	\$122,200	\$130,000	\$140,000	\$150,000	\$165,000	\$180,000	\$180,000
Ambulance	\$40,000	\$50,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Fire	\$0	\$160,000	\$160,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Master Plan Update	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0
GIS Maintenance Program	\$0	\$0	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000
<b>Total CRFs</b>	<b>\$130,000</b>	<b>\$332,200</b>	<b>\$432,000</b>	<b>\$432,000</b>	<b>\$442,000</b>	<b>\$457,000</b>	<b>\$472,000</b>	<b>\$440,000</b>
Net Tax Impact	\$0.04	\$0.10	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12	\$0.11
CIP Projects-Pay As You Go	\$0	\$0	\$360,000	\$300,000	\$0	\$387,500	\$0	\$0
<b>Total Municipal Capital Outlay</b>	<b>\$3,009,766</b>	<b>\$3,332,662</b>	<b>\$3,988,951</b>	<b>\$5,040,446</b>	<b>\$4,779,533</b>	<b>\$4,972,740</b>	<b>\$4,925,163</b>	<b>\$4,941,039</b>
Net Tax Impact	\$0.89	\$0.96	\$1.13	\$1.40	\$1.30	\$1.33	\$1.29	\$1.27



**Net Tax Impact Analysis  
Municipal Government  
Current Debt Schedule (Part 2)**

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
<b>SCHOOL DISTRICT</b>								

<b>School Current Debt:</b>								
Total Principle	\$1,495,000	\$1,740,000	\$1,735,000	\$1,725,000	\$1,715,000	\$1,705,000	\$1,700,000	\$1,700,000
Total Interest	\$876,541	\$922,695	\$859,799	\$796,295	\$733,889	\$667,119	\$595,956	\$595,956
Total Gross Debt	\$2,371,541	\$2,662,695	\$2,594,799	\$2,521,295	\$2,448,889	\$2,372,119	\$2,295,956	\$2,295,956
Deduct State Reimb	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000
Lease	\$365,375	\$236,852	\$120,000	\$0	\$0	\$0	\$0	\$0
<b>Total Net Debt</b>	<b>\$2,586,916</b>	<b>\$2,749,547</b>	<b>\$2,564,799</b>	<b>\$2,371,295</b>	<b>\$2,298,889</b>	<b>\$2,222,119</b>	<b>\$2,145,956</b>	<b>\$2,145,956</b>
Net Tax Impact	\$0.76	\$0.79	\$0.73	\$0.66	\$0.63	\$0.59	\$0.56	\$0.55
<b>Add:</b>								
Proposed CIP Debt								
Add: CIP Proposed Debt Pmts	\$0	\$0	\$0	\$0	\$41,250	\$165,000	\$460,875	\$1,356,750
Tax Impact CIP Proposed Debt	\$0.00	\$0.00	\$0.00	\$0.00	\$0.01	\$0.04	\$0.12	\$0.35
Adjusted Net Debt Pmts	\$2,586,916	\$2,749,547	\$2,564,799	\$2,371,295	\$2,340,139	\$2,387,119	\$2,606,831	\$3,502,706
Adjusted Debt Schedule	\$2,586,916	\$2,749,547	\$2,564,799	\$2,371,295	\$2,340,139	\$2,387,119	\$2,606,831	\$3,502,706
Adjusted Debt Tax Impact	\$0.76	\$0.79	\$0.73	\$0.66	\$0.64	\$0.64	\$0.68	\$0.90

**SCHOOL DISTRICT - PAY AS YOU GO PROJECTS**

Electrical Upgrade								
New School								
Additional Parking District Wide								
Arch & Eng Fees								
District Office Renovations								
Maintenance Cap.Reserve Fund								
Kindergarten								
<b>Total Pay As You Go</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Tax Impact Pay As You Go	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL SCHOOL</b>	<b>\$2,586,916</b>	<b>\$2,749,547</b>	<b>\$2,564,799</b>	<b>\$2,371,295</b>	<b>\$2,340,139</b>	<b>\$2,387,119</b>	<b>\$2,606,831</b>	<b>\$3,502,706</b>
<b>TAX IMPACT</b>	<b>\$0.76</b>	<b>\$0.79</b>	<b>\$0.73</b>	<b>\$0.66</b>	<b>\$0.64</b>	<b>\$0.64</b>	<b>\$0.68</b>	<b>\$0.90</b>
COMBINED DEBT PMTS	\$5,596,682	\$6,082,209	\$6,553,750	\$7,411,741	\$7,119,672	\$7,359,859	\$7,531,994	\$8,443,745
COMBINED PAY AS YOU GO	\$130,000	\$332,200	\$792,000	\$732,000	\$442,000	\$844,500	\$472,000	\$440,000
COMBINED TAX IMPACT	\$1.69	\$1.85	\$2.08	\$2.26	\$2.06	\$2.19	\$2.09	\$2.28
<b>Tax Base</b>	<b>\$3,392,542,383</b>	<b>\$3,460,393,231</b>	<b>\$3,529,601,095</b>	<b>\$3,600,193,117</b>	<b>\$3,672,196,980</b>	<b>\$3,745,640,919</b>	<b>\$3,820,553,737</b>	<b>\$3,896,964,812</b>

## **Conclusion & Recommendations**

The Program of Capital Expenditures herein provides a guide for budgeting and development of Londonderry's public facilities. The Planning Board will review and update the CIP each year prior to budget deliberations. The CIP may be modified each year based on changes in needs and priorities. As noted in the Plan, there are projects proposed where the CIP Committee has determined that there is not enough information to make a recommendation concerning a proposed capital project. These are topics in the opinion of the Committee that should be studied in further detail before funding decisions should be made.

The Capital Improvements Planning Committee has worked hard over the past 4 years to improve the effectiveness of capital facilities programming in Londonderry. It is hoped that the improvements made in the past 5 years can continue to be refined and evaluated for their effectiveness in future years. The CIP Committee believes that Londonderry has made great strides in process and format of the Capital Improvements Plan, and are hopeful that the improvements have made a difference to the Planning Board, Town Council, School Board, and Budget Committee as they prepare budgets each year.

## Appendix A: Relevant State Statutes

### CHAPTER 674 LOCAL LAND USE PLANNING AND REGULATORY POWERS

#### Capital Improvements Program

**674:5 Authorization.** – In a municipality where the planning board has adopted a master plan, the local legislative body may authorize the planning board to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least 6 years. As an alternative, the legislative body may authorize the governing body of a municipality to appoint a capital improvement program committee, which shall include at least one member of the planning board and may include but not be limited to other members of the planning board, the budget committee, or the town or city governing body, to prepare and amend a recommended program of municipal capital improvement projects projected over a period of at least years. The capital improvements program may encompass major projects being currently undertaken or future projects to be undertaken with federal, state, county and other public funds. The sole purpose and effect of the capital improvements program shall be to aid the mayor or selectmen and the budget committee in their consideration of the annual budget.

**Source.** 1983, 447:1, eff. Jan. 1, 1984. 2002, 90:1, eff. July 2, 2002.

**674:6 Purpose and Description.** – The capital improvements program shall classify projects according to the urgency and need for realization and shall recommend a time sequence for their implementation. The program may also contain the estimated cost of each project and indicate probable operating and maintenance costs and probable revenues, if any, as well as existing sources of funds or the need for additional sources of funds for the implementation and operation of each project. The program shall be based on information submitted by the departments and agencies of the municipality and shall take into account public facility needs indicated by the prospective development shown in the master plan of the municipality or as permitted by other municipal land use controls.

**Source.** 1983, 447:1, eff. Jan. 1, 1984.

#### **674:7 Preparation.** –

I. In preparing the capital improvements program, the planning board or the capital improvement program committee shall confer, in a manner deemed appropriate by the board or the committee, with the mayor or the board of selectmen, or the chief fiscal officer, the budget committee, other municipal officials and agencies, the school board or boards, and shall review the recommendations of the master plan in relation to the proposed capital improvements program.

II. Whenever the planning board or the capital improvement program committee is authorized and directed to prepare a capital improvements program, every municipal department, authority or agency, and every affected school district board, department or agency, shall, upon request of the planning board or the capital improvement program committee, transmit to the board or committee a statement of all capital projects it proposes to undertake during the term of the program. The planning board or the capital improvement program committee shall study each proposed capital project, and shall advise and make recommendations to the department, authority, agency, or school district board, department or agency, concerning the relation of its project to the capital improvements program being prepared.

**Source.** 1983, 447:1. 1995, 43:1, eff. July 2, 1995. 2002, 90:2, eff. July 2, 2002.

**674:8 Consideration by Mayor and Budget Committee.** – Whenever the planning board or the capital improvement program committee has prepared a capital improvements program under RSA 674:7, it shall submit its recommendations for the current year to the mayor or selectmen and the budget committee, if one exists, for consideration as part of the annual budget.

**Source.** 1983, 447:1, eff. Jan. 1, 1984. 2002, 90:3, eff. July 2, 2002.



# Appendix B: Capital Project Request Form

<b>Department:</b>		Department Priority: _____ of _____ projects	
<b>Type of Project:</b> (check one)		<b>Primary Effect of Project is to:</b>	
		<input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity	
<b>Service Area of Project:</b> (check one)		<input type="checkbox"/> Region <input type="checkbox"/> Town-wide <input type="checkbox"/> School District <input type="checkbox"/> Neighborhood	<input type="checkbox"/> Town Center <input type="checkbox"/> Street <input type="checkbox"/> Other Area
<b>Project Description:</b>			
<b>Rationale for Project:</b> (check those that apply, elaborate below)		<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input type="checkbox"/> Improves the quality of existing services <input type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time	
<b>Narrative Justification:</b>			

<p><b>Cost Estimate:</b> (Itemize as Necessary)</p>	<p><b>Capital Costs</b> Dollar Amount (In current \$)</p> <p>\$ _____ Planning/Feasibility Analysis</p> <p>\$ _____ Architecture &amp; Engineering Fees</p> <p>\$ _____ Real Estate aquisition</p> <p>\$ _____ Site preparation</p> <p>\$ _____ Construction</p> <p>\$ _____ Furnishings &amp; equipment</p> <p>\$ _____ Vehicles &amp; capital equipment</p> <p>\$ _____</p> <p>\$ _____</p> <p>\$ _____</p> <p>\$ _____ <b>Total Project Cost</b></p>	<p><b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b></p> <p><input type="checkbox"/> Add Personnel</p> <p><input type="checkbox"/> Increased O&amp;M Costs</p> <p><input type="checkbox"/> Reduce Personnel</p> <p><input type="checkbox"/> Decreased O&amp;M Costs</p> <p>Dollar Cost of Impacts if known:</p> <p>+ \$ _____ Annually</p> <p>(-) \$ _____ Annually</p>
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**Source of Funding:**

<b>Grant From:</b> _____	\$ _____ (show type)
<b>Loan From:</b> _____	\$ _____ (show type)
<b>Donation/Bequest/private</b>	\$ _____
<b>User Fees &amp; Charges</b>	\$ _____
<b>Capital Reserve Withdrawal</b>	\$ _____
<b>Impact Fee Account</b>	\$ _____
<b>Current Revenue</b>	\$ _____
<b>General Obligation Bond</b>	\$ _____
<b>Revenue Bond</b>	\$ _____
<b>Special Assessment</b>	\$ _____
_____	\$ _____
_____	\$ _____
<b>Total Project Cost:</b>	\$ _____

**Form Prepared By:**

**Signature:** \_\_\_\_\_

**Title:** \_\_\_\_\_

**Dept./Agency:** \_\_\_\_\_

**Date Prepared:** \_\_\_\_\_

# Appendix C: Capital Project Scoring Sheet



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: \_\_\_\_\_

Project Name: \_\_\_\_\_

<u>Evaluation Criteria</u>	<u>Point Score</u>
• Addresses an emergency or public safety need	5 4 3 2 1 0
• Addresses a deficiency in service or facility	5 4 3 2 1 0
• Provides capacity needed to serve existing population or future growth	5 4 3 2 1 0
• Results in long-term cost savings	5 4 3 2 1 0
• Supports job development/increased tax base	5 4 3 2 1 0
• Furthers the goals of the 2004 Master Plan	5 4 3 2 1 0
• Leverages the non-property tax revenues	5 4 3 2 1 0
• Matching funds available for a limited time	5 4 3 2 1 0

Total Project Score: \_\_\_\_\_ of a possible 40 points

## Appendix D: Project Scoring & Priority Summary

2011-2016 CIP Project Submissions - 8/27 Meeting Worksheet							
Project	Department	Cost	Placement in 2010-2015 CIP	Dept/Board Score	CIP Committee Score	CIP Committee Priority Assignment	CIP Committee Placement in 11-16 CIP
New SAU Office	School District	\$250,000 (A&E), \$2.5 million (Construction)	Priority 2, FY 11-12	28	28	2	FY 12 - 13
Auditorium	School District	\$720,000 (A&E), \$1 million (Site Prep), \$10.28 million (construction)	Priority 3, FY 13-14	20	20	3	FY 14-15
North/West Fire Station	Fire	\$1.9 Million - Construction	Priority 1, FY 10 (not placed on ballot by Council)	23	29	1	FY 11
Central Fire Station Renovations	Fire	\$100,000 (A&E), \$1 million (Construction), \$50,000 (Furn/Equip)	Priority 3, FY 12-13	22	18	3	FY 13-14
Pettingill Road Upgrade	Community Development	\$12,348,000	Priority 2, FY 11	30	28	2	FY 11
GIS Maintenance Program	Community Development	\$160,000 (Capital Reserve, \$32,000 annually)	Priority 3, FY 11-15	19	19	3	FY 11-15
Rt. 28 & Rt. 102 Corridor Study/Impact Fee Methodology Update	Community Development	\$140,000	Not in 10-15 CIP	17	17	2	FY 11
Master Plan Update	Community Development	\$150,000 (\$100,000 already in CRF from TM 2008)	Priority 3, FY 11	15	15	3	FY 12
Open Space Protection	Conservation Commission	\$1,000,000 per year FY 11-16	Priority 2, FY 10 (Not placed on Ballot by Council); Priority 3, FY 14-15	31	23	3	FY 14 - 16
Roadway Rehab/Reconstruction Program	DPW - Highway	\$1.5 Million per year (FY 11-16) (Aended by CIP Committee to 1 mil per year)	Priority 2, FY 10-15	13	26	2	FY 11 - 16
Highway Garage Improvements	DPW - Highway	\$150,000 Phase II, \$160,000 Phase III)	Priority 2, FY 10-11	15	15	2	FY 11 - 12
Dan Hill Road Drop Off Center Improvements	DPW - Solid Waste	\$441,000	Priority 3, FY 11	15	0	6	n/a
South Londonderry Sewer Phase II	DPW - Enviromental	\$2.413 Million	Priority 3, FY 13	15	15	3	FY 14
Mammoth Road Sewer Replacement (portion)	DPW - Enviromental	\$387,500	Priority 3, FY 13	13	13	3	FY 14
Plaza 28 Sewer Pump Station Replacement	DPW - Enviromental	\$3.15 Million	Priority 4, not in 6 year program	14	14	4	n/a
Mammoth Road (North) Sewer Extension	DPW - Enviromental	\$714,000	Priority 4, not in 6 year program	12	12	4	n/a
Historic Property Protection Program	Heritage Commission	\$250,000 per year	Priority 4, not in 6 year program	Not Scored by HDC	7	4	n/a
Phase II Pillsbury Cemetery	Cemetery Trustees	\$210,000	Priority 3, FY 11	14	14	3	FY 11



**Appendix E:  
Project  
Submission  
Materials and  
Backup  
Information**



**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> School District	<b>Department Priority:</b> 1 ___ of 2 ___ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input checked="" type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input type="checkbox"/> Town-wide <input type="checkbox"/> Street <input checked="" type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> New SAU District Office. The existing building needs extensive HVAC renovations to address the poor air quality issues. Also, due to growth of the School District, over crowding has lead to poor working conditions and inefficient operations.  Location undetermined at this time.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input checked="" type="checkbox"/> Removes imminent threat to public health or safety <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input checked="" type="checkbox"/> Eligible for matching funds available for a limited time <small>(State Building Aid 40% of annual debt pmt)</small>
<b>Narrative Justification:</b> This project is to build a new SAU District Office. The existing building is severely over capacity. Indoor air quality is measured daily. Readings on a good day are poor. The Current SAU office has under gone many band-aid fixes to accommodate new personnel. Storage area located in the old town hall has been eliminated, all storage is now located under the high school. With the increasing population at LEEP, the DW training room may soon be eliminated. Finally, with the construction of the new Police and Town Hall, parking will be very difficult at best.	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>	
	Dollar Amount (In current \$)	
	\$ _____	Planning/Feasibility Analysis
	\$ <u>250,000</u>	Architecture & Engineering Fees
	\$ _____	Real Estate acquisition
	\$ _____	Site preparation
	\$ <u>2,500,000</u>	Construction
	\$ _____	Furnishings & equipment
	\$ _____	Vehicles & capital equipment
	\$ _____	
\$ _____		
\$ <u>2,750,000</u>	<b>Total Project Cost</b>	

**Impact on Operating & Maint. Costs or Personnel Needs**

Add Personnel

Increased O&M Costs

Reduce Personnel

Decreased O&M Costs

Dollar Cost of Impacts if known:

+ \$ \_\_\_\_\_ Annually

(-) \$ \_\_\_\_\_ Annually

**Source of Funding:**

Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ _____	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ _____	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ _____	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
Bond Proceeds	\$ <u>2,750,000</u>	
_____	\$ _____	
<b>Total Project Cost:</b>	\$ <u>2,750,000</u>	

**Form Prepared By:**

**Signature:** Peter Curro

**Title:** Business Administrator

**Dept./Agency:** School District

**Date Prepared:** July 13, 2009

Digitally signed by Peter Curro  
 DN: cn=Peter Curro, o=Londonderry School District, ou=Business Administrator, email=p.curro@londonderry.org, c=US  
 Date: 2009.07.13 09:02:35 -04'00'



**Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet**



<b>Department:</b> School District	<b>Project Name:</b> New SAU Office
------------------------------------	-------------------------------------

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	<input checked="" type="checkbox"/>	3	2	1	0
• Addresses a deficiency in service or facility	5	<input checked="" type="checkbox"/>	3	2	1	0
• Provides capacity needed to serve existing population or future growth	<input checked="" type="checkbox"/>	4	3	2	1	0
• Results in long-term cost savings	5	<input checked="" type="checkbox"/>	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	<input checked="" type="checkbox"/>
• Furthers the goals of the 2004 Master Plan	5	4	<input checked="" type="checkbox"/>	2	1	0
• Leverages the non-property tax revenues	5	<input checked="" type="checkbox"/>	3	2	1	0
• Matching funds available for a limited time	5	<input checked="" type="checkbox"/>	3	2	1	0

Total Project Score: 28 of a possible 40 points



**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> School District	<b>Department Priority:</b> 2 of 2 projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input checked="" type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input type="checkbox"/> Town-wide <input type="checkbox"/> Street <input checked="" type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> To construct a new auditorium for the needs of the District's music, performing arts programs. Planning seating capacity is under 1,000. When available, the building will be open to other community programs and organizations.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b>           	



<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>		<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input checked="" type="checkbox"/> Add Personnel <input checked="" type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
	Dollar Amount (In current \$)		
	\$ _____	Planning/Feasibility Analysis	
	\$ 720,000	Architecture & Engineering Fees	
	\$ _____	Real Estate acquisition	
	\$ 1,000,000	Site preparation	
	\$ 10,280,000	Construction	
	\$ _____	Furnishings & equipment	
	\$ _____	Vehicles & capital equipment	
	\$ _____		
\$ _____			
\$ 12,000,000	<b>Total Project Cost</b>		

**Source of Funding:**

Grant From:	_____	\$ _____ (show type)
Loan From:	_____	\$ _____ (show type)
Donation/Bequest/private		\$ _____
User Fees & Charges		\$ _____
Capital Reserve Withdrawal		\$ _____
Impact Fee Account		\$ _____
Current Revenue		\$ _____
General Obligation Bond		\$ 12,000,000
Revenue Bond		\$ _____
Special Assessment		\$ _____
_____		\$ _____
_____		\$ _____
<b>Total Project Cost:</b>		\$ 12,000,000

**Form Prepared By:**

**Signature:** Peter Curro Digitally signed by Peter Curro  
DN: cn=Peter Curro, o=Londonderry School District, ou=Business Administrator, email=p.curro@londonderry.org, c=US  
Date: 2009.07.13 08:56:59 -04'00'

**Title:** Business Administrator

**Dept./Agency:** School District

**Date Prepared:** July 13, 2009



**Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet**



<b>Department:</b> School District	<b>Project Name:</b> Auditorium
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**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0
• Addresses a deficiency in service or facility	<input type="checkbox"/> 5	<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Provides capacity needed to serve existing population or future growth	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Results in long-term cost savings	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0
• Supports job development/increased tax base	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0
• Furthers the goals of the 2004 Master Plan	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Leverages the non-property tax revenues	<input type="checkbox"/> 5	<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Matching funds available for a limited time	<input type="checkbox"/> 5	<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Total Project Score: 20 of a possible 40 points



<b>Department:</b> Heritage/Historic District Commission	Department Priority: 1 ____ of 1 ____ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input checked="" type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> This project addresses the need to protect Londonderry's diminishing supply of historic homes and barns. The Master Plan makes vague and broad reference to the need to preserve Londonderry's historic resources but gives no practical guidance. This project will provide the long-term financial and administrative tools to protect our town for present and future generations. The Heritage Commission recommends a level effort over the 5-year plan period.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input checked="" type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input checked="" type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> Since the construction of I-93 Londonderry has been steadily losing its historic homes and barns to the pressures of development. There are no local or state regulations which prevent the demolition of any structure regardless of its age, architectural significance, or historic importance to the town. When a historic property becomes endangered, only volunteers with limited resources such as the Historical Society have been able to save any historic buildings which define the agricultural and historic character of our town. This project will provide the funds for the town to acquire or protect a historic property when it becomes available. Each decision should be made by the Heritage Commission and the Town Council and each historic property should be maintained for the benefit of all Londonderry citizens. The Town Council's formation of the Historic Properties Task Force has focused the Town's attention on the need to preserve our historic properties and this is one method of doing this.	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>	
	Dollar Amount (In current \$)	
	\$ _____	Planning/Feasibility Analysis
	\$ _____	Architecture & Engineering Fees
	\$ <u>250,000/year</u>	Real Estate acquisition
	\$ _____	Site preparation
	\$ _____	Construction
	\$ _____	Furnishings & equipment
	\$ _____	Vehicles & capital equipment
	\$ _____	
\$ _____		
\$ <u>250,000/year</u>	<b>Total Project Cost</b>	

**Impact on Operating & Maint. Costs or Personnel Needs**

Add Personnel

Increased O&M Costs

Reduce Personnel

Decreased O&M Costs

Dollar Cost of Impacts if known:


+ \$ \_\_\_\_\_ Annually

(-) \$ \_\_\_\_\_ Annually

**Source of Funding:**

Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ _____	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ _____	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ _____	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
June Fund Balance	\$ <u>250,000</u>	
_____	\$ _____	
<b>Total Project Cost:</b>	\$ <u>250,000</u>	

**Form Prepared By:**

Signature: \_\_\_\_\_  \_\_\_\_\_

Title: Chairman

Dept./Agency: Heritage/Historic District Commission

Date Prepared: June 3, 2009



**Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet**



<b>Department:</b> Heritage/Historic District Comm.	<b>Project Name:</b> Historic Property Preservation Program
---	---

**Evaluation Criteria**

**Point Score**

• <b>Addresses an emergency or public safety need</b>	<input type="text" value="5"/>	<input type="text" value="4"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="0"/>
• <b>Addresses a deficiency in service or facility</b>	<input type="text" value="5"/>	<input type="text" value="4"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="0"/>
• <b>Provides capacity needed to serve existing population or future growth</b>	<input type="text" value="5"/>	<input type="text" value="4"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="0"/>
• <b>Results in long-term cost savings</b>	<input type="text" value="5"/>	<input type="text" value="4"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="0"/>
• <b>Supports job development/increased tax base</b>	<input type="text" value="5"/>	<input type="text" value="4"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="0"/>
• <b>Furtheres the goals of the 2004 Master Plan</b>	<input type="text" value="5"/>	<input type="text" value="4"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="0"/>
• <b>Leverages the non-property tax revenues</b>	<input type="text" value="5"/>	<input type="text" value="4"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="0"/>
• <b>Matching funds available for a limited time</b>	<input type="text" value="5"/>	<input type="text" value="4"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="0"/>

**Total Project Score: \_\_\_\_\_ of a possible 40 points**





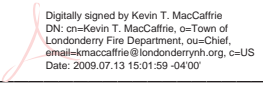
<b>Department:</b> Fire Department	<b>Department Priority:</b> 1 ___ of 2 ___ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input checked="" type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> Replace the North Fire Station, building cost only. During the construction phase of South Fire Station, all site work will be completed.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input checked="" type="checkbox"/> Urgent Need <input checked="" type="checkbox"/> Removes imminent threat to public health or safety <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> This project has been identified in the CIP for the 5 years and has been the top town project for the last 3. Land has been acquired for the North/West Fire Station. Funds were approved at the 2006 Town meeting for site work and land purchase. The design of the station is complete and site work is completed. The only cost to be included in the next process is the building only. North station was built in the 1956 and has reached its useful life as a volunteer station. Modern Fire Equipment cannot easily fit into station without some modifications. The land that the station currently sits on is not large enough to support on-site renovations or modifications. Building does not meet current building codes, fire codes, or life safety codes.	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>	
	Dollar Amount (In current \$)	
	\$ _____	Planning/Feasibility Analysis
	\$ <u>Paid FY06</u>	Architecture & Engineering Fees
	\$ <u>Paid FY06</u>	Real Estate acquisition
	\$ <u>50,000</u>	Site preparation
	\$ <u>2,300,000</u>	Construction
	\$ <u>75,000</u>	Furnishings & equipment
	\$ _____	Vehicles & capital equipment
	\$ _____	
		<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input type="checkbox"/> Add Personnel <input type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
	\$ <u>2,425,000</u>	<b>Total Project Cost</b>

**Source of Funding:**

Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ _____	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ _____	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ <u>2,300,000</u>	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
_____	\$ _____	
_____	\$ _____	
<b>Total Project Cost:</b>	\$ <u>2,300,000</u>	

**Form Prepared By:**

Signature: Kevin T. MacCaffrie


Title: Fire Chief

Dept./Agency: Fire/Rescue

Date Prepared: July 13, 2009

Digitally signed by Kevin T. MacCaffrie  
 DN: cn=Kevin T. MacCaffrie, o=Town of Londonderry Fire Department, ou=Chief, email=kmaccaffrie@londonderryfire.org, c=US  
 Date: 2009.07.13 15:01:59 -0400



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: Fire Department

Project Name: North/West Station Replacement

Evaluation Criteria

Point Score

• Addresses an emergency or public safety need	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Addresses a deficiency in service or facility	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Provides capacity needed to serve existing population or future growth	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Results in long-term cost savings	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Supports job development/increased tax base	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0
• Furthers the goals of the 2004 Master Plan	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Leverages the non-property tax revenues	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0
• Matching funds available for a limited time	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0

Total Project Score: 23 of a possible 40 points



<b>Department:</b> Fire Department	<b>Department Priority:</b> 2 of 2 projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input checked="" type="checkbox"/> Replace or repair existing facilities or equipment <input checked="" type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> Renovations to Central Fire Station: Adding 2 bays, enlarged training room and new Communications room, enlarging kitchen and dayroom, renovating offices and living space on second floor. New fitness room, Replacing roof and mechanicals, as well as adding sprinklers and emergency generator.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input checked="" type="checkbox"/> Removes imminent threat to public health or safety <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> This project has been identified in the CIP for a number of years. This renovation will provide much needed improvements. The roof is due for replacement after 15 years; there is no adequate storage space for apparatus or equipment. Training room is too small for classes, living and administrative space is limited and outdated, and the Communications dispatch room is outdated and does not meet requirements. The mechanical needs of the building are in constant repair and many will need to be replaced very soon at great expense. The building is extremely inefficient energy wise. The station has the room to expand to add the appropriate space needed for the current and future needs of the department.	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>		<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input type="checkbox"/> Add Personnel <input type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input checked="" type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
	Dollar Amount (In current \$)		
	\$ _____	Planning/Feasibility Analysis	
	\$ 100,000	Architecture & Engineering Fees	
	\$ _____	Real Estate aquisition	
	\$ _____	Site preparation	
	\$ 1,500,000	Construction	
	\$ 50,000	Furnishings & equipment	
	\$ _____	Vehicles & capital equipment	
	\$ _____		
\$ _____			
\$ _____			
\$ 1,650,000	<b>Total Project Cost</b>		

**Source of Funding:**

<b>Grant From:</b> _____	\$ _____	(show type)
<b>Loan From:</b> _____	\$ _____	(show type)
<b>Donation/Bequest/private</b>	\$ _____	
<b>User Fees &amp; Charges</b>	\$ _____	
<b>Capital Reserve Withdrawal</b>	\$ _____	
<b>Impact Fee Account</b>	\$ _____	
<b>Current Revenue</b>	\$ _____	
<b>General Obligation Bond</b>	\$ 1,500,000	
<b>Revenue Bond</b>	\$ _____	
<b>Special Assessment</b>	\$ _____	
_____	\$ _____	
_____	\$ _____	
<b>Total Project Cost:</b>	\$ 1,500,000	

**Form Prepared By:**

**Signature:** Kevin T. MacCaffrie

**Title:** Fire Chief

**Dept./Agency:** Fire/Rescue

**Date Prepared:** July 13, 2009

Digitally signed by Kevin T. MacCaffrie  
DN: cn=Kevin T. MacCaffrie, o=Town of Londonderry Fire Department, ou=Chief, email=kmaccaffrie@londonderryfire.org, c=US  
Date: 2009.07.13 15:05:39 -0400



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: Fire Department

Project Name: Central Station Renovations

Evaluation Criteria

Point Score

• Addresses an emergency or public safety need	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Addresses a deficiency in service or facility	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Provides capacity needed to serve existing population or future growth	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Results in long-term cost savings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Supports job development/increased tax base	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Furthers the goals of the 2004 Master Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Leverages the non-property tax revenues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Matching funds available for a limited time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Total Project Score: 22 of a possible 40 points





**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> Conservation Commission	<b>Department Priority:</b> 1 ____ of 1 ____ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> This project implements the Master Plan direction to protect open space. The capital funds requested will be used to acquire conservation easements or fee simple ownership for open space lands identified in the 2006 Londonderry Open Space Plan. Near term objective is the protection of specific parcels that are key to the town's natural resource-based economic sector and most competitive for significant grant funding. The commission recommends a \$1,000,000 project in FY 2011, followed by a level \$1,000,000 per year effort over the remaining four plan years.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long term operating costs <input checked="" type="checkbox"/> Provides incentive to economic development <input checked="" type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> In order to maintain sufficient open spaces to serve the town's need for clean water, outdoor recreation, local food and fiber production, a scenic environment and other natural services, the town must resume its steady pace of open space protection, or see most remaining open space in town developed. Some of the highest ranked parcels in the Open Space Plan are now dedicated to agriculture. The commitment of \$1,000,000 in FY2011 will give the Town the ability to provide match for an additional \$1,000,000 in federal Farmland Protection grant funding to respond to opportunities to conserve the town's remaining unprotected farmland, as such opportunities arise. Beyond this, opportunities to continue implementing the open space plan would be pursued and funded by the out-year funding. As the I-93 expansion and the airport access road near completion, the demand for additional residential development will make open space protection much more costly; therefore, the time to further open space protection is in the near term.	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>	
	Dollar Amount (In current \$)	
	\$ _____	Planning/Feasibility Analysis
	\$ _____	Architecture & Engineering Fees
	\$ <u>2,000,000</u>	Real Estate acquisition
	\$ _____	Site preparation
	\$ _____	Construction
	\$ _____	Furnishings & equipment
	\$ _____	Vehicles & capital equipment
	\$ _____	
\$ _____		
\$ <u>2,000,000</u>	<b>Total Project Cost</b> FY2011	

**Impact on Operating & Maint. Costs or Personnel Needs**

Add Personnel

Increased O&M Costs

Reduce Personnel

Decreased O&M Costs

Dollar Cost of Impacts if known:

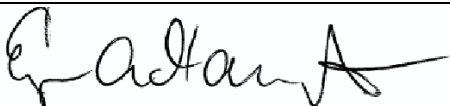
+ \$ negligable Annually

(-) \$ \_\_\_\_\_ Annually

**Source of Funding:**

Grant From:	<u>USDA NRCS</u>	\$ <u>1,000,000</u>	(show type) 50% Match
Loan From:	_____	\$ _____	(show type)
Donation/Bequest/private		\$ _____	
User Fees & Charges		\$ _____	
Capital Reserve Withdrawal		\$ _____	
Impact Fee Account		\$ _____	
Current Revenue		\$ _____	
General Obligation Bond		\$ <u>1,000,000</u>	
Revenue Bond		\$ _____	
Special Assessment		\$ _____	
_____		\$ _____	
_____		\$ _____	
<b>Total Project Cost:</b>		\$ <u>2,000,000</u>	FY11

**Form Prepared By:**

Signature: 

Title: Vice Chair

Dept./Agency: Conservation Commission

Date Prepared: July 14, 2009



**Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet**



<b>Department:</b> Conservation Commission	<b>Project Name:</b> Open Space Program
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**Evaluation Criteria**

**Point Score**

• <b>Addresses an emergency or public safety need</b>	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• <b>Addresses a deficiency in service or facility</b>	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• <b>Provides capacity needed to serve existing population or future growth</b>	<input type="checkbox"/> 5	<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• <b>Results in long-term cost savings</b>	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• <b>Supports job development/increased tax base</b>	<input type="checkbox"/> 5	<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• <b>Furtheres the goals of the 2004 Master Plan</b>	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• <b>Leverages the non-property tax revenues</b>	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• <b>Matching funds available for a limited time</b>	<input type="checkbox"/> 5	<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

**Total Project Score: 31 of a possible 40 points**

Rationale:

1. Enhances drinking water quality, reduces the severity of flooding and eases traffic congestion.
2. Provides public access to outdoor recreational lands in areas not now well served.
3. Maintains or improves upon current protected open space of .10 acres/resident as town population increases from 24,590 (2007 data from SNHPC) toward a goal of .23 acres/resident for 33,400 residents by 2025 (data from SNHPC).
4. Protected land prevents higher demand for town services
5. Makes Londonderry a desirable business location by promoting a livable community for location decision-makers seeking to live near their work. Despite demanding development standards, Londonderry continues to attract commerce and industry, due to its location and high quality of life. Open space is key to Londonderry's marketing effort.
6. Fulfills the mandate to expand the open space network.
7. Increases timber tax payments.
8. Grant makers require matching money to be in place at the time of a grant application, if the application is to be competitive. Match opportunities change year to year.



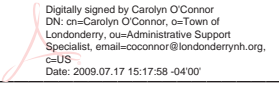
<b>Department:</b> Cemeteries - Trustees of Trust Funds	Department Priority: 1 ___ of 1 ___ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> Complete Phase II of Pillsbury Cemetery located on Hovey Road. This project will include design layout to maximize capacity, drainage and excavation work and road construction.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> Currently there are a total of 76 plots remaining. Of the 76 plots 10 are for cremation only burials. On average 15 plots are sold each year. It is anticipated funds will be needed for FY11 to allow adequate time for the completion of Phase II prior to exhaustion of Phase I.	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b> Dollar Amount (In current \$) \$ _____ Planning/Feasibility Analysis \$ _____ Architecture & Engineering Fees \$ _____ Real Estate acquisition \$ _____ Site preparation \$ _____ Construction \$ _____ Furnishings & equipment \$ _____ Vehicles & capital equipment \$ _____ \$ _____ \$ _____  <b>\$ 210,000 Total Project Cost</b>	<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input type="checkbox"/> Add Personnel <input type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
---	--	---

**Source of Funding:**

Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ _____	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ _____	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ _____	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
_____	\$ _____	
_____	\$ _____	
<b>Total Project Cost:</b>	<b>\$ 210,000</b>	

**Form Prepared By:**

**Signature:** Carolyn O'Connor

Digitally signed by Carolyn O'Connor  
 DN: cn=Carolyn O'Connor, o=Town of Londonderry, ou=Administrative Support Specialist, email=coconnor@londonderry nh.org, c=US  
 Date: 2009.07.17 15:17:58 -04'00'

**Title:** Administrative Support Specialist

**Dept./Agency:** Cemeteries - Trustees of Trust Funds

**Date Prepared:** July 17, 2009



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: Cemeteries - Trustees      Project Name: Pillsbury Cemetery Phase II

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	<input checked="" type="checkbox"/>	3	2	1	0
• Addresses a deficiency in service or facility	<input checked="" type="checkbox"/>	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	<input checked="" type="checkbox"/>	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	<input checked="" type="checkbox"/>
• Supports job development/increased tax base	5	4	3	2	1	<input checked="" type="checkbox"/>
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	<input checked="" type="checkbox"/>
• Leverages the non-property tax revenues	5	4	3	2	1	<input checked="" type="checkbox"/>
• Matching funds available for a limited time	5	4	3	2	1	<input checked="" type="checkbox"/>

Total Project Score: 14 of a possible 40 points





<b>Department:</b> Community Development - Pettengill Road Upgrade-2011		Department Priority: 1 ___ of 4 ___ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input checked="" type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing service level/facility <input checked="" type="checkbox"/> Provide new facility or service capacity	
<b>Service Area of Project:</b> (check one)	<input checked="" type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input checked="" type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood	
<b>Project Description:</b> Prepare preliminary plans for the upgrade and construction of Pettengill Road with connection onto the Airport Access Road proposed by NHDOT. The project will encourage commercial/Industrial development as was envisioned with the imminent construction of the Airport Access Road		
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input checked="" type="checkbox"/> Provides incentive to economic development <input checked="" type="checkbox"/> Eligible for matching funds available for a limited time	
<b>Narrative Justification:</b> Pettengill Road is presently a class six road. It runs through approximately 800 acres of I-II land south of the Manchester Airport. Improvement of the roadway to a class V limited access highway will open up the land to development which will help increase Londonderry industrial tax base. May 2003, the Town conducted a design charrette that created a vision for the development of this area. With the airport access road schedule to be completed by 2011/12, now is Londonderry's opportunity to connect onto this project an open up a significant economic opportunity for the community.		

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>		<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input type="checkbox"/> Add Personnel <input type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
	Dollar Amount (In current \$)		
	\$ _____	Planning/Feasibility Analysis	
	\$ _____	Architecture & Engineering Fees	
	\$ _____	Real Estate acquisition	
	\$ _____	Site preparation	
	\$ <u>12,348,000</u>	Construction	
	\$ _____	Furnishings & equipment	
	\$ _____	Vehicles & capital equipment	
	\$ _____		
\$ _____			
\$ <u>12,348,000</u>	<b>Total Project Cost</b>		

**Source of Funding:**

<b>Grant From:</b> _____	\$ _____	(show type)
<b>Loan From:</b> _____	\$ _____	(show type)
<b>Donation/Bequest/private</b>	\$ _____	
<b>User Fees &amp; Charges</b>	\$ _____	
<b>Capital Reserve Withdrawal</b>	\$ _____	
<b>Impact Fee Account</b>	\$ _____	
<b>Current Revenue</b>	\$ _____	
<b>General Obligation Bond</b>	\$ _____	
<b>Revenue Bond</b>	\$ _____	
<b>Special Assessment</b>	\$ _____	
_____	\$ _____	
Possible Federal Earmark - Shea-Porter	\$ <u>9,000,000</u>	
<b>Total Project Cost:</b>	\$ <u>3,348,000</u>	

**Form Prepared By:**

**Signature:** Andre L. Garron, AICP

**Title:** Community Development Director

**Dept./Agency:** Community Development Department

**Date Prepared:** July 24, 2009

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Date: 2009.07.24 08:55:45 -0400



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: Community Development

Project Name: Pettengill Road Upgrade

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	0
• Addresses a deficiency in service or facility	5	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	5	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	0
• Matching funds available for a limited time	5	4	3	2	1	0

Total Project Score: 30 of a possible 40 points



<b>Department:</b> Community Development - Master Plan Update- 2011		Department Priority: 2 ____ of 4 ____ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input checked="" type="checkbox"/> Provide new facility or service capacity	
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood	
<b>Project Description:</b> FY2011 Comprehensive update of the 2004 Master Plan. The comprehensive update will look at every aspect of the impacts of growth on Londonderry's infrastructure (ie. population, housing, schools, recreation, economic development, quality of life, community services, open space, sewer, water, communications, regional issues, etc ... )		
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input checked="" type="checkbox"/> Responds to federal or state requirement to implement <input type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input checked="" type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time	
<b>Narrative Justification:</b> The general life of a master plan is typically 6-8 years. Londonderry's last master plan update was in 2004. The intent of this project is to do a comprehensive update utilizing the information from the decennial census. Also, this comprehensive plan will pull in information garnered from the small area master plan, housing taskforce and historic taskforce report to help chart Londonderry's future.		

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>	
	Dollar Amount (In current \$)	
	\$ 150,000	Planning/Feasibility Analysis
	\$ _____	Architecture & Engineering Fees
	\$ _____	Real Estate acquisition
	\$ _____	Site preparation
	\$ _____	Construction
	\$ _____	Furnishings & equipment
	\$ _____	Vehicles & capital equipment
	\$ _____	
\$ 150,000	<b>Total Project Cost</b>	

**Impact on Operating & Maint. Costs or Personnel Needs**

Add Personnel

Increased O&M Costs

Reduce Personnel

Decreased O&M Costs

Dollar Cost of Impacts if known:

+ \$ \_\_\_\_\_ Annually

(-) \$ \_\_\_\_\_ Annually

**Source of Funding:**

Grant From:	_____	\$ _____ (show type)
Loan From:	_____	\$ _____ (show type)
Donation/Bequest/private	_____	\$ _____
User Fees & Charges	_____	\$ _____
Capital Reserve Withdrawal	_____	\$ _____
Impact Fee Account	_____	\$ _____
Current Revenue	_____	\$ 50,000
General Obligation Bond	_____	\$ _____
Revenue Bond	_____	\$ _____
Special Assessment	_____	\$ _____
Undesignated Fund Balance	_____	\$ 100,000
	_____	\$ _____
<b>Total Project Cost:</b>		\$ 150,000

**Form Prepared By:**

Signature: Andre L. Garron, AICP

Title: Community Development Director

Dept./Agency: Community Development Department

Date Prepared: July 24, 2009

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 Date: 2009.07.24 09:02:00 -0400



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: Community Development      Project Name: Master Plan

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	0
• Addresses a deficiency in service or facility	5	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	5	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	0
• Matching funds available for a limited time	5	4	3	2	1	0

Total Project Score: 15 of a possible 40 points





**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> Community Development Department - GIS Update 2015	Department Priority: 3 ___ of 4 ___ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input checked="" type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> Establish a capital reserve fund to provide for continued maintenance of the Town's Geographic Information System (GIS) by programming money for the purchase of new aerial photography, photogrammetric mapping and Pictometry products. This will allow for comprehensive updates to geospatial information at 2 and 5-year intervals, with immediate application to the quality of services provided by GIS to town departments and the general public.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> See Attached.	





Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: Community Development

Project Name: GIS Update

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	0
• Addresses a deficiency in service or facility	5	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	5	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	0
• Matching funds available for a limited time	5	4	3	2	1	0

Total Project Score: 19 of a possible 40 points

**Narrative Justification (page 1 of 2):**

The GIS program has been extensively used and applied to every department in town and most boards and committees. Specific applications have included providing ready access to mapped information, performing special studies, in-house parcel management, data development for emergency dispatching and technical support to local boards, committees or task forces such as the Housing Task Force or Open Space Task Force, among others. The success has been due in part to the Town's early investment in high quality imagery and photogrammetric mapping, which serve as the foundation for all additional datasets and activities.

We have begun taking advantage of two types of aerial imagery that must be updated: traditional, topdown orthophotography ("Orthophotos") and low altitude, oblique angle photography ("Pictometry"). Each are conducted as independent projects.

Planimetric mapping is derived from the orthophoto project. This describes data that is visible from the air including such features as edge-of-roads, buildings, topography, hydrography, etc. Orthophotos and planimetric mapping are the foundation of a GIS. Given the growth rate and development plans in Londonderry, it is appropriate to conduct comprehensive updates at 5-year intervals. This will provide high quality aerial imagery and mapping to ensure that GIS data remains current and reliable into the future.

The most current estimates are that the total project can be completed for roughly \$100,000. The Town of Derry performed a new photogrammetric mapping project in March of 2008, using the same contractor that Londonderry used. The price they paid follows. Given that Londonderry is larger in area than Derry, costs to perform the same work in Londonderry will be slightly higher.

Task	Price
Flight and aerial Photography:	\$22,870
Ground Control and FAAT:	\$13,445
Digital Orthophotography:	\$7,480
Planimetric Mapping:	\$32,755
Topographic Mapping:	\$15,685
Geodatabase Formatting:	\$4,615
Total	\$96,850

While we currently collect and implement updates to parcels or site plan areas during the planning board process, aerial photos and topographic features do not get routinely updated. In addition, driveways, decks, pools, hydrography and other residential changes also do not get routinely updated as survey grade development plans are not available for these smaller projects.

**Narrative Justification (page 2 of 2):**

The Pictometry images are used to provide multiple views of a property and have been used extensively by the planning board to describe lot or site changes and within the Police Department for pre-planning or response activities. This product is purchased in a 2-year contract. The current prices reflect participation by numerous towns and as such, represent group pricing. Should the level of participation in this program remain constant, a Pictometry contract will cost roughly \$20,000. Updates are required every two years.

Funding for data acquisition and implementation of the GIS program thus far was made possible through a CIP action in 2003. We presently have enough money in the budget to purchase new imagery in 2010. This current request is for the purpose of setting money aside each year to facilitate the next flyovers, starting in 2015.



<b>Department:</b> Community Dev. - Rt 28 & 102 Corridor Plan Update 2012	Department Priority: 4 of 4 projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input checked="" type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> The project proposes to update the 1997-2004 Rt 28 and Rt 102 traffic corridor plan, The project proposes to provide new traffic analysis for Rt 28 and Rt 102. analyze the deficiencies based on the traffic volume and peak hour impacts, Development a cost to improve the deficiencies and development a impact fee methodology for the private sector to pay their fair share towards the improvements of the deficiencies,	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input checked="" type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> The plans are very old and in order to maintain our current traffic impact fee system, the plans need to be updated, SNHPC did the original analysis in the mid 90's to mid 2000, the system is antiquated and traffic figures outdated and the improvements, some have been instituted, while most have not. The Town cannot bear the cosy of improvement these roadway system on their own. It will only make improvement to these corridors based on background growth, not what the community foresee happening on them, therefore we need a funding mechanism to address it. RSA 474:21 gives Londonderry the authority to create an impact fee system to address this issue.	



<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>	
	Dollar Amount (In current \$)	
	\$ 140,000	Planning/Feasibility Analysis
	\$ _____	Architecture & Engineering Fees
	\$ _____	Real Estate acquisition
	\$ _____	Site preparation
	\$ _____	Construction
	\$ _____	Furnishings & equipment
	\$ _____	Vehicles & capital equipment
	\$ _____	
\$ 140,000	<b>Total Project Cost</b>	

**Impact on Operating & Maint. Costs or Personnel Needs**

Add Personnel

Increased O&M Costs

Reduce Personnel

Decreased O&M Costs

Dollar Cost of Impacts if known:

+ \$ \_\_\_\_\_ Annually

(-) \$ \_\_\_\_\_ Annually

**Source of Funding:**

Grant From:	_____	\$ _____ (show type)
Loan From:	_____	\$ _____ (show type)
Donation/Bequest/private	_____	\$ _____
User Fees & Charges	_____	\$ _____
Capital Reserve Withdrawal	_____	\$ _____
Impact Fee Account	_____	\$ _____
Current Revenue	_____	\$ 140,000
General Obligation Bond	_____	\$ _____
Revenue Bond	_____	\$ _____
Special Assessment	_____	\$ _____
_____	_____	\$ _____
_____	_____	\$ _____
<b>Total Project Cost:</b>		\$ 140,000

**Form Prepared By:**

**Signature:** Andre L. Garron, AICP

**Title:** Community Development Director

**Dept./Agency:** Community Development Department

**Date Prepared:** July 24, 2009

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 Date: 2009.07.24 09:10:11 -0400



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: Community Development      Project Name: Corridor Plan Update

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	0
• Addresses a deficiency in service or facility	5	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	5	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	0
• Matching funds available for a limited time	5	4	3	2	1	0

Total Project Score: 17 of a possible 40 points



**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> Public Works & Engineering - Highway Division	<b>Department Priority:</b> 1 ___ of 2 ___ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input checked="" type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input checked="" type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> Rehabilitation/reconstruction of Town-wide roadway system.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> See attached	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>	
	Dollar Amount (In current \$)	
	\$ _____	Planning/Feasibility Analysis
	\$ <u>  x  </u> _____	Architecture & Engineering Fees
	\$ _____	Real Estate acquisition
	\$ _____	Site preparation
	\$ <u>  x  </u> _____	Construction
	\$ _____	Furnishings & equipment
	\$ _____	Vehicles & capital equipment
	\$ _____	
\$ _____		
\$ _____		
\$ <u>19,200,00</u>	<b>Total Project Cost</b>	

**Impact on Operating & Maint. Costs or Personnel Needs**

Add Personnel

Increased O&M Costs

Reduce Personnel

Decreased O&M Costs

Dollar Cost of Impacts if known:

+ \$ \_\_\_\_\_ Annually

(-) \$ \_\_\_\_\_ Annually

**Source of Funding:**

<b>Grant From:</b>	<u>State Block Grant</u>	\$ <u>500,000</u> Road Maintenance (show type)
<b>Loan From:</b>	<u>BD (CIPI)</u>	\$ <u>1,500,000</u> Road Recollstruction (show type)
<b>Donation/Bequest/private</b>		\$ _____
<b>User Fees &amp; Charges</b>		\$ _____
<b>Capital Reserve Withdrawal</b>		\$ _____
<b>Impact Fee Account</b>		\$ _____
<b>Current Revenue</b>		\$ _____
<b>General Obligation Bond</b>		\$ _____
<b>Revenue Bond</b>		\$ _____
<b>Special Assessment</b>		\$ _____
<b>Operating Budget</b>		\$ <u>1,200,000</u>
		\$ _____
		\$ _____
	<b>Total Project Cost:</b>	\$ <u>19,200,000 (3,200,000 X 6)</u>

**Form Prepared By:**

**Signature:** Janusz Czyzowski, PE

**Title:** Director of Public Works & Engineering

**Dept./Agency:** Public Works & Engineering

**Date Prepared:** July 24, 2009

Digitally signed by Janusz Czyzowski, PE  
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 Date: 2009.07.24 13:00:05 -04'00'



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: DPW - Highway

Project Name: Road Rehab/Reconstruction Program

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	0
• Addresses a deficiency in service or facility	5	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	5	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	0
• Matching funds available for a limited time	5	4	3	2	1	0

Total Project Score: 13 of a possible 40 points

# Roadway Maintenance Program

## Section 1 - Preface

In most municipalities throughout the United States, road and street surfaces represent the largest single cost of building and maintaining a transportation system. Forty to fifty percent of public funds spent on roadway systems are for the road surfaces. For many smaller communities, this percentage can be much higher.

Local agencies should control cost by preventing deterioration of roadway surfaces. This requires making cost effective decisions regarding maintenance, repair, rehabilitation and reconstruction of the roadway network within the municipality. Developing a maintenance budget based on cost-effective decisions requires a rational, systematic process of evaluating the condition of the road network and allocating limited funds where they can do the most good.

Londonderry is well served by Route I-93 and State Routes 28, 128, 102 and Manchester-Boston Regional Airport. This degree of accessibility has led to large increases in the Town's residential population, which is now estimated at 24,000. Also, there has been a considerable amount of industrial and commercial growth over the past decade in the Town of Londonderry.

In Londonderry many roadways are now experiencing traffic volumes and usage patterns that were never envisioned when the roadways were laid out in what was primarily undeveloped land. Some were built as "horse and buggy paths" that were widened and became primary roads in the Town's road network.

The Town of Londonderry has a major investment in its 180 mile roadway system with a replacement value estimated to be in excess of 100 million dollars. To keep up with roadway deterioration from traffic, weathering, pavement aging and to protect the investment, and to preserve the roadway system for the future, the Town should approve expenditures for roadway improvements, allowing a greater number of roads to be upgraded.



## **Section 2 – Roadway System Assessment**

The Roadway System Assessment consists of three components; inventory, road condition and traffic volume.

### **a) Inventory**

The inventory contains basic information about each road in the network. The necessary information for the road inventory has been obtained from a field survey and from the Public Works Department files. The inventory file contains the following information:

- Name of the road (or segment of the road)
- Traffic Volume
- Width
- Number of Lanes
- Surface Type
- Shoulder Width
- Year of Inventory
- Year of construction
- Starting Point (segment)
- Ending Point (segment)
- Starting Mileage (segment)
- Ending Mileage (segment)

### **b) Road condition**

The road condition is being determined by a visual observation of deficiencies and stresses of the road structure. The survey of the road condition is crucial since different distresses are very much related to different (certain) causes of pavement deterioration. The road is inspected for severity and extent of defects such as alligator cracks, patching and potholes, edge deterioration, transverse and longitudinal cracking, roughness, and rutting. In addition, the road drainage system is checked and evaluated. A consistent approach in evaluating the condition of pavement surface of each road is very important. The condition of the road determines the type of maintenance required to return the road to an acceptable level of service.

### **c) Traffic Volume**

Traffic volume information is needed to determine what repair strategy should be implemented on a particular road. High traffic volume and inadequate drainage are the two major factors that contribute to premature road deterioration. To build better roads, capable of handling heavy loads and higher traffic volume, municipalities should have good information on the traffic volumes as well as the percent of truck traffic.

### Section 3 – Repair Costs

Today's cost for full depth reconstruction for one mile of road is approximately \$1.6 million; for partial reconstruction (excluding replacement of gravel bases) is approximately \$1.3 million; and for pavement shim and overlay is between \$80 thousand - \$120 thousand.

It is unfortunate, but true, that in many municipalities the roads and streets which were built at considerable cost, were allowed to deteriorate and are now showing signs of major distress. If the repairs are postponed, the cost of bringing the roads back to an acceptable condition will be many times more than the cost of performing timely repairs. Too often treatment is deferred, allowing the problems to worsen to the point where complete reconstruction may be necessary. This is a recipe for economic disaster.

Many municipalities are following the scenario above. This results in a maintenance budget that gets worse, not better. Under this scenario there are more deteriorated roads each year, and the cost per mile for maintenance increases disproportionately.

There is a reason for this chronic crisis. **Road repair costs “skyrocket” if they are delayed beyond a certain point.** Figure 1-1 illustrates the relationship between pavement condition and the cost of pavement rehabilitation in relation to when the rehabilitation takes place. After the first 75 percent of a pavement service life, the performance level only drops from excellent to fair, a 40 percent drop in quality. In other words, after 75 percent of a pavement's life has expired, it is still in satisfactory condition, and to the untrained eye, looks good. However, in the next 12 percent of life, the quality of the pavement drops an additional 40 percent. The performance level drops from fair to very poor. More importantly, a pavement that would cost a dollar to renovate at 75 percent of its life will cost \$4 to \$5 to renovate at 87 percent of its life. **Therefore, allowing the pavement condition to deteriorate from fair to very poor will be approximately five times as more costly.**

# Pavement Life Cycle

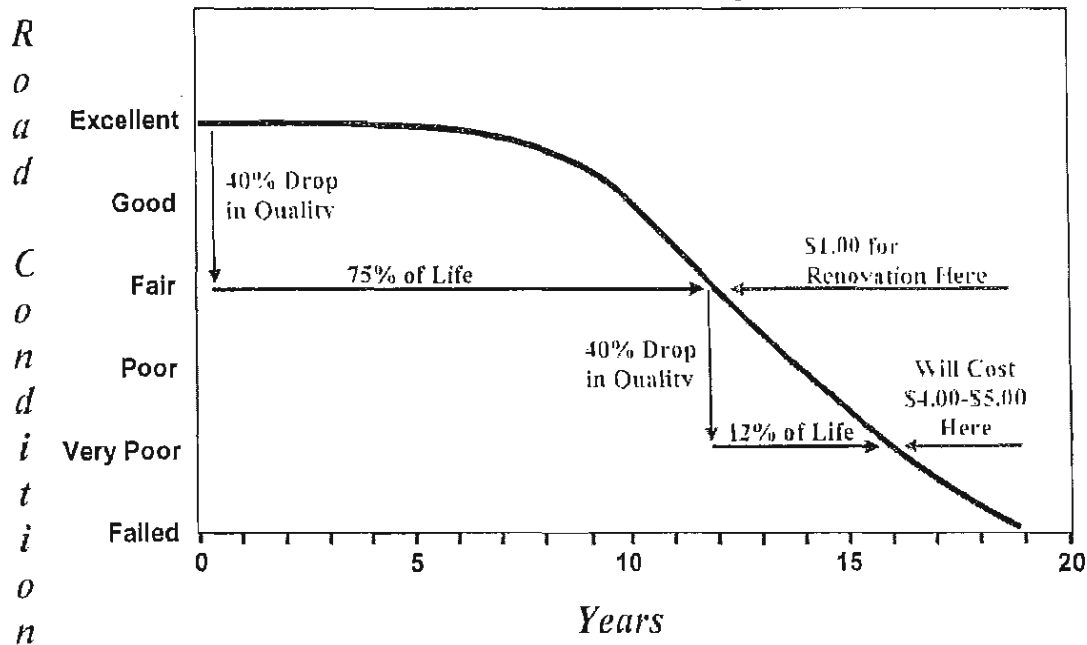


Figure 1-1. Pavement Deterioration/Rehabilitation Relationship

The maintenance and rehabilitation techniques required to upgrade the condition of a pavement changes as it ages. If rehabilitation is performed at the 12 year mark, the pavement only requires preventive maintenance such as an overlay. If rehabilitation is delayed until the 16 year mark, the pavement requires reconstruction which is much more expensive. The rate of deterioration begins to rapidly increase after the 75% use point. Beyond that point a much more expensive rehabilitation procedure is necessary to upgrade the road. Therefore, the primary goal of any pavement management program is to keep the good street in good shape, and delay rehabilitation of the streets in bad shape until funds are available.

Often, pavement maintenance is a case of being “penny wise and dollar foolish”. It makes little sense to save “pennies” now by putting off needed maintenance if those deferred repairs are going to cost you “dollars” later. The maintenance will have to be done at some time in the future and the longer, it is put off, the more it is going to cost.

The cost of pavement maintenance can drastically increase. Suppose a section of pavement that was built twelve years ago, today needs a preventive maintenance treatment (overlay only) at an estimated cost of \$80,000.00. If the action is deferred for four years, allowing time for the pavement to become structurally damaged, it will require a thicker overlay (shim and overlay) at the cost of \$160,000.00. If the rehabilitation is deferred, until complete reconstruction is needed, then an expenditure of \$1,300,000 may be necessary.

The problem is complicated since municipalities manage a whole network of roads, all at different levels of condition and at different rates of deterioration. In addition there is never enough money to adequately fund all maintenance needs for the entire roadway network. Therefore, Public Works Departments need to invest their limited funds in the most effective manner possible.

## Section 4 – Pavement Management Program (PMP)

A pavement management program is nothing new to most municipalities. Every agency has some method of managing the maintenance of their existing road surfaces. A maintenance program provides a systematic consistent approach to evaluate the present condition of each pavement surface, determines the proper type of maintenance to return to an acceptable level of service (prevent accelerated degradation from occurring), prioritizes necessary repairs within the network and produces reports. The reports include a variety of information such as the current overall condition of the network and the cost to return the entire network to an acceptable level of service.

The underlying conceptual framework of a PMP is the pavement deterioration curve shown in Figure 1-1 which illustrates those roads in good shape cost less to maintain than roads in bad shape. With that concept in mind, PMPs were created to provide a structured framework for keeping the network in good shape. The main goal of PMP is to assist decision makers in developing cost-effective strategies so the available **maintenance funds are first spent on the good roads and additional moneys are spent on the remaining roads.**

In concept, a state-of-the-art PMP would include a broad range of activities including:

- Collection and retrieval of information
- Planning of maintenance strategies
- Analysis of data
- Developing a long-term maintenance program using elaborate software programs based on deterioration curves and present condition of each road
- Design of Maintenance, Rehabilitation and Reconstruction (MR&R) projects
- Construction of MR&R projects
- Research to support the PMP, including life expectancy, cost of MR&R, new alternatives, etc.
- Feedback process to improve PMP

Most municipalities have limited budgets and manpower and cannot institute a state-of-the-art PMP as described above, that requires complex software to do extensive analysis of strategies and develop long term plans, as well as, embark on in-depth research to support the management system.

The key to success is that the PMP provides the information needed to make cost-effective decisions. A PMP shall be fairly simple in nature. The program should provide the information that local officials need to make informed decisions in regard to how they are going to spend available funds on preventive maintenance, rehabilitation and reconstruction of roadways, within the network.

One of the key points in developing a PMP is to define the appropriate time in a pavements life cycle where the greatest return can be provided. Usually, this means repairing and maintaining the roadway while it is still in good or fair condition, rather

than waiting until it has deteriorated much farther. The reasoning is quite simple; repairing a roadway in relatively good shape costs considerably less than repairing a roadway in poor shape, deferring road maintenance can greatly increase the cost of repairs in the future, and the cost of maintaining a good roadway is one quarter to one fifth of the cost of maintaining a roadway in poor shape, since reconstruction is usually the only available option.

**The goal of the program is to improve the overall condition of the entire Town's road network**, which does not mean that each roadway will receive immediate treatment. Giving top priority only to roads in the worst condition and repairing roads in a "worst first" order, can preclude the accomplishments of relatively inexpensive preventative maintenance. This approach leads to a decline in overall roadway conditions as roads with a moderate condition rating are allowed to deteriorate further

A number of packaged programs have been available for several years. Most are complex and require the use of software programs to handle and process the data including the assessment of field conditions. However, the concept of managing road surface programs is actually a simple one. In the past the Town of Londonderry Department of Public Works chose an approach called Road Surface Management Systems (RSMS) developed through the Technology Transfer Center of the University of New Hampshire.

A road inventory of Town roads was compiled containing the necessary information regarding the pavement condition, road section and traffic volumes. Appropriate maintenance, rehabilitation and reconstruction options were identified and cost estimates were developed. This program has been updated several times in the last 12 years. The last update was in the year 2001.

The Public Works Department has been requesting funding for its implementation for the last 12 years. Approximately, a six million dollar (\$6,000,000) dollar expenditure for roadway repair was proposed to bring the roads up to a satisfactory level of condition. Unfortunately, recent climbing oil prices has made this estimate invalid.

## Section 5 – Maintenance Alternatives

When setting up any road maintenance program, one of the first tasks, is to determine which maintenance alternatives are to be used as maintenance options. There is a broad array of alternatives to select from, which range from low cost preventive maintenance techniques that are typically intended to keep roads in good shape, to expensive reconstruction options required to replace badly deteriorated pavements.

Although, there are many alternatives to choose from, most municipalities use only a small number of alternatives. The Town of Londonderry is using the following 5 basic types of maintenance alternatives:

1. Crack Sealing
2. Pothole Patching
3. Surface Overlays
4. Rehabilitation (in place recycling)
5. Full Depth Reconstruction

**1. Crack Sealing-** For crack sealing purposes, asphalt cement and liquid asphalt with fibers and/or mineral fillers are commonly used. In general, crack treatment operations should be conducted in the spring or fall when the cracks are approximately half way open to minimize the amount of expansion or contraction. This is important since excessive movement creates high stresses that could result in joint failure. Cleaning of the cracks to remove debris and water is important to assure good bonding. If there are too many cracks to reasonably treat, it may be more economical to seal the whole surface using a different type of surface treatment.

**2. Pothole Patching** – Patching of potholes is required to prevent further damage to the pavement, as well as to improve safety. Potholes and failed patches could be the result of inferior pavement materials, or could be caused by weak subgrade and/or poor drainage.

In the case of inferior materials, the damaged portion of the pavement should be removed and replaced with adequate materials. It is important to use good materials and achieve good compaction. The throw and roll techniques (the standard, old fashioned method) work only as a temporary patch to improve safety. In newer roads, where the patch must last for many years, a permanent patch using hot mix asphalt and proper construction techniques is necessary. When the underlying subgrade is the problem, it must be removed and replaced with good material, or the problem will continue to reoccur.



**3. Surface Overlays** – Overlays are used to correct surface deficiencies such as rutting and raveling, and to increase the structural capacity. When used to correct surface deficiencies, the overlay is usually 1½ inches in thickness. In cases where pavement was allowed to deteriorate farther, shimming is required. The exact thickness of an overlay is dependant upon the existing condition of pavement and the anticipated traffic loading.

When applied before the pavement starts to severely deteriorate, an overlay can be a very cost-effective way of extending the life of the pavement as well as immediately improving the surface. The life of the pavement is extended since the structural capacity has been increased and the cracks are sealed preventing air and moisture infiltration. The new surface will also provide the proper cross slope and a smooth ride.

It is important to make sure that the existing pavement is in an adequate condition to receive an overlay and does not require partial or full reconstruction. If the pavement is in poor structural shape the new overlay will fail prematurely due to inadequate support from the layers below. Prior to the overlay, all deficiencies should be corrected. This includes repairing all potholes, localized weak areas (i.e. severe alligator cracking, depressions and swells), and proper drainage repair. Limited maintenance funds should not be wasted on an overlay if the existing pavement requires full depth reconstruction.

**4. Rehabilitation (in place recycling)** – If the pavement has not been properly maintained or was poorly constructed and has started to deteriorate severely, any surface treatment or overlay would be a waste of limited maintenance funds. In this case, the existing pavement must be removed or recycled and replaced with a new surface. Prior to placing the new surface, all deficiencies such as weak soils, soils susceptible to swelling or capillary action, or poor drainage must be improved. If all deficiencies are not properly corrected, the new pavement will deteriorate prematurely.

The old fashioned way of reconstructing, was to break up the existing pavement and haul it to a landfill. Then the pavement would be replaced using all new material. However, in recent years, recycling has become more popular. The three main factors that have influenced the increased use of recycling are economics, limited resources, and the environment. With limited natural resources, it only makes sense to reuse as much of the existing road as possible.

This type of recycling reuses the existing paved surface and the underlying untreated base material. All work is done on the existing roadway and normally does not require transporting additional new base materials. The process mixes the existing asphalt and the underlying gravel. The combined mixture creates an aggregate that is 30% to 40% stronger than virgin gravel. The mixture can be made even stronger by adding soil stabilizers. Stabilizers most common are Calcium Chloride, Asphalt Emulsion, Lime and Cement.

Advantages of in-place recycling include:

1. Reduced cost of construction as compared to traditional reconstruction. The cost savings result from utilization of existing materials, and no hauling and disposing of old materials. Actual cost savings can approach 50 percent.
2. Recycling is faster than conventional reconstruction. Time savings usually vary from 30 to 50 percent.
3. Recycling eliminates cracks and potholes, and restores proper grade and cross-slope.

Not all roads qualify for in-place recycling. To determine if an existing pavement qualifies, samples of the old pavement are analyzed to determine the amount and condition of the asphalt, and the type and condition of its aggregate. Other factors that must be considered include the condition of the existing subgrade and the type of traffic. This alternative is a cost-effective method for roads that need more than a surface overlay.

**5. Full Depth Reconstruction** – Full depth reconstruction should be undertaken when the road has severely deteriorated pavement, is lacking proper drainage system, and has gravel bases that are unacceptable (or non existent). This is the most expensive method that includes excavation of unsuitable materials, installation of drainage system, replacing gravel bases, and paving a new pavement surface. This is the correct way to reconstruct the roadway that will have the longest life span. However the high cost of this method limits many municipalities to widely implement it in to their roadway management programs. In the Town of Londonderry, the number of roads proposed to be reconstructed using this method is also kept to an absolute minimum.

There are many factors that affect the life expectancy of a maintenance alternative. The main factors include:

1. Traffic
2. Drainage
3. Environmental
4. Condition of the existing pavement
5. Quality of construction
6. Load carrying capability of the road
7. Timing of the procedure

Table 5.1 shows a reasonable range in years of service life for different maintenance alternatives. It is not uncommon for an application to fall outside of these ranges and result in a shorter or longer life depending upon the number and severity of the factors noted above.

Table 5.1 - Service Life for Maintenance Alternatives

Alternative	Service Life
Crack Sealing	½ to 2 Years
Pothole Patching	½ to 3 Years
Overlay – 1.5 inch	4 to 5 Years
Shim and Overlay – 3 inches	5 to 8 Years
Rehabilitation	10 to 15 Years
Full Depth Reconstruction	15 to 20 Years

## Section 6 - Funding

Developing a maintenance budget, based on cost-effective decisions, requires a rational systematic process of evaluating the condition of the road network and allocating limited funds where they can do the most good. Roadway maintenance activities are very visible to the public and roadway conditions are often the subject of considerable public attention, criticism and complaints.

The Town of Londonderry receives approximately \$.5 million of State Block Grant funds for roadway maintenance. These funds are allocated for pavement shim & overlay, tree trimming, guardrail repair, pavement markings, sweeping and crack sealing of all 180 miles of roads throughout the Town. This funding is sufficient to overlay only 4-5 miles of roads on a yearly basis. This allows for a 42-year maintenance cycle which is way beyond the life span of the road.

Due to the lack of funding, the Public Works Department conducts very limited full depth roadway reconstruction.

The Town of Londonderry is fortunate to have a qualified and enthusiastic highway division staff that has undertaken the reconstruction of roads and drainage systems that customarily are subcontracted to construction companies. Their accomplishments help to stretch the available funds, however the size of many projects are beyond Londonderry's equipment and personnel resources and must be performed by contractors.

At its current funding level, the Public Works Department has difficulty keeping up with roadway maintenance and repair.

Recognizing fiscal restraints faced by the Town, and **the urgent need to improve some of the deteriorated roads**, the Department of Public Works implemented the following:

- a) In FY 2006 and FY 2007 road rehabilitation using pavement shim & overlay was expanded to include roads currently requiring full depth reconstruction. This approach temporarily improved drivability and serviceability (plowing, patching, salting) of the roads in need of full depth reconstruction and is giving the Town additional time to appropriate sufficient funding for proper road reconstruction.
- b) Routine maintenance programs for patching crack sealing, catch basin cleaning and ditch regrading is being continued and expanded. These types of routine maintenance will help minimize future improvement costs.

The cost estimates conducted in the year 2006 indicate that more than \$25,000,000 is needed for roadway reconstruction in order to bring the town's roadway network to a satisfactory condition.

The Public Works Department fully understands the current concerns to "hold the line" on spending. However, the option of not providing additional funds over the current funding will result in the continued deterioration of the Town's roadway system. The Town's roads will require a more expensive reconstruction cost in the future. It should be realized that postponing proper maintenance and repair from the most appropriate time, will result in the need for much more costly reconstruction, usually at four or five times the cost of normal maintenance.

Users of these roads will continue to complain and to pay for the deferred repair through increased dissatisfaction, damage to vehicles, greater inconveniences and higher operating costs.

In FY 2007, The Capital Improvement Plan Committee proposed a 6-year CIP plan that included \$1.5M each year to be allocated for the reconstruction of the Town's roadway system. This Plan was supported by the Planning Board, Budget Committee and Town Council. In March of 2007 and 2008, the residents approved bonds for \$1.2M and \$1.5M, respectively for roadway reconstruction.


With the Town's financial needs in many areas, it is evident that requesting roadway maintenance funds in excess of \$25M (as recommended by Roadway Management Programs) will not be supported by Town Officials and approved by the residents. It appears that \$1.5 M for the roadway reconstruction, as allocated in the currently adopted 6-year CIP plan, is the maximum amount of funding that the Public Works Department may receive on an annual basis.

Therefore, the primary goal of Londonderry's current pavement management program is to keep the good roads in good shape, and slowly rebuild the roads which are in bad shape when the funds for the reconstruction are allocated on a year by year basis.

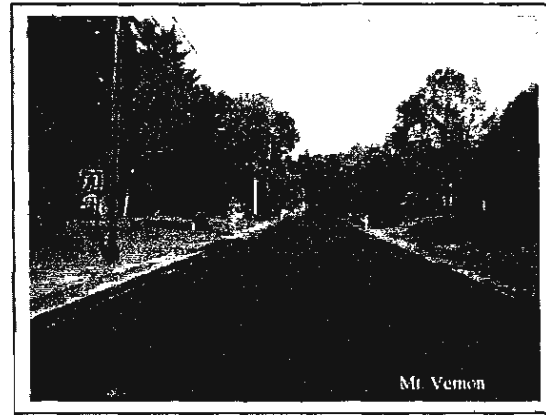
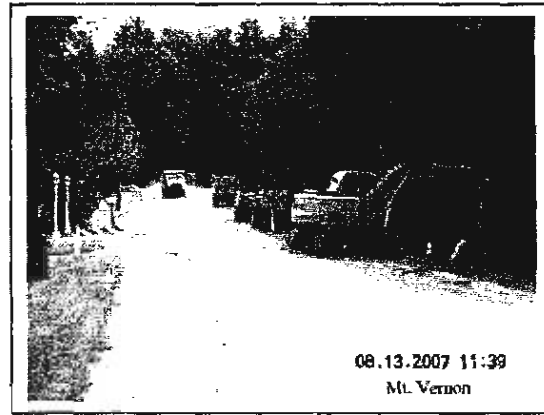
The funding for shim and overlay in the annual operating budget should be increased to \$1.7M to allow for the 12-year maintenance cycle. **This will prevent the roads in good shape from deteriorating to the condition where more expensive repairs will be needed.**

L:\Road Maintenance:Roadway Management System.doc

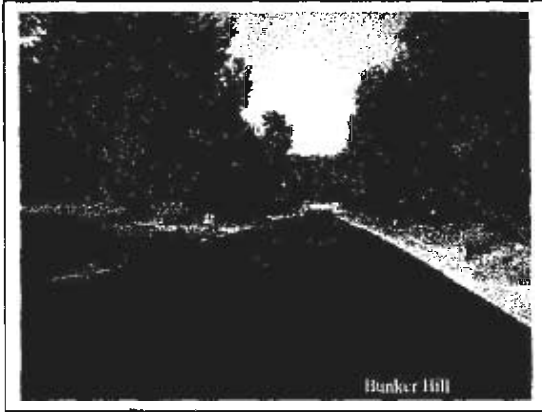
<b>STREET CLEANING &amp; MAINTENANCE</b>	
STATE BLOCK GRANT	
<u>FY- 2008</u>	<u>FY- 2009</u>
\$501,654.62	\$501,654.62 (Estimated)

 <b>STREET PAVING RECONSTRUCTION</b>	
<b>FY- 2008</b>	<b>FY- 2009</b>
\$40,000.00	\$40,000.00
<b>Warrant Article</b>	<b>Warrant Article</b>
\$1,200,000.00	\$1,700,000.00

<b>2007 SEASON CONSTRUCTION PROJECTS</b>
Londonderry Road
Bunker Hill Drive
Mont Vernon Drive
Litchfield Road
Chase Road - Culvert
King Henry Drive - Drainage
Old Derry Road - Drainage
Page Road - Culvert
Reed Street - Drainage
Barley Hill Road (Spring 2008)



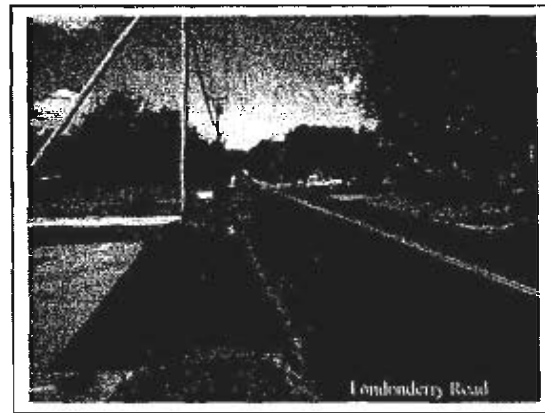






Bunker Hill

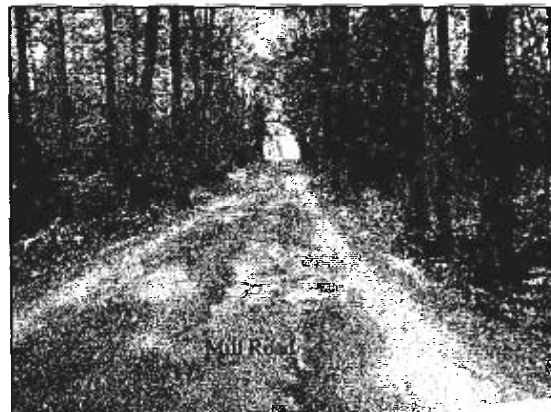


Londonderry Road

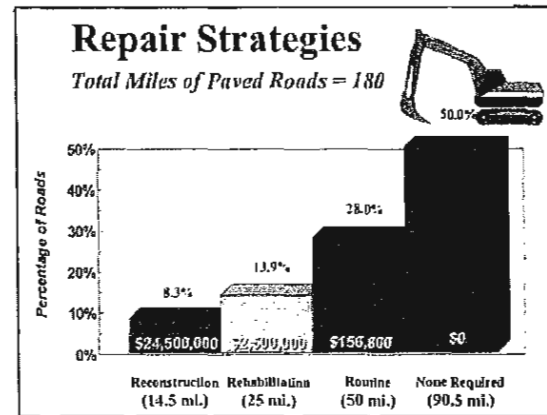
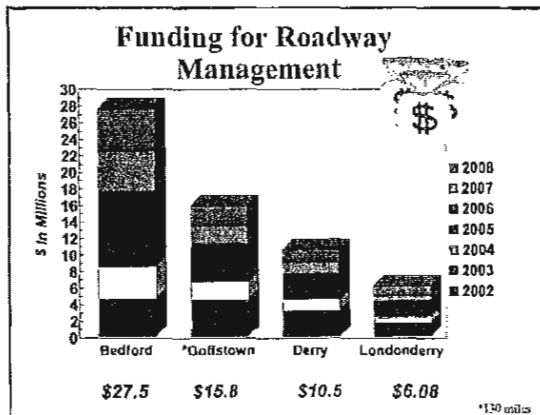
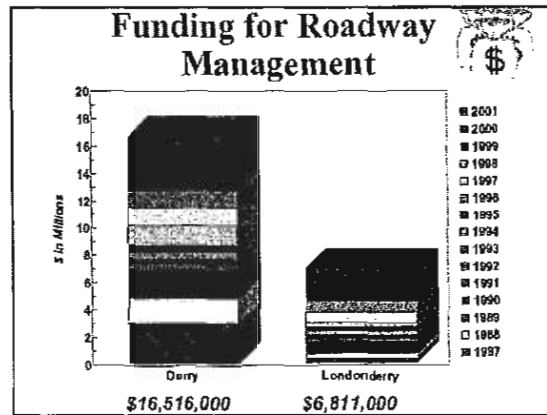
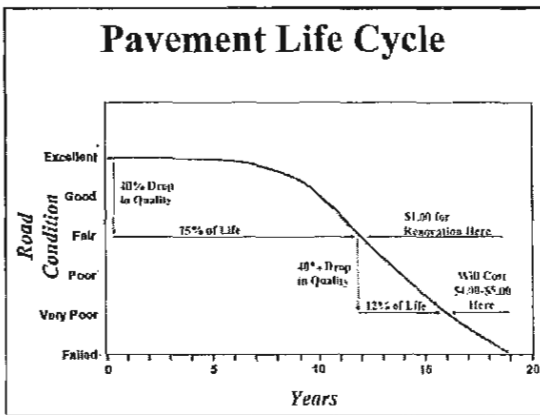


Londonderry Road

<b>REPAIR STRATEGIES &amp; ESTIMATED COSTS</b>		
Repair Description 	Unit Cost 	
<b>1. Reconstruction</b>		
a) Total Full Depth Reconstruction	\$310 / LF	\$1,600,000 / ml.
b) Cold-in-Place Recycle	\$250 / LF	\$1,300,000 / ml.
<b>2. Rehabilitation</b>		
a) Shlm and Overlay	\$15.00 - 22.00 / 2.F	\$80,000 - 120,000 / ml.
<b>3. Routine Maintenance</b>		
a) Crack Sealing	\$1.00 / LF	\$5,100 / ml.
b) Grade Shoulder & Ditches	\$4.50 / 5F	\$1,000 / ml.
c) Dig Out & Hot Patch	\$3.00 / 5F	
d) Cold Patch		



Vill Road



### Cost of Reconstruction (Estimated)

Alexander Road	Mill Road
Anthony (Willey Hill to Jason)	Noyes Road (Welch to Rockingham)
Apple Blossom Drive	Old Derry (Sections)
Bancroft Road	Poplar Circle*
Bartley Hill**	Pillsbury/Hardy Intersection
Boyd/Parmenter Intersection	Pillsbury (King Richard to Hardy)
Clark Road*	Pillsbury (Mammoth to High Range)
Colonial Drive	Sanborn Road*
Dan Hill (West of Elwood)	Shasta Drive
Gilcrease/Pillsbury Intersection	South Road Culvert
Harvey Road (Sections)	South Road/Kendall Pond Intersection
Heritage Lane	Stokes Road
High Range Road (Sections)	Stokes Bridge Replacement/Removal
Judy Drive	Wilson Road (Auburn to Old Derry)
Laurel Hill Road*	Wilson Road/Auburn Intersection
Litchfield Road (Sections)	Woods Avenue
	*Proposed for FY-09
	** To be completed FY-08
<b>Total ~ \$24,500,000</b>	

### Rehabilitation Shim & Overlay Cycle

Annual Cost for 12 Year Cycle

180 miles X \$115,000 = \$20,700,000  
: 12 \_\_\_\_\_  
\$ 1,725,000 (15 Miles)

Current Funding

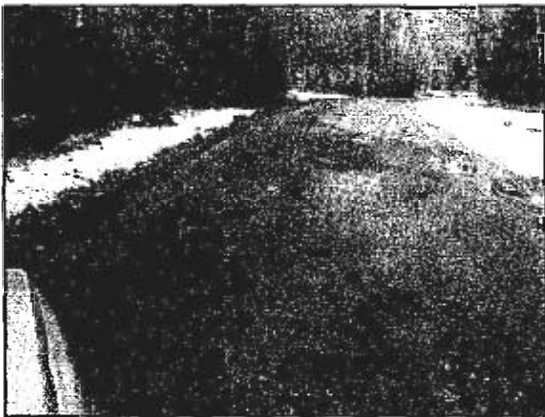
\$500,000 / \$115,000 = 4.3 miles/year

180 miles / 4.3 = 42 Years

### Cost of Reconstruction (Estimated)

Alexander Road	Mill Road
Anthony (Willey Hill to Jason)	Noyes Road (Welch to Rockingham)
Apple Blossom Drive	Old Derry (Sections)
Bancroft Road	Poplar Circle*
Bartley Hill**	Pillsbury/Hardy Intersection
Boyd/Parmenter Intersection	Pillsbury (King Richard to Hardy)
Clark Road*	Pillsbury (Mammoth to High Range)
Colonial Drive	Sanborn Road*
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Judy Drive	Wilson Road (Auburn to Old Derry)
Laurel Hill Road*	Wilson Road/Auburn Intersection
Litchfield Road (Sections)	Woods Avenue
	*Proposed for FY-09
	** To be completed FY-08
<b>Total ~ \$24,500,000</b>	

- ### PRIORITY LIST FOR FY-09 (IF 1.5 MILLION BOND PASSES)
- ♦ Clark Road
  - ♦ Laurel Hill
  - ♦ Poplar Road
  - ♦ Sanborn Road (section)
  - ♦ South Road (section)






**Road Maintenance/Reconstruction Program**

**\*\$3.2 M FY 2010 - FY 2015**

**Includes:**

- \$1.5 M Road Reconstruction**
- \$1.7 M Shim & Overlay**

\* Including \$0.5 M State Block Fund





**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> Public Works & Engineering - Highway Division	<b>Department Priority:</b> 2 of 2 projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input checked="" type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input checked="" type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood
<b>Project Description:</b> Improvement to existing facility - Highway Garage 1. Phase I (\$230,000 Completed) - Construct a shed to store salt/sand mixture and to house trucks 2. Construct a 24' X 80' addition along the existing building to house a foreman's office, lunch room and bathroom facility.	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> See attached	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b> Dollar Amount (In current \$) \$ _____ Planning/Feasibility Analysis \$ _____ Architecture & Engineering Fees \$ _____ Real Estate acquisition \$ _____ Site preparation \$ _____ Construction \$ _____ Furnishings & equipment \$ _____ Vehicles & capital equipment \$ _____ \$ _____ \$ _____  <b>\$ 540,000 Total Project Cost</b>	<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input type="checkbox"/> Add Personnel <input type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
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<b>Source of Funding:</b>		
Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ _____	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ _____	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ _____	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
Exp. Maint. Trust Fund FY10	\$ 150,000	Phase II
Exp. Maint. Trust Fund FY11	\$ 160,000	Phase III
<b>Total Project Cost:</b>	<b>\$ 310,000</b>	

<b>Form Prepared By:</b>	Janusz Czychowski, PE <small>Digitally signed by Janusz Czychowski, PE          DN: cn=Janusz Czychowski, PE, o=Town of Londonderry, ou=Public Works and Engineering, email=jczychowski@londonderry.org, c=US          Date: 2009.07.24 12:59:05 -04'00'</small>
<b>Signature:</b>	_____
<b>Title:</b>	Director of Public Works & Engineering
<b>Dept./Agency:</b>	Public Works & Engineering
<b>Date Prepared:</b>	July 24, 2009



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: DPW - Highway

Project Name: Highway Garage Improvements

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	0
• Addresses a deficiency in service or facility	5	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	5	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	0
• Matching funds available for a limited time	5	4	3	2	1	0

Total Project Score: 15 of a possible 40 points



**TOWN OF LONDONDERRY  
PUBLIC WORKS & ENGINEERING DEPT.**

**HIGHWAY DIVISION  
FACILITY ASSESSMENT**

**MAY 2006**

**Town of Londonderry Public Works &  
Engineering Department  
Highway Division Garage - Facility Assessment**

**I. Existing Condition**

- A) Land
- B) Environmental Status
- C) Infrastructure
  - 1. Main Garage Building
  - 2. Facility Yard and Outbuildings
- D) Utilities

**II. Proposed Improvements**

- A) Constructing New Facility
- B) Improvement to Existing Facility

**Appendix A – Lot 6 Boundary Plan, Site Sketch & Garage Layout Sketch**

**Appendix B – Photos, Londonderry Garage**

**Appendix C – Photos, NH Department of Transportation, District V, Chester**

## **I. Existing Conditions**

### **A). Land**

The Highway Garage Facility is constructed on the centrally located Lot 6 Map 6 at 120 High Range Road. The Town of Londonderry purchased this parcel from the Londonderry Housing Authority in 1971. The original size of the lot was 8.03-acres but in 2006 the Londonderry Housing Authority in exchange for the Town owned land on Harvey Road readjusted the boundaries of adjacent Lot 6-1 and Lot 6-2. This lot adjustment increased the Town owned parcel (Lot 6) by 5.94 acres to a current size of 13.97 acres (see plan appendix A).

Lot 6 is located in the agricultural /residential zone and is surrounded by residential properties on all sides. A narrow tree buffer separates the facility from the abutters on all sides. The lot itself is relatively flat, but at the eastern site boundary the topography slopes rapidly to a residential area. The site is accessed by a 1,000 feet long paved driveway from High Range Road.

### **B). Environmental Status**

In 1984, the residents of the Holton Circle subdivision asked the New Hampshire Department of Environmental Services to test their wells. The sampling revealed the presence of volatile organic compounds (VOCs) in several of the residential drinking water wells and nearby town garage well. Lot 6 became part of the "Town Garage/ Radio Beacon Superfund Site". This superfund site encompasses Lot 6, Holton Circle and Saddleback Road residential developments and some adjacent wetlands. The site was added to the National Priorities List (NPL) on March 31, 1989. The Record of Decision (ROD) was issued on September 30, 1992. The ROD identified natural attenuation with monitoring for remediation of ground water and institutional controls to prevent consumption of contaminated ground water until ground water cleanup levels were attained.

A Unilateral Administrative Order was issued to the Town of Londonderry on September 30, 1996. The Town implemented required institutional controls and hired a consultant to perform continued groundwater monitoring. The ground water is sampled once a year. Ground water monitoring data indicates that the cleanup of the ground water is progressing as anticipated. The ground water monitoring program was amended in the year 2002 by decommissioning numerous observation wells. Currently there are no active monitoring wells left on Lot 6, which houses the Highway Garage Facilities.

An underground storage tank (UST) was excavated and removed in 1999 by Lakes Region Environmental Contractors of Belmont, New Hampshire. A UST Closure Report was performed and submitted to NHDES. No evidence of a release to the subsurface was indicated; subsequently NHDES issued a letter stating that no further action was needed in respect to the UST closure.

### **C). Infrastructure**

A 3,892 square foot main garage building, a 4,000 square foot salt shed, a 520 square foot storage shed, and a 2,210 square foot open-front structure are located on this lot. The open area of the lot is used to store Highway Division equipment and materials. (See photos in appendix B)

The main garage building is a pass-through building located in the center of the lot. The open-front structure is located to the west of the main building. The salt shed is located northwest of the main building. The storage shed is located to the southwest of the main building. (See site sketch in appendix A)

#### **I. Main Garage Building** (see photos in appendix B)

The following describes the existing garage building:

- The garage building constructed in 1971 is a one-story drive-through garage containing offices, a bathroom, storage rooms, a lunchroom, and a locker room.
- The building is constructed mainly of concrete block and has a concrete floor without floor drains. The floor and concrete block walls of the building appears to be in good condition. The roof and windows were replaced in approximately 1996 and appear to be in good shape.
- Two lofts are located in the building, one in the southeastern corner used for assembling road signs and one in the southwestern corner of the building used for storage.
- Heat is supplied to the building by a used oil furnace (approximately 13 years old), which is supplemented by a propane heat furnace (approximately 11 year old). Used oil is supplied by garage activities such as vehicle maintenance and by a NHDES Grant Program allowing the facility to collect used oil from Londonderry residents once per month under household waste collection provisions.
- On the main floor of the building is a welding area, oil storage room, storage cabinets, flammable liquid cabinets, and vehicle maintenance areas. Storage of Town materials and equipment is located at various positions in the building.
- A 300-gallon Above Ground Storage Tank (AST) is located inside along the southern wall of the building. The AST is a holding tank used by the used oil burner suspended from the ceiling directly above.
- A compressor is located next to the used oil burner, also suspended from the ceiling.

- A loft area is located over the bathrooms and offices. The loft is used to store automotive parts and other supplies.
- A workbench is located along the southern wall of the building. The workbench contains tools, fasteners and parts.
- A loft area located above the oil storage room is used to assemble road signs and store products for road painting.
- A welding area, located in the northeastern corner of the building, stores welding equipment, acetylene and oxygen cylinders, cutting oil, tools, and parts. A three-foot high concrete block wall segregates the welding area from the remainder of the building.
- Ladders and hand tools are stored along the northern wall of the building.
- A shelf unit, located in the northwest corner of the building, stored chainsaws, trimmers, generators, and other gasoline powered small equipment, grass seed, and starter fertilizer.
- Lunchroom & lockers are located in the wooden addition on the southeast side of the building. The lunchroom is a modest facility without counter space, sink or cabinets. It houses a table with chairs, refrigerator, water fountain and microwave oven. The locker room is only 7 feet by 15 feet that houses metal locker cabinets for a crew of 11 people.
- Office area is partially located within the concrete block building and partially (Foreman's Office) within the wooden addition along the southeast side of the building. It houses some supplies, files and desks.
- Bathroom facilities are located behind wooden partitions in the south-central area of the main building. These facilities consist of two toilets and one urinal. The facility is outdated with no separation for female and male usage

## **2. Facility Yard and Outbuildings (see photos in appendix B)**

The following describes the existing facility yard and outbuildings:

- The site currently maintains two aboveground storage tanks (AST). One 1,000-gallon AST contains used oil from recycling and is located outside the building adjacent to the southeastern wall. One 4,000-gallon AST (installed in 1999) contains diesel fuel for distributing to highway trucks and equipment.

- A liquefied propane aboveground storage tank is located to the south of the used oil recycle AST. The tank is used to supplement the used oil burner for heating the site building.
- One pile of recycled asphalt pavement (RAP) is located to the southwest of the site building.
- A storage shed is located to the west of the RAP piles. The shed is used to store signs and barricades. The shed is an abandoned building that was used by the Manchester Airport for the radio equipment in conjunction with the radio tower.
- To the north of the access road, there are: storage trailer, drainage pipes, drainage structures and bins for storing stones.
- The open-front garage is used to store winter-use materials and equipment including calcium chloride pellets. The northern bay of the garage is used for storing a small quantity of sand/salt mix
- An approximately 4,000 square foot salt shed is located to the north of the open-front garage. The salt shed is wooden framed with a gambrel-type roof. The only access to the shed is through the one bay-door located on the front of the shed. The shed is built on an impervious surface of asphalt. The first section of the shed was constructed in 1987 and the repair and the addition took place in 2003 to comply with NHDES salt storage guidelines (WMB-4).
- A sand pile used for sanding roads during winter months is located to the northeast of the salt shed and a loam pile is located to the east of the sand pile
- A storage trailer is located to the west of the open-front garage and contains street signs, posts and barricades.
- Two storage trailers, located to the east of the loam pile contain, signs, tires, small equipment, and materials. Salt spreaders are stored along the east boundary of the site.
- The site is accessed by a 750 ft long, paved driveway from High Range Road. The driveway is deteriorated and requires reconstruction including underdrain installation.
- Parking and isles of the outside yard area is partially paved and partially graveled, that requires reconstruction including drainage installation.

#### **D). Utilities**

There are no storm drains on-site. Storm water run-off from the pavement area (approx. 12,000 sq.ft.) is directed to a depression located near the center of the site. Storm water run-off from the unpaved sections of the site is directed toward the east and northeast. The site is serviced by municipal water and a private septic system. Overhead lines are used to supply electric power, phone and cable service.

## **II Proposed Improvements**

#### **A). Constructing New Facility**

The Town of Londonderry's garage facility is located in a residential zone without a municipal sanitary sewer system, which is a big drawback, however, its central location allowing to reach our road system equally in all directions is a big plus to our operation and there has already been a substantial investment made in our current facility.

The Town of Londonderry's, Highway Division, currently has 11 permanent employees and is using 5-6 contractors during snow removal operations. The Highway Division provides maintenance for approximately 175-miles of roads. According to Town's Master Plan and future build-out projections the road system in the Town of Londonderry will increase in the future but not substantially. The Highway Division staff is envisioned to increase to approximately 15 employees, in order to maintain (together with 5-6 contractors) our road system.

The Town of Derry's, Public Works Department, is proposing to construct a new facility for its Highway Division, which is responsible for the maintenance of 170 miles of roads. The Town of Derry contracted consultants to prepare plans and specifications for the construction of a new garage and to obtain cost estimates for the proposed facility. The cost to construct a new garage building (100' X 176'), excluding a salt shed, was estimated at approximately \$1,200,000.

In 2004, the State of New Hampshire Department of Transportation (NHDOT) constructed a brand new patrol facility within District V located in Chester, New Hampshire. (See photo in appendix C). The cost of the garage building was \$1,200,000 and the cost of the salt shed was \$300,000. The NHDOT garage building was approximately 72' X 72' and contained all of the required facilities necessary to the operation of the highway garage. There are approximately 8 permanent employees and 5-6 contractors using the NHDOT to maintain only 43 miles of roadways.

To construct a brand new garage facility similar to the one in Chester would be an appropriate direction the Town of Londonderry should undertake. The size of the NHDOT garage building constructed in Chester would be approximately the recommended size for the Town of Londonderry. The NHDOT would make the plans

and specifications available to the Town of Londonderry which would be a substantial cost saving to the Town.

However with fiscal restraints facing the Town of Londonderry and other pressing priorities (constructing fire stations) a phased approach to construct improvements to our existing facility is proposed. This assumes that the Highway Division continues to be responsible for only the Town's roadway system maintenance and solid waste Drop Off Center operations. Constructing improvements to our existing facility that are phased over the period of three years is the least expensive route that will produce a facility adequate to support our road maintenance operation and can properly function into the near future.

**B). Improvement to Existing Facility**

The following improvements scheduled over the period of 3 years are recommended:

Year One:

1. Constructing a shed to store salt/mixture and to house the trucks - \$230,000  
(Budgetary estimate prepared by Parklane Construction)

Our existing salt shed is in very good condition and has sufficient size for storing salt itself. At the present time a very small amount of sand/salt mixture is prepared before a snowstorm and stored in an adjacent old shed. Additional sand/salt mixture is being mixed during the snowstorm, in the open environment on the pavement exposed to sleet and snow slowing down the spreading operation. Routinely the mixture clumps on the top of the spreaders, which requires an employee to climb the truck to unclog the spreaders. This is a very hazardous operation that would be minimized if the salt/sand mixture is prepared ahead of time and stored under cover. The Public Works Department proposes to construct, in the immediate future, a shed to store the mixture of sand and salt. This new shed would have a lean-to sides addition that would also house our trucks and front plows.

Year Two:

1. Reconstruct the driveway and install a drainage system (with the exception of paving this work is to be completed by the Town's Highway Crew)

Material and Paving - \$ 40,000

Year Three:

1. Construct a 24' X 80' addition along the north side of the existing building. The proposed addition will house the foreman's office, lunch room and bathroom



facilities. The existing addition along the south side of the building will be converted into storage rooms. \$230,000  
(Budgetary estimate per Means Catalog)



**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> Public Works & Engineering - Solid Waste/Environmental Division		Department Priority: 1 ____ of 1 ____ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input checked="" type="checkbox"/> Improve quality of existing facilities or equipment <input type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity	
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input checked="" type="checkbox"/> Other Area <input type="checkbox"/> Neighborhood	
<b>Project Description:</b> Site improvements to the existing Drop Off Center at Dan Hill Road		
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input checked="" type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input type="checkbox"/> Provides added capacity to serve growth <input checked="" type="checkbox"/> Reduces long term operating costs <input type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time	
<b>Narrative Justification:</b> The existing facility requires repairs on a continuous basis to have it operational. Proposed improvements will eliminate the need for these repairs and cut cost of operating the facility. Currently the balance in the Reclamation Trust Fund as of June 2009 is \$430,516.34. The Public Works Department feels that there is sufficient funds to start construction in FY2010.		

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b> Dollar Amount (In current \$) \$ _____ Planning/Feasibility Analysis \$ _____ Architecture & Engineering Fees \$ _____ Real Estate aquisition \$ _____ Site preparation \$ _____ Construction \$ _____ Furnishings & equipment \$ _____ Vehicles & capital equipment \$ _____ \$ _____ \$ _____  <b>\$ 441,000 Total Project Cost</b>	<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input type="checkbox"/> Add Personnel <input type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
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**Source of Funding:**

Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ _____	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ 430,516	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ _____	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
_____	\$ _____	
_____	\$ _____	
<b>Total Project Cost:</b>	<b>\$ 441,000</b>	

**Form Prepared By:**

<b>Signature:</b>	Janusz Cyzowski, PE	Digitally signed by Janusz Cyzowski, PE DN: cn=Janusz Cyzowski, PE, o=Town of Londonderry, ou=Public Works and Engineering, email=jcyzowski@londonderry.org, c=US Date: 2009.07.24 12:57:42 -04'00'
<b>Title:</b>	Director of Public Works & Engineering	
<b>Dept./Agency:</b>	Public Works & Engineering	
<b>Date Prepared:</b>	July 24, 2009	



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



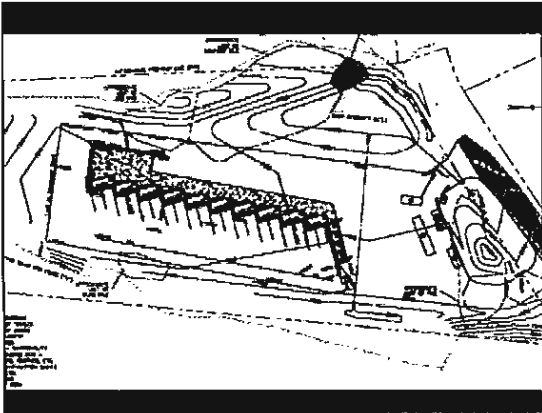
Department: DPW - Solid Waste/Environment **+** Project Name: Dan Hill Road Drop Off Center

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	0
• Addresses a deficiency in service or facility	5	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	5	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	0
• Matching funds available for a limited time	5	4	3	2	1	0

Total Project Score: 15 of a possible 40 points





**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> Public Works & Engineering-Environmental Div./Sewer	<b>Department Priority:</b> 1 ___ of 4 ___ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input checked="" type="checkbox"/> Neighborhood
<b>Project Description:</b> Sanitary Sewer Extension - South Londonderry Phase II	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input checked="" type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> See attached copies from 2005 Wastewater Facility Plan	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>		<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input type="checkbox"/> Add Personnel <input type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
	Dollar Amount (In current \$)		
	\$ _____	Planning/Feasibility Analysis	
	\$ <u>  x  </u> _____	Architecture & Engineering Fees	
	\$ _____	Real Estate acquisition	
	\$ _____	Site preparation	
	\$ <u>  x  </u> _____	Construction	
	\$ _____	Furnishings & equipment	
	\$ _____	Vehicles & capital equipment	
	\$ _____		
\$ _____			
\$ <u>2,415,000</u>	<b>Total Project Cost</b>		

**Source of Funding:**

Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ <u>2,415,000</u>	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ _____	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ _____	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
_____	\$ _____	
_____	\$ _____	
<b>Total Project Cost:</b>	\$ <u>2,415,000</u>	

**Form Prepared By:**

Signature: Janusz Czyzowski, PE

Title: Director of Public Works & Engineering

Dept./Agency: Public Works & Engineering

Date Prepared: July 24, 2009

Digitally signed by Janusz Czyzowski, PE  
DN: cn=Janusz Czyzowski, PE, o=Town of Londonderry, ou=Public Works and Engineering, email=jczyzowski@londonderryth.org, c=US  
Date: 2009.07.24 13:01:02 -04'00'



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: DPW - Environment/Sewer

Project Name: S. Londonderry Interceptor Phase II

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	0
• Addresses a deficiency in service or facility	5	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	5	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	0
• Matching funds available for a limited time	5	4	3	2	1	0

Total Project Score: 15 of a possible 40 points



approval. Due to the depth of the sewer, the total cost for this extension is estimated to be \$460,000.

### 3.5.21 Area 21 - Wentworth Avenue

Area 21 includes three undeveloped lots, totaling approximately 20 acres, at the west end of Wentworth Avenue. The projected sanitary flow from this area is 14,000 gpd, and the infiltration allowance is 3,000 gpd, for a total average daily flow of 17,000 gpd. Using a peaking factor of 6 for the sanitary flows, the peak flow from this area is estimated to be 87,000 gpd or 60 gpm.

There is an existing sewer on Wentworth Avenue, but it does not extend to the lots on the western end of the road. It is reported that the plan to serve these three lots would include a small grinder pump station and associated force main for each lot. These pump systems and force mains would be privately owned, and therefore no expansion of the Town sewer is required. The cost to provide sewer service to these lots will remain the responsibility of the developer of the properties.

### 3.5.22 Area A - Century Village

Area A is an existing high-density residential development on Winding Pond Road known as Century Village. The existing condominiums are currently served by cluster subsurface disposal system owned and operated by the condominium association. The association includes 344 housing units on approximately 46 acres of land. The projected sanitary flow from this area is 72,240 gpd, and the infiltration allowance is 6,900 gpd, for a total average daily flow of 79,140 gpd. Wastewater from this area would flow to the Tokanel Drive Pump Station <sup>RECENTLY</sup> ~~currently under~~ construction<sup>ED</sup>, then to the Charleston Avenue Pump Station where it would be pumped to Derry.

The residents of Century Village have approached the Town to request the extension of Town sewer to serve their development, because the subsurface disposal systems have experienced problems that result in expensive repairs. Also, subsurface disposal systems for high-density

housing developments such as this pose a potential environmental threat to the groundwater and surface water in the area. In 2001, a preliminary design to provide sewer service for Century Village was completed. The plan includes approximately 3700 LF of mainline sewer within the Town rights-of-way, and approximately 7500 LF of 8-inch sewer, four small pump stations, and 600 LF of force main on private property. The interceptor sewer in the Town right-of-way would be an extension of the South Londonderry Interceptor that is designed up to Winding Pond Road and is discussed further under Areas B and C below. The estimated cost for the mainline sewer in the Town rights-of-way is \$600,000. The Town may participate in the funding of this public portion of the sewer, pending Town voters' approval. The estimated cost for the sewer and pump stations on private property is \$1.17 million, which would be the responsibility of the Homeowner's Association.

### 3.5.23 Area B - South Londonderry Interceptor North of Route 102

Area B is a portion of the service area of the South Londonderry Interceptor that was designed in 1999, but not yet constructed. Area B includes the Apple Tree Mall area as well as land on the north side of Route 102. The area includes approximately 105 acres of commercial property and 58 housing units, encompassing approximately a total of 214 acres. The projected sanitary flow from this area is 85,680 gpd, and the infiltration allowance is 32,100 gpd, for a total average daily flow of 117,780 gpd. Wastewater from this area will flow to the Tokanel Drive Pump Station <sup>RECENTLY</sup> ~~currently under~~ construction, <sup>EN</sup> ~~then~~ to the Charleston Avenue Pump Station where it is pumped to Derry.

The South Londonderry Interceptor, as designed, includes approximately 2,800 LF of 8-inch and 12-inch pipe through Area B. In addition to the interceptor pipe, approximately 4,500 LF of 8-inch pipe would be necessary to serve the remainder of the area. The Town may participate in the funding of the interceptor pipe to promote further commercial development in the area, pending Town voters' approval. The cost estimate for this portion of the interceptor is \$473,000. The remainder of the sewer for this area is estimated to cost approximately \$760,000, and it is assumed that the Town would not participate in funding this portion of the sewer.

plant. Representatives from Derry have indicated that following the next planned upgrade of the Derry facilities (schedule not yet defined), the capacity reserved for Londonderry may be capped at 500,000 gpd. Therefore, it is recommended that the request for additional capacity be made to Derry in the near future so the projected flows can be taken into consideration by Derry in planning for their next upgrade. If Londonderry cannot secure the necessary capacity from Derry for all the future projected flows, Londonderry would need to reduce the proposed sewer expansion in South Londonderry or make provisions to direct some of the flows to the North Londonderry sewer system for treatment in Manchester.

### **4.3 PUMP STATION CAPACITIES**

In this section the impact of projected flows on each of the existing pumps stations is summarized and the costs for required upgrades, if necessary, are estimated. The private pump station serving the Mill Pond development is not owned by the Town or connected to a Town owned sewer, so it is assumed that any upgrades required to accommodate projected flow in the private development will be made by the developer.

#### **4.3.1 Plaza 28 Pump Station**

The current capacity of the new pumps (installed in the spring of 2004) in the Plaza 28 Pump Station is 1200 gpm. Current peak flows to the station are estimated at 730 gpm. The projected peak flow for year 2025 is 2705 gpm. The existing pumping equipment and structures do not have enough capacity for the projected peak flow, and it would be difficult, if not impossible, to upgrade the existing facility to accommodate this flow. Therefore, an entirely new pump station will be required. The Town may need to acquire additional land for the replacement pump station. Also, the existing 12-inch diameter force main is not adequate for a pumping rate of 2700 gpm, and will have to be replaced with a 16-inch diameter force main. The estimated cost to replace the pump station and force main (approximately 4800 LF of pipe) is approximately \$2 million.

Many years ago, a gravity interceptor sewer, approximately 9000 feet in length, was designed that could eliminate the Plaza 28 Pump Station and force main. The original plans were

reviewed and the pipe route was mostly cross-country, with pipe depths ranging from 6-feet to 28-feet. A significant amount of ledge removal would be required to install the pipe, and many of the deep sections are in areas of high groundwater in and around wetlands. The construction would be very difficult and it may also be very difficult to obtain the required permits with current environmental regulations. The current cost of the interceptor could be as high as \$3.2 million. For the purpose of Facilities Planning, it is assumed that the Plaza 28 pump station and force main would be replaced at a cost of approximately \$2 million dollars. However, the Town may wish to investigate further the option of the interceptor sewer along the designed route or other possible routes before replacing the pump station.

- The timing of the pump station and force main replacement is dependent on the rate of development in the service area and the actual type of development. Approximately 950 gpm of the projected peak flow to the Plaza 28 Pump Station would be contributed by Areas E, F, and G. As discussed in Section 3, these areas consist mostly of existing low-density residential neighborhoods served by on-lot subsurface disposal system. It is unlikely that sewer extensions to serve these areas will occur in the next 20 years.
  
- However the other growth areas in the Plaza 28 Pump Station service area, including Areas 1, 2, 5, 6, 7, 9, 16, 17, and 20 are either currently under development or likely to develop in the near future. It is recommended that the Town closely monitor the flows to the pump station by recording the flow meter totalizer data 3 times a week or more, to track the increase in flows over time to help anticipate when the replacement will be required. Also, the flow meter strip chart recorder should be maintained because this can indicate the length of pumping cycles and if two pumps are ever required to operate together to pump peak flows. If both pumps do need to run to pump peak flows occasionally, the station should be upgraded because the station should be able to pump peak flows with one pump out of service.

#### **4.3.2 Mammoth Road Pump Station**

The design capacity of the Mammoth Road Pump Station is 500 gpm. The projected peak flow to this station is estimated to be 675 gpm for the year 2025. This projected peak flow is based on

- **Purchase additional treatment capacity from Derry:** It is recommended that Londonderry request to reserve additional treatment capacity from the Town of Derry, along with associated BOD and TSS loading for the additional flow. The request would be to increase the limits as follows:
  - Average Daily Flow: 864,225 gpd
  - BOD limit: 2,083 lbs/day
  - TSS limit: 2,618 lbs/day

It is recommended that this request be made in the near future so Derry can include the requested limits in its own facilities planning that is scheduled to begin in 2005.

Estimated costs = \$4.09 million

- **Replace 1000 LF of existing interceptor on Mammoth Road:** It is recommended that approximately 1000 LF of existing 10-inch interceptor sewer be replaced with 15-inch pipe to accommodate projected peak flows from growth Areas 1, 2, and 5 in the Sanborn Road and Page Road areas. It is reported that the Town has granted conditional approval to a proposed development on Sanborn Road. As part of the conditional approval, the developer has agreed to replace this section of sewer with 15-inch pipe. The funding of this work is under negotiation by the Town and the developer.

- Estimated costs = \$240,000

- **Replace the Plaza 28 Pump Station and force main:** The existing pumping capacity of the Plaza 28 Pump Station is 1,200 gpm. Projected peak flows are estimated to reach 2,700 gpm if all the identified growth areas are completely developed and sewerred. It is recommended that the existing pump station be replaced with a new pump station with a design capacity of 2,700 gpm. To accommodate this design peak flow rate, the existing 12-inch diameter force main will need to be replaced with a 16-inch diameter pipe. The schedule of this work is dependent on the rate of development of the identified growth areas upstream of the pump station. For planning purposes, it is recommended that the

*3/15/05*

*2*

*2013*

town begin planning and design of the pump station and force main replacement in the next one to two years.

Estimated costs = \$2 million

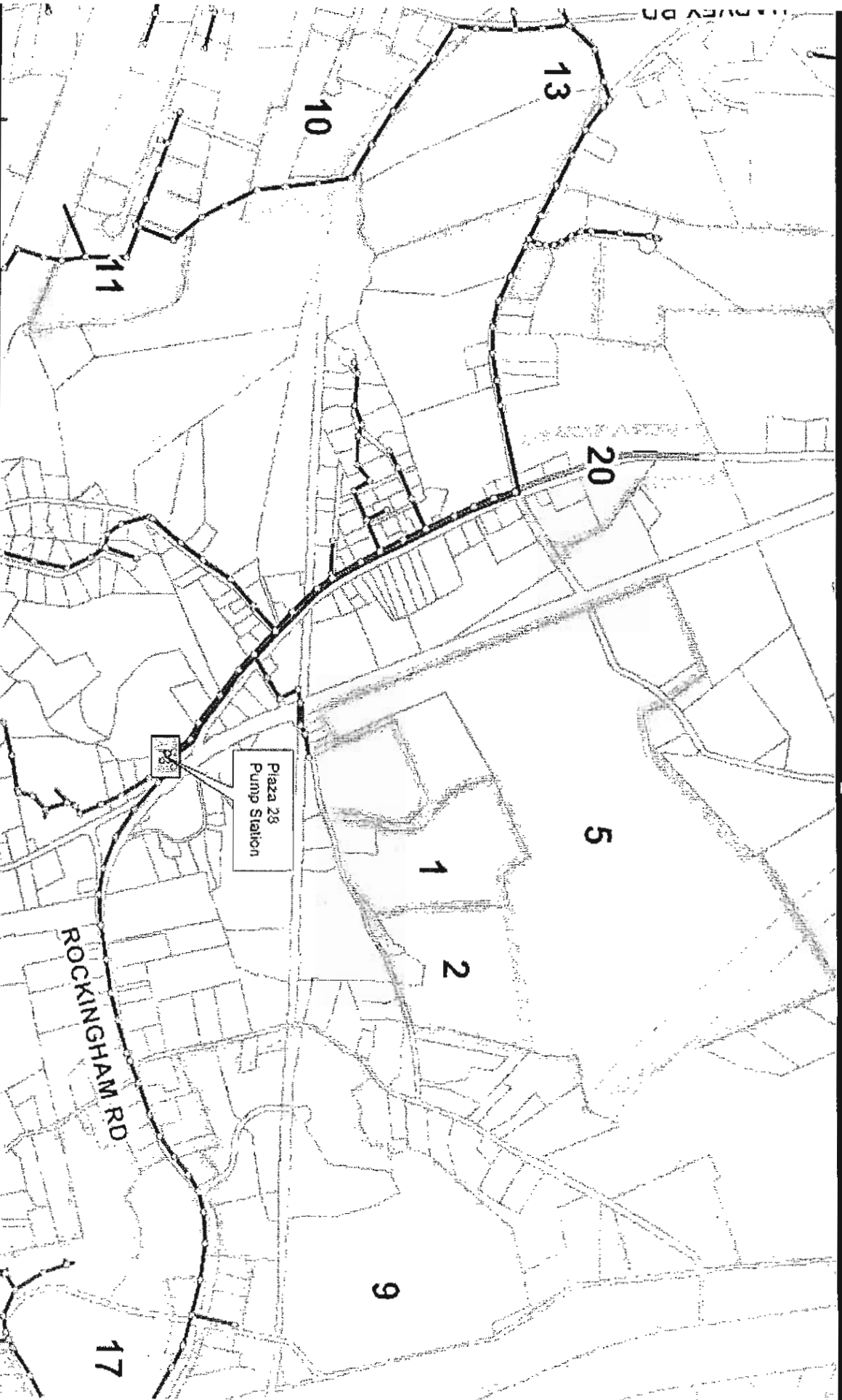
- **Upgrade Action Boulevard Pump Station and force main:** The projected peak flow to the Action Boulevard Pump Station is 630 gpm. Based on available information from the Town, the current pumps have a pumping capacity of 700 gpm and should be adequate for future flows. However, there are currently no emergency power provisions at the station. It is recommended that a permanent emergency generator be installed at the station along with an automatic transfer switch to allow the pump station to continue to operate during a power outage. Also, the wastewater velocity in the existing 6-inch diameter force main is 8 feet/sec, which is well above the recommended range of 3 to 5 feet/sec. This could result in shortened lifespan of the pipe. It is recommended that the 6-inch force main (approximately 1200 LF) be replaced with an 8-inch diameter force main. Because this will impact the operating pressure of the pumps, it is recommended that the force main replacement be done in conjunction with the pump replacement, when the pumps need to be replaced due to age. This will allow the new pumps to be sized appropriately to operate with the new force main.

Estimated costs = \$500,000

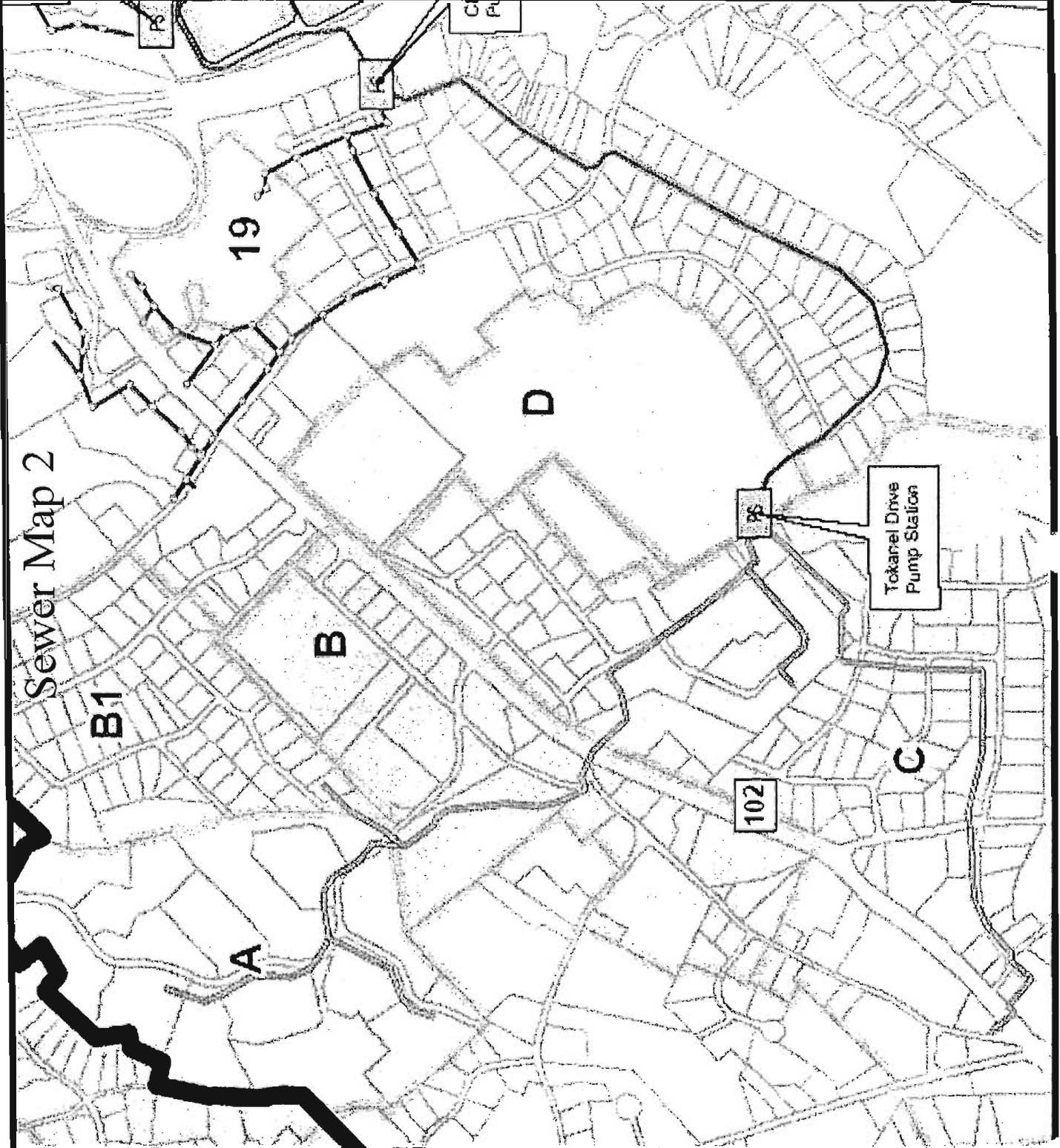
- **Install Interceptor sewer for Area 15 - Pettingill Road Business Park:** Consistent with the Town's Master Plan to encourage the development of the Pettingill Road Business Park (Airport area), the Town may participate in the funding of the sewer facilities to serve this area. Based on conceptual plans in the "Londonderry Business Park Charette" and a conceptual sewer plan provided by the Town, approximately 13,000 LF of gravity sewer, 2,200 LF of force main and a pump station could be required to service the area. The schedule for the interceptor construction will depend on the schedule of the entire development.

Estimated costs = \$3.03 million

# Sewer Map 1



Sewer Map 2





- **Extension of Existing Interceptor to serve Exit 4A area:** Although the installation of sewer facilities within the development area near the proposed Exit 4A is assumed to be the responsibility of the developer, the Town may participate in funding of the extension of the existing interceptor sewer to serve the area. It is estimated that the existing 10-inch interceptor on Londonderry Road would need to be extended north approximately 900 LF to a high point in the road to provide a proper discharge point for a pump station force main that is expected to be constructed as part of the development of the Exit 4A area. The schedule for this extension is dependent on the development schedule of the Exit 4A area.

Estimated costs = \$160,000

- **Extension of existing sewer on Mammoth Road:** The Town's Capital Improvements Plan (CIP) includes the extension of an 8-inch sewer along Mammoth Road from the intersection of Grenier Field Road north approximately 1700 LF. This sewer was designed in 1986 as part of "Contract 5 - North Londonderry" but was not constructed along with the remainder of the project due to funding limitations. This sewer could be constructed at any time.

Estimated costs = \$460,000

- **Install Interceptor to serve Area A - Century Village:** An evaluation and preliminary design of sewer facilities to serve the existing condominium development known as Century Village has been conducted. The subsurface wastewater disposal systems servicing the development have experienced problems resulting in costly repairs and potential pollution of local groundwater and surface waters. An extension of the South Londonderry Interceptor sewer (discussed below), which is already designed, could serve this development. Although the owners of the development would be responsible for the construction of sewer facilities on private property, the Town may participate in the funding of the interceptor sewer to be constructed in Town rights-of-way. The schedule

of this work is dependent on the schedule of the South Londonderry Interceptor.

Estimated costs = \$600,000

- **South Londonderry Interceptor - Area B:** A portion of the South Londonderry Interceptor project, designed in 1999, is currently being constructed by private developer. The remainder of the interceptor as designed would provide service from Constitution Drive north to the Apple Tree Mall (parts of Areas B and C). The portion of the interceptor in Area B would provide sewer service to the commercial areas along part of Route 102 and in the Apple Tree Mall. The interceptor would also allow the construction of collector sewers in the Route 102 area to promote commercial development and provide service to existing commercial users. The scheduling of these projects is dependent on the availability of additional treatment capacity in Derry and the development schedule of other identified growth areas in South Londonderry. The South Londonderry interceptor sewer could be constructed in phases as treatment capacity and funding becomes available.

Estimated costs = \$473,000

- **South Londonderry Interceptor - Area C:**

Area C includes a portion of the South Londonderry interceptor from the intersection of Constitution Drive and Capital Hill Drive to Route 102, that has already been designed. This section of the interceptor must be constructed before the interceptor in Areas A and B can be constructed. The cost for this portion of the interceptor is estimated to be \$0.525 million.

Another interceptor, not yet designed, would be required to provide sewer service to the Route 102 and Mammoth Road interceptor. The cost for this portion of the interceptor is estimated to be \$1.125 million.

Total Estimated costs = \$1.65 million

- **Tokanel Drive Pump Station and force main:** A private developer is paying for the construction of the Tokanel Drive Pump Station and 12-inch diameter force main that discharges to the Charleston Avenue Pump Station. In an agreement with the developer, the Town agreed to reimburse the developer for part of the cost of the pump station and force main through future connection fees from users in the Tokanel Drive Pump Station service area. The reimbursement is limited to the total cost of the facilities less the sewer connection fee for the entire development (Area D), resulting in a reimbursement limit of approximately \$800,000.

Estimated costs = \$800,000

## 5.2 FUNDING OPTIONS FOR RECOMMENDED FACILITIES

There are several funding options for the recommended wastewater facilities outlined in this Facilities Plan. It is assumed that private developers will be responsible for a majority of costs associated with sewers and pump stations to be constructed within the identified growth areas discussed in Sections 3 and 4. This is typically how sewers have been constructed in the recent residential, commercial and industrial development projects. The sewers are constructed according to the Town's standards, and typically the sewers constructed in Town rights-of-ways or easements are accepted as Town owned sewers at the successful completion of the project.

It is generally understood that the Town does not plan to participate in funding of sewer extensions to serve existing low-density residential neighborhoods that are currently served by on-lot subsurface disposal systems (Areas B1, E, F, and G). If sewers are extended into these areas, it is assumed the property owners to be served would fund the project.

For the recommended wastewater facilities that may be funded with Town participation, the costs can be funded through grants, taxation, sewer connection fees, or a combination of these sources. These funding sources are discussed in more detail below. Another potential source of funding is the Sewer User Charge system. Sewer user charges, paid by current users of the sewer system, are typically used to pay for the operation, maintenance, and future replacement of

existing facilities. The fees are not typically used to pay for facilities or capacity required by future users, and it is recommended that they not be used for the facilities recommended above.

### **5.2.1 State Aid Grants**

The New Hampshire DES administers the State Aid Grants (SAG) program for wastewater facilities. Under the program, 20% of the project costs of eligible wastewater projects are reimbursed to the Town at the successful completion of the project. An additional 10% is available to communities in which the average residential sewer user charge is more than 20% higher than the State average. This is not the case for Londonderry, so the Town would only be eligible for 20% grant funding. Currently, eligible projects include construction of interceptor sewers, construction of collector sewers if it solves documented environmental problems, pump station and force main capacity upgrades, and treatment plant capacity upgrades. It is likely that all the interceptor projects and pump station upgrade projects listed in Section 5.1 would be eligible for 20% SAG grants, with the exception of the Tokanel Drive Pump Station which is being constructed by a private developer. For the projects to be eligible, the DES requirement for design, bidding and construction would need to be met, as was done with the Mammoth Road Interceptor project. It is likely that the future treatment plant capacity upgrades in Manchester and Derry would also be eligible for the 20% SAG grant, which could lower Londonderry's share of the cost.

There is no guarantee that the 20% SAG grants will be available in the future, or that the future projects will be eligible. Therefore, the full estimated costs of the recommended facilities are used in potential Connection Fee calculations in Section 5.2.3.

### **5.2.2 Town Taxation**

The Town's share of funding of the recommended facilities, or a portion of the funding, could come from Town Bonds with debt payments paid through Town Taxation. For a project to be bonded by the Town, voter approval at a Town Meeting would be required. The Town did vote to support the Mammoth Road Interceptor project with a Town Bond to be paid back through

taxation and other sources, but that project served the Town's schools and other Town facilities on Mammoth Road.

### 5.2.3 Sewer Connection Fees

A common source of funding for future capacity upgrades to sewers, pumping facilities and treatment facilities is to collect a one-time fee when a new user connects to the sewer. This is typically called a Connection Fee or Access Fee. The Town of Londonderry currently calls this fee a Sewer Rental Fee. The Town currently has two separate rate structures for the Sewer Rental Fees, one for North Londonderry and one for South Londonderry. There are also different rates for existing homes and businesses (properties that are occupied before the sewer is constructed) and new homes and businesses. The current rate schedules are included in Appendix D.

Over the past few years, the Town has been reviewing its current Sewer User Charge system, including the Sewer Rental Fees (Connection Fees). The Town's intention is to revise the Connection Fee rate schedule based on the results of this Facilities Plan such that the new Connection Fee will provide the funding for all or a portion of the recommended facilities identified in the Plan. It is recommended that one rate structure be developed for the entire Town and that the same rate be used for existing and new homes and businesses. The justification for this is that every gallon of wastewater has the same impact on collection and pumping facilities owned by the Town of Londonderry and therefore the Connection Fee Rate should be the same cost per gallons for all types of users.

The Connection Fee rate should be based on the average daily flow of the new user. For residential users, the flow rate could be the 210 gpd average daily flow used for this facilities plan, or the flow can be based on the number of bedrooms. For commercial users, the daily flow should be calculated using established design flows from the New Hampshire subsurface

disposal design guidelines, Table 1008-1 Unit Design Flow Figures. This is the table that is used for sizing septic systems, and will provide a consistent method of estimating flows from all

commercial users. Large Industrial users will need to provide their own flow estimates to the Town for review and approval for use in calculating the Connection Fee.

To estimate the Connection Fee rate (\$/gallon), the costs of the facilities identified in this Plan (summarized in Table 4-3) are used. The projected wastewater flows from future users, as summarized in Section 3, are used to estimate the source of revenue from the Connection Fee. The flows used are only the sanitary flow projections. The infiltration flows are not used in the Connection Fee calculation because they are not assigned to specific users and will not be a source of revenue.

Table 5-1 below summarizes all the costs for the wastewater facilities identified in this Plan, the same as Table 4-3. Another column is added to indicate the projected sanitary flows for each growth area to be served. For Areas B and C, flows estimates are added for only those properties adjacent to the planned interceptor pipe, because the properties in the remainder of the areas may not connect (and thus would not pay a Connection Fee) if the collector sewers are not constructed. The Connection Fee is calculated under four different scenarios, and the estimated Connection Fee for each scenario is summarized and compared to the current fees.



**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> Public Works & Engineering-Environmental Div./Sewer	<b>Department Priority:</b> 2 of 4 projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input checked="" type="checkbox"/> Neighborhood
<b>Project Description:</b> Sanitary sewer replacement in a section of Mammoth Road	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input checked="" type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> See attached copies from 2005 Wastewater Facility Plan	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b>	
	Dollar Amount (In current \$)	
	\$ _____	Planning/Feasibility Analysis
	\$ <u>  x  </u> _____	Architecture & Engineering Fees
	\$ _____	Real Estate aquisition
	\$ _____	Site preparation
	\$ <u>  x  </u> _____	Construction
	\$ _____	Furnishings & equipment
	\$ _____	Vehicles & capital equipment
	\$ _____	
\$ _____		
\$ <u>  367,500  </u>	<b>Total Project Cost</b>	

**Impact on Operating & Maint. Costs or Personnel Needs**

Add Personnel

Increased O&M Costs

Reduce Personnel

Decreased O&M Costs

Dollar Cost of Impacts if known:

+ \$ \_\_\_\_\_ Annually

(-) \$ \_\_\_\_\_ Annually

**Source of Funding:**

Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ _____	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ _____	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ _____	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
_____	\$ _____	
_____	\$ _____	
<b>Total Project Cost:</b>	\$ <u>  367,500  </u>	BD/AF/Developer

**Form Prepared By:**

Signature: Janusz Czyzowski, PE

Title: Director of Public Works & Engineering

Dept./Agency: Public Works & Engineering

Date Prepared: July 24, 2009

Digitally signed by Janusz Czyzowski, PE  
 DN: cn=Janusz Czyzowski, PE, o=Town of Londonderry, ou=Public Works and Engineering, email=jczyzowski@londonderryth.org, c=US  
 Date: 2009.07.24 12:40:37 -04'00'





Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: DPW - Environment/Sewer      Project Name: Mammoth Road Sewer

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0
• Addresses a deficiency in service or facility	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Provides capacity needed to serve existing population or future growth	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0
• Results in long-term cost savings	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0
• Supports job development/increased tax base	<input checked="" type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Furthers the goals of the 2004 Master Plan	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0
• Leverages the non-property tax revenues	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0
• Matching funds available for a limited time	<input type="checkbox"/> 5	<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0

Total Project Score: 13 of a possible 40 points



**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> Public Works & Engineering-Environmental Div./Sewer	<b>Department Priority:</b> 3 of 4 projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input checked="" type="checkbox"/> Neighborhood
<b>Project Description:</b> Replace existing pumping station at Plaza 28	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input checked="" type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> See attached copies from 2005 Wastewater Facility Plan	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b> Dollar Amount (In current \$) \$ _____ Planning/Feasibility Analysis \$ _____ Architecture & Engineering Fees \$ _____ Real Estate acquisition \$ _____ Site preparation \$ _____ Construction \$ _____ Furnishings & equipment \$ _____ Vehicles & capital equipment \$ _____ \$ _____ \$ _____  <b>\$ 3,150,000 Total Project Cost</b>	<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input type="checkbox"/> Add Personnel <input type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
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<b>Source of Funding:</b>		
Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ _____	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ _____	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ _____	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
_____	\$ _____	
_____	\$ _____	
<b>Total Project Cost:</b>	<b>\$ 3,150,000</b>	<b>AF/TIF/BD</b>

<b>Form Prepared By:</b>	Janusz <b>Signature:</b> <u>Cyzowski, PE</u>
	<small>Digitally signed by Janusz Cyzowski, PE          DN: cn=Janusz Cyzowski, PE, o=Town of Londonderry, ou=Public Works and Engineering, email=jcyzowski@londonderryth.org, c=US          Date: 2009.07.24 12:43:21 -04'00'</small>
	<b>Title:</b> <u>Director of Public Works &amp; Engineering</u>
	<b>Dept./Agency:</b> <u>Public Works &amp; Engineering</u>
	<b>Date Prepared:</b> <u>July 24, 2009</u>



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: DPW - Environment/Sewer

Project Name: Plaza 28 Pump Station

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	<del>0</del>
• Addresses a deficiency in service or facility	5	4	3	2	1	<del>0</del>
• Provides capacity needed to serve existing population or future growth	<del>5</del>	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	<del>0</del>
• Supports job development/increased tax base	<del>5</del>	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	<del>4</del>	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	<del>0</del>
• Matching funds available for a limited time	5	4	3	2	1	<del>0</del>

Total Project Score: 14 of a possible 40 points



**Londonderry Capital Improvement Plan  
Capital Project Worksheet & Submission Form**



<b>Department:</b> Public Works & Engineering-Environmental Div./Sewer	<b>Department Priority:</b> 4 ___ of 4 ___ projects
<b>Type of Project:</b> (check one)	<b>Primary Effect of Project is to:</b> <input type="checkbox"/> Replace or repair existing facilities or equipment <input type="checkbox"/> Improve quality of existing facilities or equipment <input checked="" type="checkbox"/> Expand capacity of existing service level/facility <input type="checkbox"/> Provide new facility or service capacity
<b>Service Area of Project:</b> (check one)	<input type="checkbox"/> Region <input type="checkbox"/> Town Center <input type="checkbox"/> Town-wide <input type="checkbox"/> Street <input type="checkbox"/> School District <input type="checkbox"/> Other Area <input checked="" type="checkbox"/> Neighborhood
<b>Project Description:</b> Sanitary Sewer Extension - Mammoth Road (North)	
<b>Rationale for Project:</b> (check those that apply, elaborate below)	<input type="checkbox"/> Urgent Need <input type="checkbox"/> Removes imminent threat to public health or safety <input type="checkbox"/> Alleviates substandard conditions or deficiencies <input type="checkbox"/> Responds to federal or state requirement to implement <input checked="" type="checkbox"/> Improves the quality of existing services <input checked="" type="checkbox"/> Provides added capacity to serve growth <input type="checkbox"/> Reduces long term operating costs <input checked="" type="checkbox"/> Provides incentive to economic development <input type="checkbox"/> Eligible for matching funds available for a limited time
<b>Narrative Justification:</b> See attached copies from 2005 Wastewater Facility Plan	

<b>Cost Estimate:</b> (Itemize as Necessary)	<b>Capital Costs</b> Dollar Amount (In current \$) \$ _____ Planning/Feasibility Analysis \$ <u>  x  </u> Architecture & Engineering Fees \$ _____ Real Estate aquisition \$ _____ Site preparation \$ <u>  x  </u> Construction \$ _____ Furnishings & equipment \$ _____ Vehicles & capital equipment \$ _____ \$ _____ \$ _____  <b>\$ 714,000 Total Project Cost</b>	<b>Impact on Operating &amp; Maint. Costs or Personnel Needs</b>  <input type="checkbox"/> Add Personnel <input type="checkbox"/> Increased O&M Costs <input type="checkbox"/> Reduce Personnel <input type="checkbox"/> Decreased O&M Costs  Dollar Cost of Impacts if known: + \$ _____ Annually (-) \$ _____ Annually
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**Source of Funding:**

Grant From: _____	\$ _____	(show type)
Loan From: _____	\$ _____	(show type)
Donation/Bequest/private	\$ _____	
User Fees & Charges	\$ _____	
Capital Reserve Withdrawal	\$ _____	
Impact Fee Account	\$ _____	
Current Revenue	\$ _____	
General Obligation Bond	\$ _____	
Revenue Bond	\$ _____	
Special Assessment	\$ _____	
_____	\$ _____	
_____	\$ _____	
<b>Total Project Cost:</b>	<b>\$ 714,000</b>	<b>BD/AF</b>

**Form Prepared By:**

<b>Signature:</b>	Janusz Cyszowski, PE	Digitally signed by Janusz Cyszowski, PE DN: cn=Janusz Cyszowski, PE, o=Town of Londonderry, ou=Public Works and Engineering, email=jcyszowski@londonderryth.org, c=US Date: 2009.07.24 12:34:03 -04'00'
<b>Title:</b>	Director of Public Works & Engineering	
<b>Dept./Agency:</b>	Public Works & Engineering	
<b>Date Prepared:</b>	July 24, 2009	



Londonderry Capital Improvement Plan  
Capital Project Scoring Sheet



Department: DPW - Environmental/Sewer

Project Name: Mammoth Sewer Extension - North

**Evaluation Criteria**

**Point Score**

• Addresses an emergency or public safety need	5	4	3	2	1	0
• Addresses a deficiency in service or facility	5	4	3	2	1	0
• Provides capacity needed to serve existing population or future growth	5	4	3	2	1	0
• Results in long-term cost savings	5	4	3	2	1	0
• Supports job development/increased tax base	5	4	3	2	1	0
• Furthers the goals of the 2004 Master Plan	5	4	3	2	1	0
• Leverages the non-property tax revenues	5	4	3	2	1	0
• Matching funds available for a limited time	5	4	3	2	1	0

Total Project Score: 12 of a possible 40 points

## Listing & Discussion of Projects by Priority

### Priority 1

#### Fire Department

##### ▣ North/West Station Replacement - \$1,900,000

*Project Description:* This project has been identified in the CIP for the 5 years and has been the top town project for the last 3. Land has been acquired for the North/West Fire Station. Funds were approved at the 2006 Town meeting for site work and land purchase. The design of the station is complete and site work is completed. The only cost to be included in the next process is the building only. North station was built in the 1956 and has reached its useful life as a volunteer station. Modern Fire Equipment cannot easily fit into station without some modifications. The land that the station currently sits on is not large enough to support on-site renovations or modifications. Building does not meet current building codes, fire codes, or life safety codes. Building a new Station would provide a safe working environment for employees and service the community more effectively from its new location.

**Funding Source:** GF/IF/GR

*Proposed Funding Year:* FY 2011

### Priority 2

#### Public Works & Engineering - Highway Division

##### ▣ Roadway Rehab/Reconstruction Program - \$6,000,000 (\$1,000,000 annually)

*Project Description:* Implementation of a roadway rehabilitation and reconstruction program for the Town's roadway infrastructure.

*Funding Source:* BD/GF/GR

*Proposed Funding Year:* FY 2011, 2012, 2013, 2014, 2015, 2016

### Priority 2

#### Community Development Department

##### ▣ Pettengill Road Upgrade - \$12,348,000

*Project Description:* This project will fund preliminary design plans and construction of the upgrade to Pettengill Road, a Class VI roadway that once upgraded will provide access to the industrial land south of Manchester Airport and connect with the NHDOT Airport Access Road. Improvement of the roadway to a class V limited access highway will open up the land to development which will help increase Londonderry industrial tax base. This approximately 800 acres of land has the potential for being developed into 3.6 million square feet of commercial and industrial development. This area is one of the key focus areas of the Master Plan, and a significant future contributor to the town's tax base. In May 2003, the Town conducted a design charrette that created a vision for the development of this area. With the airport access road schedule to be completed by 2011/12, now is Londonderry's opportunity to connect onto this project an open up a significant economic opportunity for the community.

*Funding Source:* TIF/GR

*Proposed Funding Year:* FY 2011



**SUMMARY OF ALL CAPITAL PROJECTS FY 2011 - 2016**

Department/Project	COST	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
<b>HIGHWAY</b>											
Garage Improvements	\$310,000	GF			\$150,000	\$160,000					\$310,000
Roadway Reconstruction Mgt. Plan	\$6,000,000	BD	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000
Dan Hill Rd Drop Off Center Improvements	\$441,000	TF			\$441,000						\$441,000
Mammoth Road Sewer Replacement (portion)	\$387,500	BD						\$387,500			\$387,500
So Londonderry Sewer Phase II	\$2,413,000	BD						\$2,413,000			\$2,413,000
CRF-Hwy. Equipment/Trks	\$525,000	CRF/Lease		\$195,000	\$165,000	\$90,000	\$180,000	\$90,000			\$525,000
Highway Sub-Total	\$10,076,500		\$1,500,000	\$1,195,000	\$1,756,000	\$1,250,000	\$1,180,000	\$3,890,500	\$1,000,000	\$1,000,000	\$10,076,500
<b>FIRE DEPARTMENT</b>											
CRF-Ambulance	\$160,122	CRF/Lease					\$160,122				\$160,122
CRF-Fire Equip/Trks	\$481,000	CRF/Lease			\$160,000	\$161,000	\$160,000				\$481,000
Fire Improvement (Central)	\$1,150,000	BD					\$100,000	\$1,050,000			\$1,150,000
Fire Improvement (North/West Station)	\$1,900,000	GR/GF			\$1,900,000						\$1,900,000
Fire Sub-Total	\$3,691,122		\$0	\$0	\$2,060,000	\$161,000	\$420,122	\$1,050,000	\$0	\$0	\$3,691,122
<b>COMMUNITY DEVELOPMENT DEPARTMENT</b>											
Master Plan	\$50,000	CRF	\$100,000		\$50,000						\$50,000
GIS Maintenance Program	\$160,000	CRF							\$160,000		\$160,000
Community Development Sub-Total	\$210,000		\$100,000	\$0	\$50,000	\$0	\$0	\$0	\$160,000	\$0	\$210,000
<b>GENERAL GOVERNMENT</b>											
Emergency Generator	\$0	GF	\$100,000								\$0
Bartley Hill/Mammoth Intersection	\$0	GF	\$758,000								\$0
Route 28/128 Intersection	\$0	GR	200,000								\$0
Route 28/Page Road Intersection	\$0	GR		\$1,750,000							\$0
Route 28/102 Corridor Study	\$140,000	GF				\$140,000					\$140,000
Pillsbury Cemetery - Phase II	\$210,000	GF			\$210,000						\$210,000
Pettingill Road Upgrade	\$12,348,000	TIF			\$12,348,000						\$12,348,000
Open Space Protection	\$3,000,000	GF/GR						\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000
Sub-Total - General Gov't	\$15,698,000		\$1,058,000	\$1,750,000	\$12,558,000	\$140,000	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$15,698,000
Grand Total - Town Projects	\$29,675,622		\$2,658,000	\$2,945,000	\$16,424,000	\$1,551,000	\$1,600,122	\$5,940,500	\$2,160,000	\$2,000,000	\$29,675,622
<b>Summary - ALL CAPITAL PROJECTS</b>											
Town Projects	\$29,675,622		\$2,658,000	\$2,945,000	\$16,424,000	\$1,551,000	\$1,600,122	\$5,940,500	\$2,160,000	\$2,000,000	\$29,675,622
School Projects	\$20,250,000		\$5,500,000	\$0	\$0	\$250,000	\$2,500,000	\$720,000	\$11,280,000		\$20,250,000
New Field	\$0										\$0
<b>TOTAL - ALL CAPITAL PROJECTS</b>	<b>\$49,925,622</b>		<b>\$8,158,000</b>	<b>\$2,945,000</b>	<b>\$16,424,000</b>	<b>\$1,801,000</b>	<b>\$4,100,122</b>	<b>\$6,660,500</b>	<b>\$13,440,000</b>	<b>\$2,000,000</b>	<b>\$49,925,622</b>
<b>LAND VALUATION</b>											
			\$3,392,542,383	\$3,409,505,095	\$3,426,552,620	\$3,443,685,383	\$3,460,903,810	\$3,478,208,329	\$3,495,599,371	\$3,513,077,368	
<b>TAX RATE IMPACT</b>											
			\$2.40	\$0.86	\$4.79	\$0.52	\$1.18	\$1.91	\$3.84	\$0.57	

**SUMMARY OF SCHOOL CAPITAL PROJECTS FY 2011 - 2016**

PROJECT DESCRIPTION	SCHOOL	COST	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	TOTAL
Maint. Trust Fund	Maint Trust Fund										\$0
Educational Space	School Space Needs	\$5,500,000	\$5,500,000								\$5,500,000
District Office Renovations	District Office	\$2,750,000				\$250,000	\$2,500,000				\$2,750,000
Total:		\$8,250,000	\$5,500,000	\$0	\$0	\$250,000	\$2,500,000				\$8,250,000
Auditorium	General Use	\$12,000,000						\$720,000	\$11,280,000		\$12,000,000
<b>GRAND TOTAL - SCHOOL PROJECTS</b>		<b>\$20,250,000</b>	<b>\$5,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$2,500,000</b>	<b>\$720,000</b>	<b>\$11,280,000</b>		<b>\$20,250,000</b>

Financing Plan for CIP Municipal Projects FY 2011 - 2016 (Part 1)

DEPARTMENT	CAPITAL PROJECT	COST	SOURCES OF	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
<b>HIGHWAY</b>											
	Expansion of Garage	\$310,000	Project Cost			\$150,000	\$160,000				
			Outside Revenues			-\$150,000	-\$160,000				
			Net Payout			\$0	\$0				
	Roadway Reconstruction Mgmt Program	\$6,000,000	Project Cost	\$1,500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
			Notes	-\$1,200,000	-\$1,000,000	-\$1,000,000	-\$1,000,000	-\$1,000,000	-\$1,000,000	-\$1,000,000	-\$1,000,000
			Net Payout			\$20,000	\$160,000	\$296,000	\$428,000	\$556,000	\$680,000
	Dan Hill Rd Drop Off Center Improvements	\$441,000	Project Cost			\$441,000					
			Revenue Applied			-\$441,000					
			Net Payout			\$0					
	Mammoth Road Sewer Replacement (portion)	\$387,500	Project Cost						\$387,500		
			Revenue Applied						-\$387,500		
			Net Payout						\$0		
	So Londonderry Sewer Phase II	\$2,413,000	Project Cost						\$2,413,000		
			Notes						-\$2,413,000		
			Net Payout						\$57,500	\$230,000	\$224,250
	CRF - Highway Equipment	\$525,000	Project Cost		\$195,000	\$165,000	\$90,000	\$180,000	\$90,000		
			Capital Reserve Funds		-\$195,000	-\$165,000	-\$90,000	-\$180,000	-\$90,000		
			Net Payout		\$0	\$0	\$0	\$0	\$0		
<b>PLANNING</b>											
	CMAQ Sidewalk Project - Pillsbury & Rt.128	\$0	Project Cost								
	CMAQ PATHWAY PROJECT		Grant								
			Net Payout								
<b>FIRE DEPARTMENT</b>											
	Ambulance - CRF	\$160,122	Project Cost		\$142,348			\$160,122			
			Capital Reserve Funds		-\$142,348			-\$160,122			
			Net Payout		\$0			\$0			
	Pumper/Tanker/Ladder/CRF	\$481,000	Project Cost		\$160,000	\$160,000	\$161,000	\$160,000			
			Capital Reserve Funds		-\$160,000	-\$160,000	-\$161,000	-\$160,000			
			Net Payout		\$0	\$0	\$0	\$0			
	Fire Improvement Project Central Station	\$1,150,000	Project Cost					\$100,000	\$1,050,000		
			Notes					-\$100,000	-\$1,050,000		
			Net Payout					\$0	\$25,000	\$100,000	\$97,500
	Fire Improvement Project North/West Replace	\$1,900,000	Project Cost			\$1,900,000					
			Grants			-\$1,655,000					
			Net Payout			\$245,000					



**Net Tax Impact Analysis  
Municipal Government  
Current Debt Schedule (Part 1)**

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
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**MUNICIPAL GOVERNMENT**

Principle	2,055,000	2,065,000	2,065,000	2,050,000	2,045,000	1,705,000	1,610,000	1,500,000
Interest	799,766	785,462	755,751	673,646	607,353	539,180	479,223	420,969
<b>Total Debt Pmts</b>	<b>\$2,854,766</b>	<b>\$2,850,462</b>	<b>\$2,820,751</b>	<b>\$2,723,646</b>	<b>\$2,652,353</b>	<b>\$2,244,180</b>	<b>\$2,089,223</b>	<b>\$1,920,969</b>
Revenues Applied to Debt								
<b>Net Current Debt Ann.Paymts</b>	<b>\$2,854,766</b>	<b>\$2,850,462</b>	<b>\$2,820,751</b>	<b>\$2,723,646</b>	<b>\$2,652,353</b>	<b>\$2,244,180</b>	<b>\$2,089,223</b>	<b>\$1,920,969</b>
<b>Net Tax Impact</b>	<b>\$0.84</b>	<b>\$0.82</b>	<b>\$0.80</b>	<b>\$0.76</b>	<b>\$0.72</b>	<b>\$0.60</b>	<b>\$0.55</b>	<b>\$0.49</b>
Debt Schedule as Proposed in CIP	\$25,000	\$150,000	\$328,700	\$1,394,800	\$1,499,930	\$1,703,560	\$2,188,190	\$2,409,070
<b>Proposed Debt Schedule</b>	<b>\$2,879,766</b>	<b>\$3,000,462</b>	<b>\$3,149,451</b>	<b>\$4,118,446</b>	<b>\$4,152,283</b>	<b>\$3,947,740</b>	<b>\$4,277,413</b>	<b>\$4,330,039</b>
<b>Net Tax Impact</b>	<b>\$0.85</b>	<b>\$0.87</b>	<b>\$0.89</b>	<b>\$1.14</b>	<b>\$1.13</b>	<b>\$1.05</b>	<b>\$1.12</b>	<b>\$1.11</b>

**PAY AS YOU GO PROJECTS**

<b>Capital Reserve Funds:</b>								
<b>Contributions:</b>								
Highway	\$90,000	\$122,200	\$130,000	\$140,000	\$150,000	\$165,000	\$180,000	\$180,000
Ambulance	\$40,000	\$50,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
Fire	\$0	\$160,000	\$160,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Master Plan Update	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0
GIS Maintenance Program	\$0	\$0	\$32,000	\$32,000	\$32,000	\$32,000	\$32,000	\$0
<b>Total CRFs</b>	<b>\$130,000</b>	<b>\$332,200</b>	<b>\$432,000</b>	<b>\$432,000</b>	<b>\$442,000</b>	<b>\$457,000</b>	<b>\$472,000</b>	<b>\$440,000</b>
Net Tax Impact	\$0.04	\$0.10	\$0.12	\$0.12	\$0.12	\$0.12	\$0.12	\$0.11
CIP Projects-Pay As You Go	\$0	\$0	\$605,000	\$300,000	\$0	\$387,500	\$0	\$0
<b>Total Municipal Capital Outlay</b>	<b>\$3,009,766</b>	<b>\$3,332,662</b>	<b>\$4,186,451</b>	<b>\$4,850,446</b>	<b>\$4,594,283</b>	<b>\$4,792,240</b>	<b>\$4,749,413</b>	<b>\$4,770,039</b>
<b>Net Tax Impact</b>	<b>\$0.89</b>	<b>\$0.96</b>	<b>\$1.19</b>	<b>\$1.35</b>	<b>\$1.25</b>	<b>\$1.28</b>	<b>\$1.24</b>	<b>\$1.22</b>

**Net Tax Impact Analysis  
Municipal Government  
Current Debt Schedule (Part 2)**

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
<b>SCHOOL DISTRICT</b>								
<b>School Current Debt:</b>								
Total Principle	\$1,495,000	\$1,740,000	\$1,735,000	\$1,725,000	\$1,715,000	\$1,705,000	\$1,700,000	\$1,700,000
Total Interest	\$876,541	\$922,695	\$859,799	\$796,295	\$733,889	\$667,119	\$595,956	\$595,956
Total Gross Debt	\$2,371,541	\$2,662,695	\$2,594,799	\$2,521,295	\$2,448,889	\$2,372,119	\$2,295,956	\$2,295,956
Deduct State Reimb	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000	-\$150,000
Lease	\$365,375	\$236,852	\$120,000	\$0	\$0	\$0	\$0	\$0
<b>Total Net Debt</b>	<b>\$2,586,916</b>	<b>\$2,749,547</b>	<b>\$2,564,799</b>	<b>\$2,371,295</b>	<b>\$2,298,889</b>	<b>\$2,222,119</b>	<b>\$2,145,956</b>	<b>\$2,145,956</b>
Net Tax Impact	\$0.76	\$0.79	\$0.73	\$0.66	\$0.63	\$0.59	\$0.56	\$0.55
<b>Add:</b>								
Proposed CIP Debt								
Add: CIP Proposed Debt Pmts	\$0	\$0	\$0	\$0	\$41,250	\$165,000	\$460,875	\$1,356,750
Tax Impact CIP Proposed Debt	\$0.00	\$0.00	\$0.00	\$0.00	\$0.01	\$0.04	\$0.12	\$0.35
Adjusted Net Debt Pmts	\$2,586,916	\$2,749,547	\$2,564,799	\$2,371,295	\$2,340,139	\$2,387,119	\$2,606,831	\$3,502,706
Adjusted Debt Schedule	\$2,586,916	\$2,749,547	\$2,564,799	\$2,371,295	\$2,340,139	\$2,387,119	\$2,606,831	\$3,502,706
Adjusted Debt Tax Impact	\$0.76	\$0.79	\$0.73	\$0.66	\$0.64	\$0.64	\$0.68	\$0.90

<b>SCHOOL DISTRICT - PAY AS YOU GO PROJECTS</b>								
Electrical Upgrade								
New School								
Additional Parking District Wide								
Arch & Eng Fees								
District Office Renovations								
Maintenance Cap.Reserve Fund								
Kindergarten								
<b>Total Pay As You Go</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Tax Impact Pay As You Go	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL SCHOOL</b>	<b>\$2,586,916</b>	<b>\$2,749,547</b>	<b>\$2,564,799</b>	<b>\$2,371,295</b>	<b>\$2,340,139</b>	<b>\$2,387,119</b>	<b>\$2,606,831</b>	<b>\$3,502,706</b>
<b>TAX IMPACT</b>	<b>\$0.76</b>	<b>\$0.79</b>	<b>\$0.73</b>	<b>\$0.66</b>	<b>\$0.64</b>	<b>\$0.64</b>	<b>\$0.68</b>	<b>\$0.90</b>
<b>COMBINED DEBT PMTS</b>	<b>\$5,596,682</b>	<b>\$6,082,209</b>	<b>\$6,751,250</b>	<b>\$7,221,741</b>	<b>\$6,934,422</b>	<b>\$7,179,359</b>	<b>\$7,356,244</b>	<b>\$8,272,745</b>
<b>COMBINED PAY AS YOU GO</b>	<b>\$130,000</b>	<b>\$332,200</b>	<b>\$1,037,000</b>	<b>\$732,000</b>	<b>\$442,000</b>	<b>\$844,500</b>	<b>\$472,000</b>	<b>\$440,000</b>
<b>COMBINED TAX IMPACT</b>	<b>\$1.69</b>	<b>\$1.85</b>	<b>\$2.21</b>	<b>\$2.21</b>	<b>\$2.01</b>	<b>\$2.14</b>	<b>\$2.05</b>	<b>\$2.24</b>
<b>Tax Base</b>	<b>\$3,392,542,383</b>	<b>\$3,460,393,231</b>	<b>\$3,529,601,095</b>	<b>\$3,600,193,117</b>	<b>\$3,672,196,980</b>	<b>\$3,745,640,919</b>	<b>\$3,820,553,737</b>	<b>\$3,896,964,812</b>

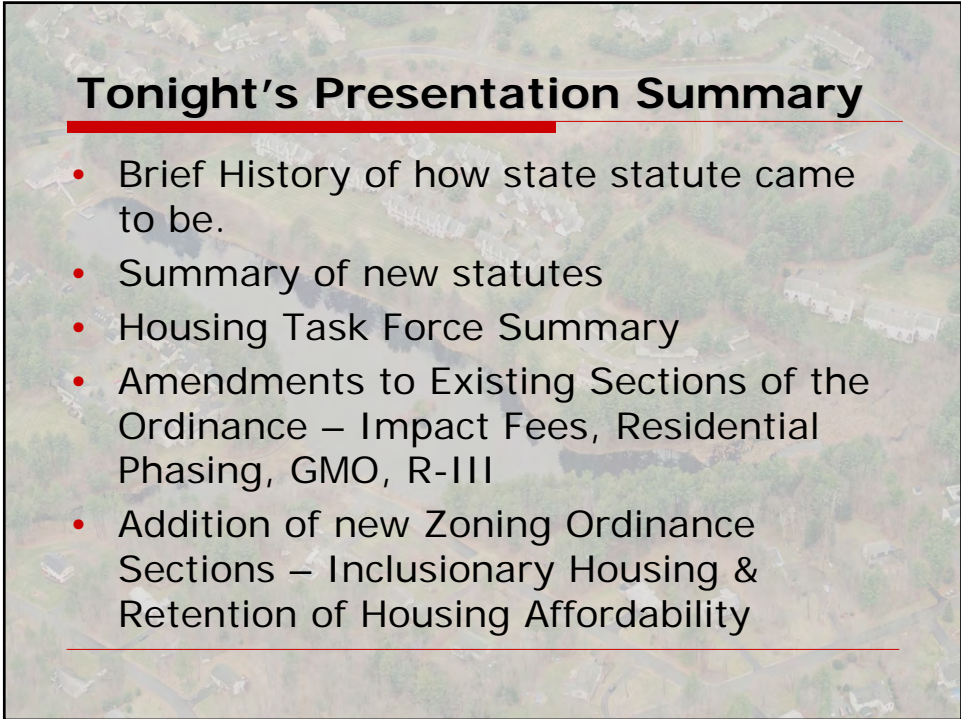


## **Workforce Housing**

## **Planning Board Public Hearing**

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**October 14, 2009**



## **Tonight's Presentation Summary**

- Brief History of how state statute came to be.
  - Summary of new statutes
  - Housing Task Force Summary
  - Amendments to Existing Sections of the Ordinance – Impact Fees, Residential Phasing, GMO, R-III
  - Addition of new Zoning Ordinance Sections – Inclusionary Housing & Retention of Housing Affordability
-





## A Brief History of How the Workforce Housing Statute Came to Be...

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- 1975 - ***Mount Laurel I*** (Southern Burlington County N.A.A.C.P. v. Mount Laurel Township)
  - 1983 – ***Mount Laurel II*** (Several combined NJ cases)
    - Landmark housing cases, cited in hundreds of cases nationwide since 1970's and 80's.
  - 1991 – ***Britton V. Chester*** (NH Supreme Court)
  - 2008 – ***Enactment of RSA 674:58 - 61***
    - Codifies Britton V. Chester
- 



## What Does the Workforce Housing Law Mean?

(RSA 674:58 through 61)

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## The Law's Core Meaning

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- **All municipalities** must provide reasonable and realistic opportunities for the development of workforce housing, including rental and multi-family housing.
  - The **collective impact** of all local land use regulations adopted under RSA 674 shall be considered to determine if such opportunities exist (a facial test).
  - Workforce housing of some type **must be allowed in a majority of land area where residential uses are permitted**.
  - Existing housing stock shall be accounted for to determine if a municipality is providing its "fair share" of current and reasonably foreseeable regional need for workforce housing.
  - Reasonable restrictions may be imposed for environmental protection, water supply, sanitary disposal, traffic safety, and fire and life safety protection.
- 

## Land Use Board Process

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- As part of the application, the developer must notify the board that a workforce housing development is being proposed.
  - Planning board RSA 676:4 plat review (or other process) proceeds as normal.
  - Upon approval with conditions, the board notifies the applicant of the conditions, who then has at least 30 days to identify the cost impact of the conditions upon the economic viability of the project. The board may then modify its conditions accordingly.
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## Appeals

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- To superior court if application is denied or has conditions that have a substantial adverse effect on the project's viability. Burden is on developer to show how the municipality's actions violated the Workforce Housing statute (*an as-applied test*).
  - Hearing on the merits within 6 months; option to appoint a qualified referee.
  - "Builders Remedy" shall include affordability restrictions on workforce housing units.
- 

## Definitions

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- **Affordable** — no more than 30% of income should be spent on housing (rent + utilities; or mortgage principal and interest, taxes, and insurance).
  - **Multi-family housing** — 5 or more dwelling units.
  - **Reasonable and Realistic Opportunities:**
    - Economically viable workforce housing.
    - Collective impact of land use ordinances and regulations
    - Natural features and market considerations may be beyond the control of the municipality
  - **Workforce Housing** - housing that's "affordable" for:
    - Renter family of 3 making 60% of Area Median Income.
    - Owner family of 4 making 100% of Area Median Income.
    - Does not include age-restricted housing.
    - Does not include developments with less than 50% of the units having less than 2 bedrooms
-

## Effective Date

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*January 1, 2010 \**

*\* Passed the NH House and Senate during the 2009 session, signed into law by the Governor*

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## Planning Board's Approach to Comply with the New State Law

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- *Utilize work done by the Housing Task Force*
  - Revise Zoning Ordinance to remove regulatory impediments:
    - Impact Fees
    - Residential Development Phasing
    - Growth Management Ordinance
    - Correct errors in the R-III District (not related to workforce housing)
  - Add new sections to the Zoning Ordinance:
    - Inclusionary Housing
    - Retention of Housing Affordability
-



## Housing Task Force Approach

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- Chartered by the Town Council in May of 2007, prior to the Legislature developing the new statutes
  - Meetings structured to collect the following information:
    - Definition of affordable housing
    - Demographic and income mix
    - Supply and cost of existing units
    - Barriers to construction of affordable housing
    - Recommendations for the Town to take proactive steps
- 

## Housing Task Force Actions

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- 8 meetings
  - 4 guest speakers:
    - Ben Frost (NH Housing)
    - Paul Morin (Tarkka Homes)
    - Dick Anagnost (Anagnost Companies)
    - Robert Tourigny (Neighborworks of Greater Manchester)
  - 5 report drafts
  - Final Report issued in April 2008
-

## Housing Task Force – Ties to Economic Development

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- Housing is an important component of economic development
  - Recent lessons suggest businesses locate where the workers are
  - Economists estimate that for every 1,000 jobs created, 700 housing units also need to be created. New units may be inside and/or within reasonable commuting distance outside the town
  - Londonderry has potential for 5,000 – 7,000 new jobs in the airport area alone
  - Business leaders have indicated that housing is a key problem faced in recruiting and retaining a qualified workforce
- 

## Housing Task Force – Barriers to Workforce Housing Development

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- Land, road construction, materials and engineering costs necessitate constructing high end homes to recoup profit.
  - Specific issues cited include:
    - Inflexible zoning ordinances
    - Lack of density
    - Resistance to allowing higher densities
    - Community opposition
    - Lengthy project review/permitting timelines
    - Required provision of curbing/sidewalk amenities
    - Required project timing or phasing
    - Growth Management Ordinances (GMOs)
    - Costly off-site improvement requirements
-

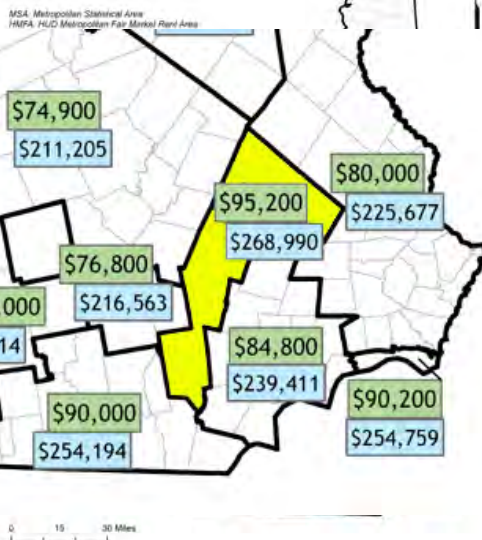


## What London

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  - For the 4.
  - For 60% \$51
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### Median Incomes - New Hampshire

As Defined by the U.S. Department of Housing and Urban Development  
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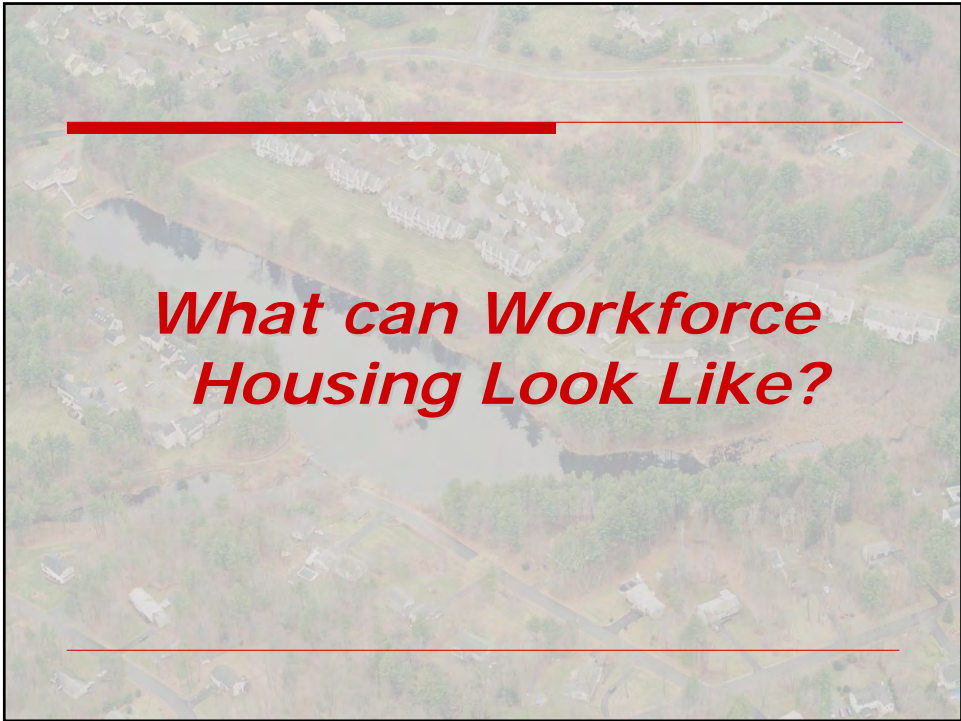
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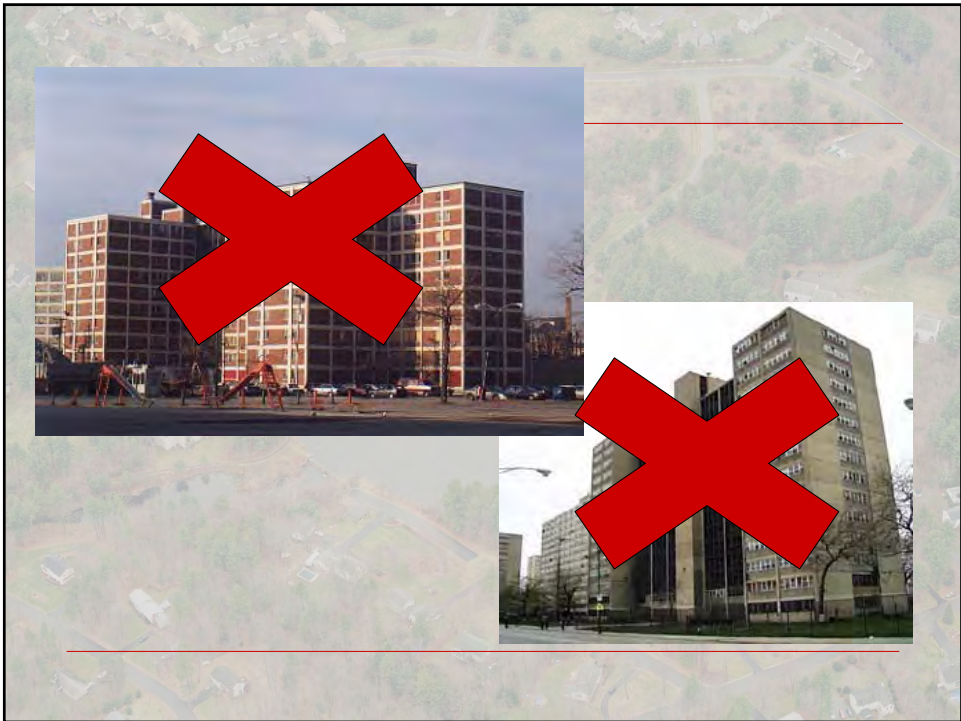
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## Sample 100 Acre Parcel – School Aged Children Estimates

- Conventional Subdivision (100 % 4-bed)
    - 53 U
    - 36 K
    - 51 t
  - Conser
    - 61 U
    - 36 K
    - 52 t
  - Inclusi
    - 67 U
    - 40 K
    - 57 t
  - Inclusi
    - 530
    - 114
    - 152 total school aged children
- | Type of Structure              | Public School Multiplier | % 3-bed  |
|--------------------------------|--------------------------|----------|
| Single Detached - 2 BR         | 0.522                    |          |
| Single Detached - 3 BR         | 0.746                    |          |
| Single Detached - 4+ BR        | 0.967                    | % 3-bed) |
| Townhouse - 2 BR               | 0.333                    |          |
| Townhouse - 3 BR               | 0.354                    |          |
| Duplex/Condex - 2 BR           | 0.475                    |          |
| Duplex/Condex - 3 BR           | 0.59                     |          |
| Multifamily 3+ unit bldg - All | 0.287                    |          |
| Manufactured Hsg - All BR      | 0.331                    |          |



*What can Workforce Housing Look Like?*





## **Osprey Landing, Portsmouth**

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## **Exeter Farms, Exeter**

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## The Parsonage, Rye, NH



## The Vineyards, Concord, NH





## **Parkhurst Place, Amherst, NH**



## **Watson Woods, Exeter, NH**



## **Bellamy Mills, Dover, NH**

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## **Planning Board's Approach to Comply with the New State Law**

---

- Utilize work done by the Housing Task Force
  - *Revise Zoning Ordinance to remove regulatory impediments:*
    - *Impact Fees*
    - *Residential Development Phasing*
    - *Growth Management Ordinance*
    - *Correct errors in the R-III District (not related to workforce housing)*
  - Add new sections to the Zoning Ordinance:
    - Inclusionary Housing
    - Retention of Housing Affordability
-



## Summary of Proposed Changes to Existing Impact Fee Section:

- Amend Section 1.2 (Impact Fees) as follows:
  - Amend Section 1.2.3.1 to include reference to 2004 Master Plan
  - Amend Section 1.2.3.6 to properly reference impact fee methodologies
  - Amend Section 1.2.5.4 to update waiver of impact fees section to reflect terminology of new State Statutes.

## Impact Fees – Proposed Revisions

- “Housekeeping” items
  - Add reference to 2004 Master Plan in Section 1.2.3.1
  - Revise Section 1.2.3.6 to point to the updated methodologies
- Revise Section 1.2.5.4 as follows:

1.2.5.4 A person undertaking new development for residential use in which all or a portion of its occupancy will ~~meet the requirements of “workforce housing” as defined by RSA 674:58~~, and where it can be shown to the satisfaction of the Planning Board that such ~~“workforce housing”~~ will be maintained with appropriate restrictions for a period of at least twenty (20) years, may apply for a waiver of impact fees for said ~~workforce~~ units.

~~Deleted:~~ be restricted to persons of low and moderate income as defined by the United States Department of Housing and Urban Development (HUD)

~~Deleted:~~ low and moderate income

~~Deleted:~~ restricted

## Summary of Proposed Changes to Existing Phasing Section:

- Amend Section 1.3 (Residential Development Phasing) as follows:
  - Amend Section 1.3.3.1 to correct reference to Conservation Subdivisions section.
  - Insert new Section 1.3.3.3 to include phasing requirements for multi-family workforce housing developments.
  - Insert new Section 1.3.3.4 to include phasing requirements for single family workforce housing developments.
  - Insert new Section 1.3.3.5 to include phasing requirements for conversions of approved elderly housing developments into workforce housing developments.
  - Renumber remaining subsections of Section 1.3.3 accordingly.

## Residential Development Phasing

### 1.3.3 Phasing of Developments

A phasing plan shall be submitted for Planning Board approval for all residential developments of more than fifteen (15) lots or dwelling units (unless exempted under §1.3.4), and at the applicant's option may be submitted for smaller developments. Such plans shall comply with the following phasing requirements:

- 1.3.3.1 For development proposed under the provisions of Section 3.3 ~~Conservation~~ Deleted: Planned Residential Development
- 1.3.3.2 For development located in the R-III district: Two (2) multi-family buildings, the total number of dwelling units not to exceed forty eight (48) per year from the date of final approval;
- 1.3.3.3 For multi-family development meeting the definition of "workforce housing" as defined by RSA 674:58, and approved by the Planning Board per the procedures outlined in RSA 674:60: Two (2) multi-family buildings, the total number of dwelling units not to exceed seventy two (72) per year from the date of final approval; Formatted: Bullets and Numbering
- 1.3.3.4 For single family development approved under the requirements of "Inclusionary Housing (Section 2.3.3): twenty five (25) dwelling units per year from the date of final approval;
- 1.3.3.5 For conversions of previously approved Elderly Housing developments to "workforce housing" as defined by RSA 674:58, and approved by the Planning Board per the procedures outlined in RSA 674:60: The Phasing shall be one of the following: Formatted: Heading 4
  - 1.3.3.5.1 If the project was approved in Phases as part of the Elderly Housing site plan, the phasing shall be consistent with the approved phasing plan approved by the Planning Board for the Elderly Housing site plan. Each phase in such situation shall mean the number of dwelling units permitted in each year subsequent to final approval of the conversion by the Planning Board. Formatted: Heading 5
  - 1.3.3.5.2 If the Project was not subject to phasing as part of the approval for Elderly Housing, the appropriate requirements of either Section 1.3.3.3 of 1.3.3.4 shall apply.
- 1.3.3.6 For other residential development proposed to be serviced with public water and public sewerage, and proposing no dwelling structures within 200 feet of a street other than one created by that development: twenty (20) dwelling units per year from the date of final approval; Formatted: Bullets and Numbering
- 1.3.3.7 For all other residential developments: fifteen (15) dwelling units per year from the date of final approval.



## Summary of Proposed Changes to Existing GMO Section:

- Amend Section 1.4 (Growth Management) as follows:
  - Amend Section 1.4.7.2.1 to correct reference to Conservation Subdivisions section.
  - Amend Section 1.4.7.2.6 to revise language related to single family workforce housing.
  - Add new Section 1.4.7.2.7 to include language related to multi-family workforce housing.
  - Renumber remaining subsections to Section 1.4.7.2 accordingly.
  - Amend Section 1.4.9 to revise the Sunset date of the GMO to January 1, 2015.

1.4.7.2	For purposes of determining priority in the system of permit allocation, development shall be assigned points or point debits according to the following:	
1.4.7.2.1	For development authorized under either Section 3.3 <del>Conservation Subdivisions</del> or Section 2.3.2 Multi-Family Residential: one (1) point;	Deleted: Planned Residential Development
1.4.7.2.2	For development proposed to be serviced with Town sewerage, and proposing no dwelling structures within 200 feet of a street other than one created by that development: one (1) point;	
1.4.7.2.3	For development proposing no construction within lands Mapped as recommended open space by the Open Space Task Force and also not assessed under RSA 79-A Current Use Taxation at any time within the preceding three years: one (1) point;	
1.4.7.2.4	For development documented to increase traffic at build-out by no more than 10% on any existing street: one (1) point;	
1.4.7.2.5	For Elderly Housing (age 55 and older) as defined in Section 4.7 Definitions, provided that the owner of record shall enter an agreement, to be filed in the Rockingham County Registry of Deeds, certifying that the project will be utilized and restricted to 100 % elderly occupants as such for a period of no less than twenty years. One (1) point;	
1.4.7.2.6	For <del>single family or duplex inclusionary housing</del> developments in which at least 25% of the dwelling units proposed will be "workforce housing", as defined by RSA 674:58, and approved by the Planning Board per the procedures outlined in RSA 674:60: <del>two (2) points</del> ;	Deleted: affordable Deleted: : Deleted: one
1.4.7.2.7	For multi-family developments in which the dwelling units proposed will be "workforce housing" as defined by RSA 674:58, and approved by the Planning Board per the procedures outlined in RSA 674:60: one (1) point;	Deleted: 1
1.4.7.2.8	For development within a sub area of the Town determined by the Planning Board to have a localized facility capacity shortfall: a two (2) point debit if further growth would seriously inconvenience or disadvantage others already in the neighborhood, such as through school overcrowding; or a one (1) point debit if further growth would constitute a demonstrated threat to health (such as incapacity of waste management facilities) or safety (such as a severe road hazard), provided in such cases that actions have been committed by the Town to address the capacity shortfall.	Deleted: For these purposes, "affordable" shall mean subject to restrictions limiting sale or lease to households with incomes no higher than 80% of the regional median at rates affordable to them, under administrative guidelines to be adopted and from time to time amended by the Planning Board
1.4.7.2.9	One point for each year the project has been denied a Building Permit Allocation Certificate.	Formatted: Bullets and Numbering Formatted: Bullets and Numbering

## **Summary of Proposed Changes to Existing R-III Section:**

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- Amend Section 2.3.2 (Multi-Family Residential) as follows:
    - Amend Section 2.3.2.3.2.4 to properly reference Subdivision Regulations.
    - Correct numbering errors for subsections dealing with parking and perimeter buffers.
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## **Planning Board's Approach to Comply with the New State Law**

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- Utilize work done by the Housing Task Force
  - Revise Zoning Ordinance to remove regulatory impediments:
    - Impact Fees
    - Residential Development Phasing
    - Growth Management Ordinance
    - Correct errors in the R-III District (not related to workforce housing)
  - ***Add new sections to the Zoning Ordinance:***
    - ***Inclusionary Housing***
    - ***Retention of Housing Affordability***
-



# Inclusionary Housing

- Create New Section 2.3.3 (Inclusionary Housing) to providing opportunities for, and creating standards for, workforce housing development.
- 2 parts:
  - Single Family, Duplex, Manufactured Housing by Conditional Use Permit
  - Multi-Family by *additional* Conditional Use Permit Criteria
- Facilitate mixed income development and greater housing options
- Blend workforce units in with market rate units
- Provide incentives to spur interest in workforce housing creation

## 2.3.3.6 Single Family & Duplex Workforce Housing Categories and Incentives

2.3.3.6.1 A Site Plan or subdivision plan that will guarantee a designated percentage of units, reserved as workforce housing, may be approved with an increase in the density of the site or a reduction of the minimum site frontage as is set forth in Table 1. The developer shall specify in the application whether the density bonus or the frontage reduction is the option being sought for the development. These bonuses shall not apply to multi-family workforce housing development, which is governed by the provisions of Section 2.3.3.7.

Table 1	Minimum Set Aside	Density Bonus or Frontage Reduction *
Low Income Owner-occupied Housing	10%	20% Density Bonus or 30' Frontage Reduction
Moderate to Low Income Owner-occupied Housing	20%	25% Density Bonus or 40' Frontage Reduction
Moderate Income Owner-occupied Housing	25%	25% Density Bonus or 50' Frontage Reduction

\* At no point shall a frontage reduction reduce a lot's frontage to less than 50' total.

2.3.3.6.2 A site plan or subdivision plan can mix affordable housing types and accumulate density bonuses to a maximum bonus equal to 30 percent where municipal sewer and water are available or in areas without water and sewer service to the maximum density permitted by on-site well and septic standards of the New Hampshire Department of Environmental Services as applied to the site.

2.3.3.6.3 When mixing workforce unit types the designated affordable percentage for each individual workforce housing type may be less than that required in Table 1. The density bonus is then proportioned to the actual percentage of designated workforce units provided, so that if the applicant provides only one-half of the required designation of one type of workforce housing they will receive one-half of the density bonus. The combined total of all workforce housing types must equal a 15 percent designation of affordable units, at a minimum.



	<u>units meeting the definition of "workforce housing" under RSA 674:58.</u>
<u>2.3.3.7.1.1.5</u>	<u>All workforce units must be designed in such a way as to be indistinguishable (architecturally) from any "market rate" units included in the development. Architectural design of any multi-family buildings must be reviewed by the Heritage Commission for their recommendations to the Planning Board.</u>
<u>2.3.3.7.1.1.6</u>	<u>Project must be located on a property of at least 20 acres in size. The Planning Board may consider a project smaller than 20 acres if:</u>
<u>2.3.3.7.1.1.6.1</u>	<u>The project is a conversion of a previously approved or previously constructed multi-family or elderly housing project which meet all of the other conditional use permit criteria from this section; or</u>
<u>2.3.3.7.1.1.6.2</u>	<u>The project proposed would be the conversion of a large single family residential structure into multiple units that is identified as a "historic property" and listed in the Historic Properties Preservation Taskforce Report, on file with the Heritage Commission. Such conversions shall not propose any additional structures on the property and shall be required to place a historic preservation easement on the historic structure. Any conversion of a historic structure shall also meet all of the other conditional use permit criteria from this section.</u>
<u>2.3.3.7.1.1.7</u>	<u>The application demonstrates that project for which the Conditional Use Permit is sought does not impact the general health, safety, and general welfare of the Town, and is otherwise in compliance will all requirements of the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations, as applicable to the proposed project.</u>

## **General Requirements for Inclusionary Housing Units**

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- Workforce units must be compatible in style and appearance with market rate dwellings.
- Documentation required for renters/buyers to ensure they meet income guidelines
- Developer must provide documentation to ensure affordability:
  - Project Cost Estimate including land, development and construction costs; financing, profit, and sales costs; and other cost factors
  - Description of each unit's size, type, estimated cost and other relevant data
  - Documentation of household eligibility
  - All agreements established as part of ordinance requirements

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## General Requirements for Inclusionary Housing Units

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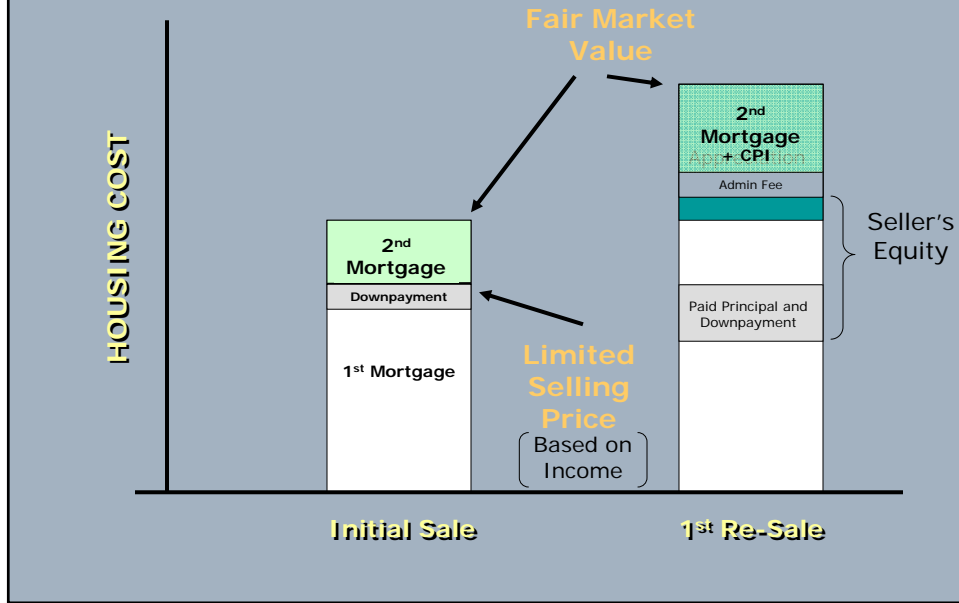
- Binding commitment must be made to keep housing affordable for not less than 20 years (deed restriction, covenants, or contractual agreement)
    - For sale units subject to Retention of Housing Affordability Section
    - For rent units subject to Compliance and Monitoring procedures of Inclusionary Section
      - Annual Reporting to Town for compliance monitoring and enforcement if needed.
- 

## Retention of Housing Affordability

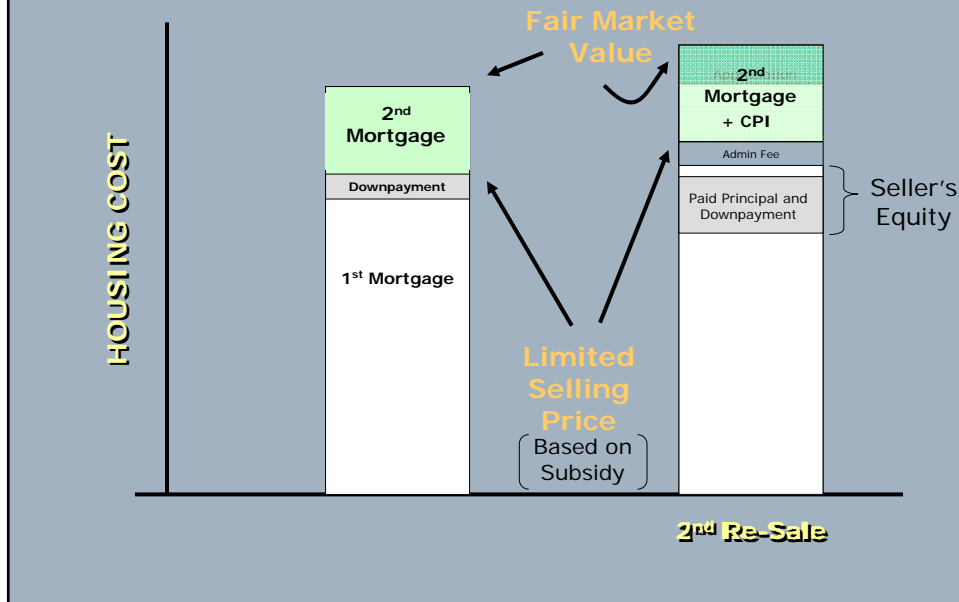
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- Create New Section 2.3.4 (Retention of Housing Affordability) to provide the necessary financial mechanisms to ensure the continued affordability of workforce housing units intended for ownership.
  - Requirement for all projects that create "workforce housing" intended for sale (rental covered in Inclusionary Housing Section)
  - Developed by NHHFA, and language is required if a municipality wants NHHFA to be the monitoring agent for the Town.
  - Spells out in great detail the mechanics of long-term housing affordability
  - ***Next series of slides courtesy Ben Frost, NHHFA***
-

## Sales Under the Subsidy Retention Model



## Sales Under the Subsidy Retention Model



*Example: Year 2000*

Appraised Value of Unit = \$152,400  
 Targeted Sales Price = - \$132,000  
 Initial Subsidy with the Property = **\$20,400**

**Initial 2<sup>nd</sup> Mortgage**

## First Re-sale Target Income (Initial 5 Years)

Beginning of:	2001	2002	2003	2004	2005
Appreciation Rate (prior Year)	13%	17%	13%	10%	3%
Re-Sale Price	\$151,200	\$179,846	\$205,390	\$227,489	\$234,314
Required Income	\$49,459	\$57,054	\$61,891	\$68,600	\$69,937
Buyer's Income Cap (Percent of Median)	<b>86%</b>	<b>97%</b>	<b>94%</b>	<b>101%</b>	<b>103%</b>

- ◆ Subsidy increased by \$2,560 to \$22,960
- ◆ If the income cap exceeds 120%, the lien can be paid off (recaptured) and the funds can be reinvested in another affordable housing project.



## Subsidy-Based Formula

Formula	Notes	Example
Initial Purchase Price (2002)	Affordable to 80% AMI ~ \$45,840	<b>\$140,000</b> (includes \$7,000 downpayment)
Initial Appraised Value (2002)		<b>\$215,000</b>
Initial Municipal Lien (2002)		(\$215,000 - \$140,000) = <b>\$75,000</b>
Current Appraised Value (2007)		<b>\$280,000</b>
Current Municipal Lien (2007)	CPI-Shelter Boston increased 17.04% from 2002 to 2007	\$75,000 + 17.04% = <b>\$88,000</b>
Current Market Price (2007)	Affordable at 93% AMI ~ \$66,000	(\$280,000 - \$88,000) = <b>\$192,000</b>
Administrative Fee to Municipality	2% of Sale Price	\$192,000 x 2% = <b>\$4,000</b>
Seller's Potential Equity	Includes initial 5% downpayment	\$192,000 - \$4,000 - \$140,000 + \$7,000 = <b>\$55,000</b>

## Retention of Housing Affordability

- Minor Changes made following discussion with NHHFA and Town Attorney:
  - Section 2.3.4.2.5 – Removed language relative to preference to local residents/municipal employees (at advice of Town Attorney, equal protection concerns)
  - Section 2.3.4.2.6 – Added in provision for “second highest qualified buyer” if initial buyer fails to finalize purchase.

# Town of Londonderry, New Hampshire

## LEGAL NOTICE OF PUBLIC HEARING ON ZONING ORDINANCE AMENDMENTS

A public hearing will be held at the Moose Hill Council Chambers, 268B Mammoth Road on the 14<sup>th</sup> day of October, 2009, at 7:00 PM on proposed amendments to the Londonderry Zoning Ordinance.

The proposed amendments were prepared by the Planning Division of the Community Development Department and Planning Board to address the implications of the State's new Workforce Housing Statutes, and to clarify numbering errors and the reference to the Subdivision Regulations in the Multi-Family Residential Section of the Ordinance.

The proposed changes are summarized as follows:

- Amend Section 1.2 (Impact Fees) as follows:
  - Amend Section 1.2.3.1 to include reference to 2004 Master Plan
  - Amend Section 1.2.3.6 to properly reference impact fee methodologies
  - Amend Section 1.2.5.4 to update waiver of impact fees section to reflect terminology of new State Statutes.
- Amend Section 1.3 (Residential Development Phasing) as follows:
  - Amend Section 1.3.3.1 to correct reference to Conservation Subdivisions section.
  - Insert new Section 1.3.3.3 to include phasing requirements for multi-family workforce housing developments.
  - Insert new Section 1.3.3.4 to include phasing requirements for single family workforce housing developments.
  - Insert new Section 1.3.3.5 to include phasing requirements for conversions of approved elderly housing developments into workforce housing developments.
  - Renumber remaining subsections of Section 1.3.3 accordingly.
- Amend Section 1.4 (Growth Management) as follows:
  - Amend Section 1.4.7.2.1 to correct reference to Conservation Subdivisions section.
  - Amend Section 1.4.7.2.6 to revise language related to single family workforce housing.
  - Add new Section 1.4.7.2.7 to include language related to multi-family workforce housing.
  - Renumber remaining subsections to Section 1.4.7.2 accordingly.
  - Amend Section 1.4.9 to revise the Sunset date of the GMO to January 1, 2015.
- Amend Section 2.2 (Use Table) to reflect the permitted uses associated with workforce housing.
- Amend Section 2.3.2 (Multi-Family Residential) as follows:
  - Amend Section 2.3.2.3.2.4 to properly reference Subdivision Regulations.
  - Correct numbering errors for subsections dealing with parking and perimeter buffers.
- Create New Section 2.3.3 (Inclusionary Housing) to address the requirements of the new State Statutes and providing opportunities for, and creating standards for, workforce housing development.
- Create New Section 2.3.4 (Retention of Housing Affordability) to provide the necessary financial mechanisms to ensure the continued affordability of workforce housing units intended for ownership to be administered by NH Housing Finance Authority.

Copies of the full text of the proposed amendments are available at the Planning Division, Second Floor of the Town Hall & on the Town Website [www.londonderrynh.org](http://www.londonderrynh.org) (Click on Boards & Commissions, then Planning Board)



Timothy J. Thompson, AICP  
Town Planner

## 1.2 IMPACT FEES

### 1.2.1 Authority

These provisions are established pursuant to New Hampshire RSA 674:21, V.

### 1.2.2 Purpose

These provisions are intended to:

- 1.2.2.1 Assist in the implementation of the 1988 Town of Londonderry Master Plan, especially:
  - 1.2.2.1.1 Recommendation six (6) under the community facilities, which states, "Consider an impact fees program with regards to Londonderry's community facility development," and;
  - 1.2.2.1.2 Recommendation two (2) under transportation, which states, "Seek the participation of private developers in cost sharing for the needed improvements to Town roads and intersections." Recommendation six (6) under the community facilities, and recommendation two (2) under transportation.
- 1.2.2.2 Insure the adequate provision of public facilities necessitated by the growth of the Town of Londonderry.
- 1.2.2.3 Assess an equitable share of the growth-related cost of new and expanded public capital facilities to all types of new development in proportion to the facility demands created by that development.

### 1.2.3 Findings

The Londonderry Planning Board has made the following findings based on extensive consultation with all municipal departments, and a careful study of municipal facility needs.

- 1.2.3.1 The Londonderry Planning Board adopted a Master Plan in January 1988, and updated in 1997 and 2004.
- 1.2.3.2 The Londonderry Planning Board has prepared, and regularly updated, a Capital Improvements Program and Budget as authorized by the Londonderry Town Meeting of March 11, 1988.
- 1.2.3.3 The Master Plan and the Capital Improvement Program demonstrate that significant new growth and development is anticipated in residential and non-residential sectors which will necessitate increased expenditures to provide adequate public facilities.
- 1.2.3.4 The Town of Londonderry is responsible for and committed to the provision of public facilities and services at standards determined to be necessary by the Town to support residential and non-residential growth and development in a manner which protects and promotes the public health, safety and welfare.
- 1.2.3.5 The cost of providing public capital facility capacity to serve new growth will be disproportionately borne by existing taxpayers in the absence of impact fee assessments.
- 1.2.3.6 The calculation methodology for impact fees, as established by Section 1.2.6.1, shall represent a fair and rational method for the allocation of growth-related capital facility costs to new development. Based on this methodology, impact fees will not exceed the costs of:
  - 1.2.3.6.1 Providing additional public capital facilities necessitated by the new developments paying impact fees, or
  - 1.2.3.6.2 Compensating the Town of Londonderry for expenditures made for existing public facilities which were constructed in anticipation of new growth and development.

Deleted: a report by the Planning Board entitled "Impact Fee Analysis: Town of Londonderry,"



- 1.2.3.7 Impact fee payments from new development will enable the Town of Londonderry to provide adequate public facilities to serve new growth, and provide new development with a reasonable benefit in proportion to its contribution to the demand for such facilities.
- 1.2.3.8 The imposition of impact fees is one of the preferred methods of ensuring that development bears a proportionate share of the cost of capital facilities necessitated to accommodate such development. This must be done in order to promote and protect the public health, safety and welfare.

1.2.4 **Definitions**

**Fee Payer** - A person applying for the issuance of a building permit, subdivision or site plan approval, special exception, variance or other local land use decision which would create new development.

**New Development** - Any activity which results in a net increase in the demand for additional public capital facilities, as defined in this ordinance:

1. The creation of new dwelling units, except for the replacement of existing units of the same size and density;
2. A net increase in the gross floor area of any nonresidential building or in the habitable portion of a residential building;
3. The conversion of a legally existing use to another permitted use if such change of use would create a net increase in the demand for additional public capital facilities, as defined by this ordinance.

**Gross Floor Area** - The entire square footage of a building calculated from the dimensional perimeter measurements of the first floor of the building with adjustments to the useable area of the other floors made in a manner consistent with Londonderry property tax assessment procedures. For residential structures, gross floor area shall not include portions of residential structure or accessory structure which is not available for human habitation.

**Public Capital Facilities** - Facilities and equipment owned, maintained or operated by the Town of Londonderry as defined in the Capital Improvement Program and which are listed in the adopted impact fee schedule.

1.2.5 **Imposition of Public Capital Facilities Impact Fee**

- 1.2.5.1 Any person who, after March 9, 1994 seeks approval of new development within the Town of Londonderry, New Hampshire, is hereby required to pay a public capital facilities impact fee in the manner and amount set forth in Section 1.2.6.
- 1.2.5.2 A person may request, from the Planning Board, a full or partial waiver of impact fee payments required in this ordinance. The amount of such waiver shall not exceed the value of the land, facilities construction, or other contributions to be made by that person toward public capital facilities. The value of on-site and off-site improvements which are required by the Planning Board as a result of subdivision or site plan review, and which would have to be completed by the developer, regardless of the impact fee provisions, shall not be considered eligible for waiver or credit under Section 1.2.11 of this Ordinance.
- 1.2.5.3 A person undertaking new development for residential use in which all or a portion of its occupancy will be restricted to persons age fifty five (55) and over, and where it can be shown to the satisfaction of the Planning Board that such restricted occupancy will be maintained for a period of at least twenty (20) years, may apply for a waiver of the school impact fees for the said restricted occupancy units.
- 1.2.5.4 A person undertaking new development for residential use in which all or a portion of its occupancy will ~~meet the requirements of "workforce housing" as defined by RSA 674:58~~, and where it can be shown to the satisfaction of the Planning Board that such ~~"workforce" housing~~ will be maintained with appropriate restrictions for a period of at least twenty (20) years, may apply for a waiver of impact fees for said ~~workforce~~ units.
- 1.2.5.5 No building permit for new development requiring payment of an impact fee pursuant to Section 1.2.6 of this Ordinance shall be issued until the public facilities impact fee has been determined and assessed by the Planning Board or its authorized agent.
- 1.2.5.6 A person undertaking new development for residential use in which all or a portion of its occupancy will be assisted living facilities restricted to persons who are age fifty five (55) and over and/or disabled, may apply for a waiver of Recreation Impact Fees for said restricted units where it can be shown to the satisfaction of the Planning Board that internal private recreation programs will be provided to the occupants by the developer and provisions to that effect will be maintained with appropriate restrictions for a period of at least twenty (20) years.

**Deleted:** be restricted to persons of low and moderate income as defined by the United States Department of Housing and Urban Development (HUD)

**Deleted:** low and moderate income

**Deleted:** restricted

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1.3 RESIDENTIAL DEVELOPMENT PHASING

1.3.1 Authority

Pursuant to the provisions of the New Hampshire RSA 674:21, the Town of Londonderry adopts the following phasing standards for residential development, to be administered by the Planning Board in conjunction with the Londonderry Subdivision Regulations.

1.3.2 Purposes

The purposes of this Section of the Zoning Ordinance are as follows:

- 1.3.2.1 To guide efforts by the Town to monitor, evaluate, plan for and guide residential growth in Londonderry that is consistent with the Town's capacity for planned, orderly, and sensible expansion of its services to accommodate such development without establishing absolute limits on the overall growth rate of the community;
- 1.3.2.2 To provide for the current and future housing need of existing residents and their families;
- 1.3.2.3 To phase in or control the implementation and development of tracts of land and future subdivisions thereon, at a rate which will be compatible with the orderly and gradual expansion of community services, including but not limited to education, fire protection, road maintenance, waste disposal, police protection and recreation; and
- 1.3.2.4 To provide a mechanism to allow for phased development of residential projects to manage the impact on municipal services.

1.3.3 Phasing of Developments

A phasing plan shall be submitted for Planning Board approval for all residential developments of more than fifteen (15) lots or dwelling units (unless exempted under §1.3.4), and at the applicant's option may be submitted for smaller developments. Such plans shall comply with the following phasing requirements:

1.3.3.1 For development proposed under the provisions of Section 3.3 Conservation Subdivisions: twenty five (25) dwelling units per year from the date of final approval;

Deleted: Planned Residential Development

1.3.3.2 For development located in the R-III district: Two (2) multi-family buildings, the total number of dwelling units not to exceed forty eight (48) per year from the date of final approval;

1.3.3.3 For multi-family development meeting the definition of "workforce housing" as defined by RSA 674:58, and approved by the Planning Board per the procedures outlined in RSA 674:60: Two (2) multi-family buildings, the total number of dwelling units not to exceed seventy two (72) per year from the date of final approval;

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1.3.3.4 For single family development approved under the requirements of "Inclusionary Housing (Section 2.3.3): twenty five (25) dwelling units per year from the date of final approval;

1.3.3.5 For conversions of previously approved Elderly Housing developments to "workforce housing" as defined by RSA 674:58, and approved by the Planning Board per the procedures outlined in RSA 674:60: The Phasing shall be one of the following:

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1.3.3.5.1 If the project was approved in Phases as part of the Elderly Housing site plan, the phasing shall be consistent with the approved phasing plan approved by the Planning Board for the Elderly Housing site plan. Each phase in such situation shall mean the number of dwelling units permitted in each year subsequent to final approval of the conversion by the Planning Board.

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1.3.3.5.2 If the Project was not subject to phasing as part of the approval for Elderly Housing, the appropriate requirements of either Section 1.3.3.3 or 1.3.3.4 shall apply.

1.3.3.6 For other residential development proposed to be serviced with public water and public sewerage, and proposing no dwelling structures within 200 feet of a street other than one created by that development: twenty (20) dwelling units per year from the date of final approval;

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1.3.3.7 For all other residential developments: fifteen (15) dwelling units per year from the date of final approval.

#### 1.3.4 Exemptions from Phasing

The Planning Board shall grant exemption to the phasing requirements of Section 1.3.3 under the following condition: The proposed project is for Elderly Housing as defined in Section 4.7. The owner of record shall enter an agreement, to be filed in the Rockingham County Registry of Deeds, certifying that the project will be utilized and restricted to 100% elderly occupants (age 55 and older).

### 1.4 GROWTH MANAGEMENT AND INNOVATIVE LAND USE CONTROL

#### 1.4.1 Authority

The Section is enacted in pursuant to RSA 674:21 and 674:22.

#### 1.4.2 Purposes

The purposes of this Section of the Zoning Ordinance are as follows:

- 1.4.2.1 Promote the development of an economically sound and environmentally stable community which considers and balances regional development needs.
- 1.4.2.2 Guide efforts by the Town to monitor, evaluate, and establish a rate of residential growth in Londonderry that is consistent with the Town's capacity for planned, orderly, and sensible expansion of its services to accommodate such growth.
- 1.4.2.3 Provide a temporary mechanism when municipal services are strained or overloaded to reduce the rate of residential growth to allow the Town time to correct any deficiencies that have developed.
- 1.4.2.4 Protect the health, safety, convenience, and general welfare of the Town's residents.
- 1.4.2.5 This ordinance is grounded upon its correlation with the Master Plan and Capital Improvements Plans of the Town of Londonderry.

#### 1.4.3 Findings - The Town Hereby Finds That:

- 1.4.3.1 Londonderry's developable land resources are still sufficient to support extensive growth. The 1997 Master Plan for the Town of Londonderry indicates there were 5,884 acres of available developable land in 1996.
- 1.4.3.2 Housing demand has been and is projected to be large. The number of housing units in Londonderry increased 47% between 1980 and 1990, and grew another 14.53% from 1990 to 2000. Studies made for the 1997 Master Plan project another 22.98% increase from 2000 to 2010.
- 1.4.3.3 Londonderry population growth reflects housing growth that has been and is projected to be large. Londonderry population increased at an average annual rate of 3.15% over a twenty-year period from 1980-2000. Total population grew 46% between 1980 and 1990, and another 17.5% from 1990 to 2000. Projections of population growth to 2020 indicate average annual growth rates between 2000 and 2020 ranging from a low of 2.07% (Office of State Planning, 1997) to a high of 2.14% (Master Plan, 1997). The rate

of growth is predicted to accelerate based on a study of the Secondary Impacts of the I-93 Widening project prepared by Parsons Brinckerhoff Quade & Douglas, Inc. for the New Hampshire Department of Transportation.

- 1.4.3.4 The Town is straining to meet projected service and facility demands. For example, the 1997 Master Plan projects a continuing 2% per year pupil enrollment growth through 2010. The most recent Capital Improvements program (CIP) includes a new \$12 million School Building Program in fiscal year 2002-2003. The Master Plan projects a 2.4% annual growth in local auto trip generation, certain to demand road improvements. Police and fire facilities, for which improvements are already sought, will be further strained by continuing rapid growth.

#### 1.4.4 **Determining Maximum Sustainable Growth**

Not later than March 1 of each year, the Planning Board shall determine Londonderry's maximum sustainable rate of residential development for the twelve months beginning March 1 of that year. The maximum annual sustainable rate of growth shall be the highest figure that does not exceed a 2.0% increase in Londonderry's housing stock over the preceding calendar year and also does not exceed more than two of the following three measures:

- 1.4.4.1 The average rate of dwelling unit authorizations in Londonderry over the six preceding calendar years;
- 1.4.4.2 A percentage increase in housing units over the preceding calendar year equal to the rate of increase in housing units for that preceding year summed across the six municipalities which abut Londonderry (Auburn, Derry, Hudson, Litchfield, Manchester, and Windham);
- 1.4.4.3 The maximum rate of dwelling unit authorizations whose projected demands can be adequately serviced and provided with facilities at a prudent level of fiscal strain, based upon the following:
  - 1.4.4.3.1 The rate of residential development at which the number of pupils projected by the Londonderry School Board to be enrolled in the Londonderry School System would not in any year exceed the stated capacity of the Londonderry School System in that year, based upon facilities development as contained in the Capital Improvement Program most recently approved by the Planning Board, and/or
  - 1.4.4.3.2 The rate of residential development determined by the Planning Board based upon careful studies and consultation with the agencies involved to be the highest which would not exceed the Town's capacity to service growth with public facilities other than schools, as planned in the six-year Capital Improvement Program most recently approved by the Planning Board, together with facilities anticipated to be provided by developers and others, and/or
  - 1.4.4.3.3 The combined municipal and school appropriations for capital expenditures, including debt service and capital outlay, will on average exceed 15% of the total municipal and school department appropriations combined over the period covered in the current Capital Improvements Program.

#### 1.4.5 **Planning Board Monitoring and Notification**

It shall be the responsibility of the Planning Board to monitor growth in the Town and region, assembling as soon as practicable following the end of the calendar year such information as is necessary for making the determination of whether unsustainable growth conditions exist, and if they do, determining the annual rate of development which, at maximum, could be sustained. The Planning Board shall also monitor the progress of the Town and School District in providing services and facilities on the schedules called for in the Capital Improvement Program.

- 1.4.5.1 Hearing - Prior to making a final determination of the maximum sustainable annual rate of residential development, the Planning Board shall hold a public hearing with ten days notice to seek input from the public.
- 1.4.5.2 Notification - The Planning Board shall notify the Town Council, the Building Inspector, the Town Clerk, and the general public of its determination of the maximum sustainable rate of residential growth by, among other things, posting a notice to that effect in Town Offices. That determination shall apply for a period of one year from the date of notice to the Town Council or, if sooner, until notification of a subsequent determination by the Planning Board under the provisions of Section 1.4.5.

**1.4.6 Limiting the Issuance Of Permits**

The Planning Board's notice of unsustainable growth conditions shall include notice that limitations on the issuance of permits will be required during the period of such conditions, and notice of what the sustainable annual rate of development has been determined to be, and notice of how many building permits for new dwelling units will be allocated during said period.

**1.4.7 Procedures for Permit Limitations**

- 1.4.7.1 Available building permits shall be allocated according to the following procedure. The number of dwelling units that may be authorized shall not exceed the smaller of (a) the number of units allowed to be authorized that calendar year under Section 1.4.4 but not yet authorized in the current calendar year, or (b) the number of dwelling units comprising a 2% increase in Londonderry housing stock at the beginning of the calendar year minus the number of housing units authorized in the eleven months preceding this determination.
  - 1.4.7.1.1 Except as otherwise provided in this Section no building permit may be issued without a permit scoring sheet application (henceforth "application") issued by the Planning Board. For purposes of this section, each proposed dwelling unit in a mobile home, single-family dwelling, two-family dwelling or multifamily dwelling, shall require a separate application sheet.
  - 1.4.7.1.2 From March 1 through March 21, the Planning Board shall, on a form prepared by the Board, review and score each application for allocation of building permits for the period.
  - 1.4.7.1.3 Prior to April 1, applications will be scored according to the following priority system:
    - 1.4.7.1.3.1 First priority shall be given to dwelling units which are exempt from the provisions of Section 1.4 under RSA 674:39 or RSA 676:12.
    - 1.4.7.1.3.2 Second priority shall be given to dwelling units in proposed two-lot subdivisions; provided that no more than 10% of the number of available dwelling unit authorizations may be allocated on this basis, and no more than one per subdivision.
    - 1.4.7.1.3.3 Priority for any remaining dwelling unit authorizations shall be based upon the number of points earned from the point system described in Section 1.4.7.2.
    - 1.4.7.1.3.4 In the event of a tie at the lowest priority or score for which authorizations will be made, the remaining number of unit authorizations shall be divided among all the projects having earned that priority or score. Division shall be in proportion to the number of units each applicant has applied for or, to the extent proportionate permit allocation is impossible, by lottery.

1.4.7.2 For purposes of determining priority in the system of permit allocation, development shall be assigned points or point debits according to the following:

- 1.4.7.2.1 For development authorized under either Section 3.3 Conservation Subdivisions or Section 2.3.2 Multi-Family Residential: one (1) point;
- 1.4.7.2.2 For development proposed to be serviced with Town sewerage, and proposing no dwelling structures within 200 feet of a street other than one created by that development: one (1) point;
- 1.4.7.2.3 For development proposing no construction within lands Mapped as recommended open space by the Open Space Task Force and also not assessed under RSA 79-A Current Use Taxation at any time within the preceding three years: one (1) point;
- 1.4.7.2.4 For development documented to increase traffic at build-out by no more than 10% on any existing street: one (1) point;
- 1.4.7.2.5 For Elderly Housing (age 55 and older) as defined in Section 4.7 Definitions, provided that the owner of record shall enter an agreement, to be filed in the Rockingham County Registry of Deeds, certifying that the project will be utilized and restricted to 100 % elderly occupants as such for a period of no less than twenty years. One (1) point;
- 1.4.7.2.6 For single family or duplex inclusionary housing developments in which at least 25% of the dwelling units proposed will be "workforce housing", as defined by RSA 674:58, and approved by the Planning Board per the procedures outlined in RSA 674:60: two (2) points;
- 1.4.7.2.7 For multi-family developments in which the dwelling units proposed will be "workforce housing", as defined by RSA 674:58, and approved by the Planning Board per the procedures outlined in RSA 674:60: one (1) point;
- 1.4.7.2.8 For development within a sub area of the Town determined by the Planning Board to have a localized facility capacity shortfall: a two (2) point debit if further growth would seriously inconvenience or disadvantage others already in the neighborhood, such as through school overcrowding; or a one (1) point debit if further growth would constitute a demonstrated threat to health (such as incapacity of waste management facilities) or safety (such as a severe road hazard), provided in such cases that actions have been committed by the Town to address the capacity shortfall.
- 1.4.7.2.9 One point for each year the project has been denied a Building Permit Allocation Certificate.

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- 1.4.7.3 If by April 1, the surplus permits have not been issued for the year, a second allocation process using the procedure set forth in §1.4.7.1 and 2 shall take place. The Planning Board shall score applications submitted from May 1 through May 21. All applications shall be completed prior to June 1. If necessary a third allocation process shall be held with applications received from August 1 through August 21 and certificates issued by September first (September 1)
- 1.4.7.4 The owners of the lots scoring enough points to be awarded a building permit for a given period may apply for building permits from the Building Department from April 1 through December 31. Any application scoring enough points to be awarded a building permit that is not applied for by December 31 shall lapse.
- 1.4.7.5 Building permits, which are not used within one year of issuance, shall lapse.
- 1.4.7.6 Lapsed building permits may not be renewed if a notice of unsustainable growth remains in effect. In the case of such a lapsed permit, the number of permits available for the following year shall be increased by one.
- 1.4.7.7 An application earning enough points may be used for a building permit on any lot within the subdivision for which it was awarded but may not be used for lots outside that subdivision.
- 1.4.7.8 Building permits for non-residential construction, or for expansion, alteration, renovation or replacement of existing dwelling units, are not limited by Section 1.4.
- 1.4.7.9 Nothing in Section 1.4 shall be construed to authorize or require issuance of a building permit that is not eligible for issuance under any other provision of law.

1.4.8 **Applicability**

Nothing herein is intended to repeal the former Section XIII (numbered as passed by Article 98-01 by the Town Council), as amended, as it applies to subdivisions and site plans approved subject to the permit limitations of such ordinance. Said ordinance shall continue to apply to such subdivisions and site plans.

1.4.9 **Sunset**

This Ordinance shall expire on January 1, ~~2015~~ unless re-adopted prior to that date

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Londonderry Zoning Ordinance Use Table

Overlay Districts

	AR-1	R-III	C-I	C-II	C-III	C-IV	IND-I	IND-II	AD	POD - 102 <sup>1</sup>	POD - 28 <sup>1</sup>	CO	AH	AZ	FP
<b>RESIDENTIAL AND AGRICULTURAL</b>															
Agriculture	P	P													
Assisted Living Facilities		P	P	P	P					P	P				
Back Lot Development	C											See specific district regs.			
Dwelling, multi-family	C <sup>3</sup>	P, C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>									
Dwelling, single family	P, C <sup>3</sup>	P, C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>	S, C <sup>3</sup>	C <sup>3</sup>									
Dwelling, two-family	P, C <sup>3</sup>	P, C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>	S, C <sup>3</sup>	C <sup>3</sup>									
Elderly Housing	P	P	P	P	P	P				P	P				
Manufactured housing	P, C <sup>3</sup>	P, C <sup>3</sup>													
Mixed use residential						P									
Mobile homes	P														
Nursing Home and accessory uses		P	P	P	P					P	P				
Planned residential development	P														
Preexisting manufactured housing parks	P														
Presite Built Housing	P														
<b>CIVIC USES</b>															
Community center			P	P		C									
Cemetery	P														
Public Facilities	P		P	P		C	P	P	P						
Public Utilities	P	P	P	P			S	S	S						
Recreational Facilities, Public	P			P						P	P				
Religious Facilities	P		P	P	P	P				P	P				
<b>BUSINESS USES</b>															
Aeronautical Facilities									P						
Bed and Breakfast Homestay	P														
Business center development			P	P						P	P				
Day Care Center, Adult						C									
Drive-thru window as an accessory use			P	P											
Drive-in establishments			P	P											
Drive-in theatres				P											

P = Permitted Use

C = Requires Conditional Use Permit

S = Requires Special Exception

Londonderry Zoning Ordinance Use Table

	AR-1	R-III	C-I	C-II	C-III	C-IV	IND-I	IND-II	AD	POD - 102 <sup>1</sup>	POD - 28 <sup>1</sup>	CO	AH	AZ	FP
Financial institution			P	P											
Funeral homes			P	P	P										
Excavation, including Temporary and Permanent Manufacturing Plants as an accessory use.	P		P	P	P		P	P	P						
Group Child Care Center					P	C	S	S		C	C				
Home Occupation	S														
Hotels				P											
Manufacturing, Heavy								P	P						
Manufacturing, Light				P			P	P	P						
Membership club			P	P											
Motels				P											
Motor Vehicle Maintenance, Major Repair and Painting								P	P						
Motor vehicle rental									P						
Motor Vehicle Station, Limited Service				P		C**			P						
Recreation, commercial			P	P						P	P				
Retail sales establishment			P	P		P				P	P				
Professional office			P	P	P	P	P	P	P	P	P				
Repair services			P	P		P	P	P	P	P	P				
Research Laboratory				P			P	P	P						
Restaurant			P	P		C			P	P	P				
Restaurant, fast food			P	P											
Sales of Heavy Equipment or Heavy Trucks as an accessory use							C	C							
School, Private					P					P	P				
Service establishment			P	P			P	P	P	P	P				
Sexually oriented businesses			P	P											
Storage, self serve				P			P	P		C	C				
Terminal, Airplane									P						
Terminal, Trucking								P	P						
Vehicle Sales Establishment				P											
Warehouse				P			P	P	P	C	C				
Wholesale establishment				P			P	P	P						

1 - Any use permitted in the underlying zoning district, which is not a permitted use in the Performance Overlay District is considered a Conditional Use

2 - See section 2.4.1.2.4 for additional dimensional requirements related to fuel dispensers

3 - See Section 2.3.3 for specific requirements (workforce housing)

P = Permitted Use

C = Requires Conditional Use Permit

S = Requires Special Exception

2.3.2 MULTI-FAMILY RESIDENTIAL (R-III)

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2.3.2.3.2.4 Road design - internal roads shall conform to Town standards for roads in new subdivisions as required by the most recent version of the Town's Subdivision Regulations.

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2.3.2.3.2.5 Building separation - single family or two family dwellings shall be at least twenty feet (20') from other dwellings. Multi family dwellings and other buildings shall be at least thirty feet (30') from other dwellings. Up to three (3) buildings may be interconnected by a covered walkway or breeze way for reasons of convenience and shelter from the elements, if such walkway shall not, in the opinion of the Planning Board (after consultation with the fire department) impair access to the buildings by emergency vehicles and equipment.

2.3.2.3.2.6 Dimensional requirements

2.3.2.3.2.6.1 Minimum structure setbacks from the perimeter of the development lot shall be as follows: front - 40 feet; side - 35 feet; rear - 30 feet. If the development lot abuts more than one existing and/or proposed external right-of-way, the building setback will be forty (40') feet from each right-of-way.

2.3.2.3.2.6.2 Maximum building height shall not exceed (50') fifty feet (excluding non-occupied features such as towers, cupolas, etc.)

2.3.2.3.2.6.3 Maximum building footprint coverage as a percentage of the development lot shall not exceed fifty five percent (55%).

2.3.2.3.2.6.4 The development lot shall have a minimum frontage of a state highway or Town maintained road of Class V designation or better of at least one hundred feet (100') in the aggregate, which may consist of two (2) fifty foot (50') rights-of-way serving as access to the development lot.

2.3.2.3.2.7 Parking

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2.3.2.3.2.7.1 A minimum of two (2) parking spaces per dwelling unit shall be provided for single family and two family dwellings. ← --- Formatted: Bullets and Numbering

2.3.2.3.2.7.2 A minimum of two and one-half (2.5) parking spaces per dwelling unit shall be provided for multi-family dwellings. Parking spaces may be located offsite (ie: off the internal legal lot so long as the offsite parking is located within the development lot) and the parking spaces shall be within four hundred feet (400') of the building they are intended to serve.

2.3.2.3.2.7.3 Assisted living and nursing home uses shall require one half (0.5) a parking space per resident unit or bed, plus one per employee.

2.3.2.3.2.7.4 Parking for other uses shall comply with standards applicable to such uses in other districts.

2.3.2.3.2.7.5 Parking areas shall be designated in accordance with requirements for parking areas set forth in Section 3.10 of the Zoning Ordinance (parking).

2.3.2.3.2.8 Perimeter buffer - a perimeter buffer to separate and screen incompatible land uses shall surround the development lot except where streets enter the development lot. The buffer shall include a combination of physical space and vertical elements such as plants, berms, fences or walls, as approved by the Board. The width of the buffer area shall vary according to the abutting zoning district as follows: ← --- Formatted: Bullets and Numbering

2.3.2.3.2.8.1 Agricultural-residential: one hundred feet (100') where directly abutting; fifty feet (50') where highway separates R-III and AR-I district. ← --- Formatted: Bullets and Numbering

2.3.2.3.2.8.2 Commercial or industrial: fifty feet (50') where directly abutting, no buffer where highway separates R-III and a "C" or "I" district.

2.3.2.3.2.8.3 Multi-family residential: no buffer.

**2.3.3 INCLUSIONARY HOUSING**

**2.3.3.1 Purpose:**

The purpose of this Section is to encourage and provide for the development of affordable housing within Londonderry. It is intended to ensure the continued availability of a diverse supply of home ownership and rental opportunities for low to moderate income households. This Section was established in order to meet the goals related to affordable housing provision set forth in the 2004 Master Plan and 2008 Housing Task Force Final Report. Additionally, in implementing this Section Londonderry has considered the region's affordable housing need as defined in the Southern NH Planning Commission Housing Needs Assessment.

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**2.3.3.2 Authority:**

This Section is adopted under the authority of RSA 674:21, and is intended as an "Inclusionary Zoning" provision, as defined in RSA 674:21(l)(k) and 674:21(IV)(a).

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**2.3.3.3 Applicability**

2.3.3.3.1 Development in accordance with the provisions of this Section is permitted by conditional use permit within the following zoning districts as defined in this Zoning Ordinance: AR-I, R-III, and C-IV, as listed in the Permitted Use Table, Section 2.2.

2.3.3.3.1.1 Conversion of previously approved or previously constructed "Elderly Housing" developments to workforce housing are permitted by conditional use permit in the AR-I, R-III, C-I, C-II, C-III, and C-IV districts, as listed in the Permitted Use Table, Section 2.2.

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2.3.3.3.2 Conditional Uses: In the interest of encouraging affordability, single-family, duplex, multi-family, and manufactured housing is permitted with a Conditional Use Permit within an application under this Section in the AR-I, R-III, and C-IV districts.

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2.3.3.3.3 Any person aggrieved by a Planning Board decision that constitutes a denial of a Conditional Use Permit due to noncompliance with one or more of the provisions of this ordinance may appeal that decision to the Superior Court, as provided for in RSA 677:15. A Planning Board decision on the issuance of a Conditional Use Permit cannot be appealed to the Zoning Board of Adjustment (RSA 676:5 III).

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2.3.3.4 Conditional Use Permit Criteria – The Criteria of Section 1.5.2 shall be utilized by the Planning Board in the evaluation of Conditional Use Permits for Inclusionary Housing projects. Additional criteria for multi-family workforce housing development is found in Section 2.3.3.7.

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**2.3.3.5 Definitions Specific to This Section.**

2.3.3.5.1 Workforce Rental Housing – where the rent plus utilities for the dwelling unit does not exceed 30 percent of the allowed individual household income.

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2.3.3.5.2 **Workforce Owner-Occupied Housing** – where the total cost of mortgage principal and interest, mortgage insurance premiums, property taxes, association fees, and homeowner’s insurance does not exceed 30 percent of the maximum allowed income of the purchaser. The calculation of housing costs shall be based on current taxes, a 30-year fixed rate mortgage, a 5 percent down payment, and prevailing mortgage rates within the region.

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2.3.3.5.3 **Area Median Income (AMI)** – is the median income of the greater region, either the HUD Metropolitan or Non-Metropolitan Fair Market Rent Area to which Londonderry belongs, as is established and updated annually by the United States Department of Housing and Urban Development.

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2.3.3.5.4 **Assets** – As defined as “Net Family Assets” by 24 CFR Part 5, Subpart F, and as amended from time to time.

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2.3.3.5.5 **Income** – As defined as “Annual Income” by 24 CFR Part 5, Subpart F, and as amended from time to time.

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2.3.3.5.6 **Low Income** – A household income (as defined herein) that does not exceed 50 percent of the area median income.

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2.3.3.5.7 **Low to Moderate Income** – A household income (as defined herein) that is more than 50 percent and does not exceed 80 percent of the area median income.

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2.3.3.5.8 **Market Rate Housing** – Any unit within a development, whether the unit is to be owner or renter occupied, that is intended to be available for sale or occupancy at the prevailing market value for the area similar to comparable real estate transactions.

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2.3.3.5.9 **Moderate Income** – A household income (as defined herein) that is more than 80 percent and does not exceed 100 percent of the area median income.

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2.3.3.5.10 **Owner-occupied Housing** – Any dwelling unit intended to be conveyed in fee simple, condominium or equity-sharing arrangement such as a community housing land trust and limited equity cooperatives.

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2.3.3.5.11 **Rental Housing** – Any dwelling unit intended for leasehold occupancy.

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2.3.3.6 **Single Family & Duplex Workforce Housing Categories and Incentives**

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2.3.3.6.1 A Site Plan or subdivision plan that will guarantee a designated percentage of units, reserved as workforce housing, may be approved with an increase in the density of the site or a reduction of the minimum site frontage as is set forth in Table 1. The developer shall specify in the application whether the density bonus or the frontage reduction is the option being sought for the development. These bonuses shall not apply to multi-family workforce housing development, which is governed by the provisions of Section 2.3.3.7.

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**Table 1**

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	<b>Minimum Set Aside</b>	<b>Density Bonus or Frontage Reduction *</b>
<b>Low Income Owner-occupied Housing</b>	10%	20% Density Bonus or 30' Frontage Reduction
<b>Moderate to Low Income Owner-occupied Housing</b>	20%	25% Density Bonus or 40' Frontage Reduction
<b>Moderate Income Owner-occupied Housing</b>	25%	25% Density Bonus or 50' Frontage Reduction

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\* At no point shall a frontage reduction reduce a lot's frontage to less than 50' total.

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2.3.3.6.2 A site plan or subdivision plan can mix affordable housing types and accumulate density bonuses to a maximum bonus equal to 30 percent where municipal sewer and water are available or in areas without water and sewer service to the maximum density permitted by on-site well and septic standards of the New Hampshire Department of Environmental Services as applied to the site.

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2.3.3.6.3 When mixing workforce unit types the designated affordable percentage for each individual workforce housing type may be less than that required in Table 1. The density bonus is then proportioned to the actual percentage of designated workforce units provided, so that if the applicant provides only one-half of the required designation of one type of workforce housing they will receive one-half of the density bonus. The combined total of all workforce housing types must equal a 15 percent designation of affordable units, at a minimum.

**2.3.3.7 Standards and Requirements for Multi-Family Workforce Housing**

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2.3.3.7.1 Conditional Use Permit Criteria for Multi-Family Workforce Housing

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2.3.3.7.1.1 In addition to the criteria from Section 2.3.3.4, the following criteria must be met in order for the Planning Board to grant a Conditional Use Permit for multi-family workforce housing:

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2.3.3.7.1.1.1 Granting of the application is in the public interest;

2.3.3.7.1.1.2 The property in question is reasonably suited for the use requested, and the design of the site represents to the extent practicable preservation of natural resources, open space, and does not create a hazard to surface or underground water resources.

2.3.3.7.1.1.3 The project shall be serviced by municipal sewer and either water service from Manchester Water Works, Derry Municipal Water, or Pennichuck Water and be consistent with the Town's Sewer Facilities Master Plan.

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2.3.3.7.1.1.4 The project is designed to meet the requirements of RSA 674:59, and provides a minimum of 75% of the

units meeting the definition of “workforce housing” under RSA 674:58.

2.3.3.7.1.1.5 All workforce units must be designed in such a way as to be indistinguishable (architecturally) from any “market rate” units included in the development. Architectural design of any multi-family buildings must be reviewed by the Heritage Commission for their recommendations to the Planning Board.

2.3.3.7.1.1.6 Project must be located on a property of at least 20 acres in size. The Planning Board may consider a project smaller than 20 acres if:

2.3.3.7.1.1.6.1 The project is a conversion of a previously approved or previously constructed multi-family or elderly housing project which meet all of the other conditional use permit criteria from this section; or

2.3.3.7.1.1.6.2 The project proposed would be the conversion of a large single family residential structure into multiple units that is identified as a “historic property” and listed in the Historic Properties Preservation Taskforce Report, on file with the Heritage Commission. Such conversions shall not propose any additional structures on the property and shall be required to place a historic preservation easement on the historic structure. Any conversion of a historic structure shall also meet all of the other conditional use permit criteria from this section.

2.3.3.7.1.1.7 The application demonstrates that project for which the Conditional Use Permit is sought does not impact the general health, safety, and general welfare of the Town, and is otherwise in compliance will all requirements of the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations, as applicable to the proposed project.

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## 2.3.3.7.2 Development Plan

2.3.3.7.2.1 The applicant shall prepare and submit to the Planning Board for approval of a development plan of the tract proposed for development (“development lot”), which locates the proposed types of residential development, utilities, access roads and streets. (“development plan”)

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2.3.3.7.2.1.1 The development plan shall include general, conceptual site and architectural plans sufficiently detailed to show the intended land uses, structures, improvements, and other features necessary to demonstrate compliance with this Section and other applicable provisions of the Zoning Ordinance.

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2.3.3.7.2.1.2 The applicant may elect to develop the development lot in phases.

2.3.3.7.2.1.3 Final approval of development of any portion of the development lot shall require site plan approval according to the Site Plan Regulations of the Planning Board.

2.3.3.7.2.1.4 Once development of any portion of the development lot begins, no portion of the development lot may

thereafter be developed or used except in conformity with the approved development plan, or an amended development plan approved by the Board.

2.3.3.7.2.2 The development lot may, but need not, be divided into two or more smaller legal separate lots of record ("internal legal lots"), which shall require subdivision approval by the Planning Board. ← --- Formatted: Bullets and Numbering

2.3.3.7.2.3 The density, design and dimensional requirements of Section 2.3.3.7.3 shall be applied to the development lot and not the internal legal lots. ← --- Formatted: Bullets and Numbering

2.3.3.7.2.4 The internal legal lots, if any, shall be subject to the density, design and dimensional requirements of Section 2.3.3.7.4. ← --- Formatted: Bullets and Numbering

2.3.3.7.2.5 The applicant shall be permitted to allocate permitted density among the internal legal lots in any manner so long as the sum total of development for all internal legal lots does not exceed the permitted density for the development lot. ← --- Formatted: Bullets and Numbering

2.3.3.7.3 Density, Design and Dimensional Standard for Development Lot ← --- Formatted: Bullets and Numbering

2.3.3.7.3.1 Permitted density - the maximum permitted number of dwelling units ("permitted density") allowed in the development lot shall be as follows: ← --- Formatted: Bullets and Numbering

2.3.3.7.3.1.1 The maximum number of dwelling units permitted on the development lot shall 10 units per acre. ← --- Formatted: Bullets and Numbering

2.3.3.7.3.1.2 The maximum number of dwelling units per multi-family building in an inclusionary development shall be thirty-six (36).

2.3.3.7.3.1.3 At least 51% of dwelling units on a development lot in an inclusionary development must contain at least 2 bedrooms.

2.3.3.7.3.2 Screening, Landscaping and Glare - the development plan and the internal legal lots shall be designed to screen parking lots from streets by building location, grading or screening and to minimize glare on adjoining properties. Glare from any use of land, including site illumination, shall not exceed 0.2 foot candles, measured at ground level, at or beyond the perimeter of the development lot. Lighting fixtures shall be designed for downward casting of light. Major topographic changes or removal of existing trees shall be avoided wherever possible, and water, wetlands and other scenic views shall be preserved wherever possible. ← --- Formatted: Bullets and Numbering

2.3.3.7.3.3 Open space - no less than the area calculated below shall be retained as unoccupied space free of all buildings, parking and pavement, including street access, drives and walks paved with impervious materials, (but such unoccupied open space may include so-called nature walk areas and the like and other recreational uses approved by the Planning Board.) Open space shall be owned by undivided interests appurtenant to lot ownership. Such open space shall either be maintained in its natural state (except for the walking paths or other uses approved by the Planning Board) or shall ← --- Formatted: Bullets and Numbering

have appropriate landscaping of grass, shrubbery, trees, flowers, or suitable ground cover indigenous to the area.

2.3.3.7.3.3.1 Total open space shall not be less than forty percent (40%) of the total development lot area

2.3.3.7.3.3.2 Open space shall exclude the area within fifteen feet (15') of each building around its entire perimeter.

2.3.3.7.3.3.3 Usable open space shall not be less than ten percent (10%) of the total development lot area. "usable open space" shall not include "unusable land" which is defined as wetlands, excessive slopes (greater than 25%) and land subject to existing utility and drainage easements.

2.3.3.7.3.4 Road design - internal roads shall conform to Town standards for roads in new subdivisions as required by the most recent version of the Town's Subdivision Regulations.

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2.3.3.7.3.5 Building separation - single family or two family dwellings shall be at least twenty feet (20') from other dwellings. Multi family dwellings and other buildings shall be at least thirty feet (30') from other dwellings. Up to three (3) buildings may be interconnected by a covered walkway or breeze way for reasons of convenience and shelter from the elements. if such walkway shall not, in the opinion of the Planning Board (after consultation with the fire department) impair access to the buildings by emergency vehicles and equipment.

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2.3.3.7.3.6 Dimensional requirements

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2.3.3.7.3.6.1 Minimum structure setbacks from the perimeter of the development lot shall be as follows: front - 40 feet; side - 35 feet; rear - 30 feet. If the development lot abuts more than one existing and/or proposed external right-of-way, the building setback will be forty (40') feet from each right-of-way.

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2.3.3.7.3.6.2 The maximum building height shall be flexible, based on recommendations from the Senior Building Official and the Fire Marshall, but no residential structure shall be greater than 4 stories.

2.3.3.7.3.6.3 The development lot shall have a minimum frontage of a state highway or Town maintained road of Class V designation or better of at least one hundred feet (100') in the aggregate, which may consist of two (2) fifty foot (50') rights-of-way serving as access to the development lot.

2.3.3.7.3.7 Parking

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2.3.3.7.3.7.1 A minimum of 1.75 parking spaces per dwelling unit shall be provided for all dwelling units in an inclusionary multi-family development. Parking spaces may be located offsite (ie: off the internal legal lot as long as the offsite parking is located within the development lot)

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and the parking spaces shall be within four hundred feet (400') of the building they are intended to serve.

2.3.3.7.3.7.2 Parking areas shall be designated in accordance with requirements for parking areas set forth in Section 3.10 of the Zoning Ordinance (parking).

2.3.3.7.3.8 Perimeter buffer - a perimeter buffer to separate and screen incompatible land uses shall surround the development lot except where streets enter the development lot. The buffer shall include a combination of physical space and vertical elements such as plants, berms, fences or walls, as approved by the Board. The width of the buffer area shall vary according to the abutting zoning district as follows:

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2.3.3.7.3.8.1 Agricultural-Residential, Commercial, or Industrial: fifty feet (50') where directly abutting, no buffer where highway separates the development lot and a "C" or "I" district.

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2.3.3.7.3.8.2 R-III: no buffer.

2.3.3.7.4 Additional dimensional standards for internal lots:

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2.3.3.7.4.1 Single and two-family dwelling lots:

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2.3.3.7.4.1.1 Minimum lot area 5,000 SF/Unit

2.3.3.7.4.1.2 Minimum lot width 50 ft/unit

2.3.3.7.4.1.3 Minimum setbacks

front - 25 feet

side - see note below

rear - 20 feet

Note: side setbacks may be reduced to any dimension as long as distance between buildings on contiguous lots is greater than twenty feet (20').

2.3.3.7.4.2 Multi family dwelling lots

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2.3.3.7.4.2.1 Minimum lot area 7,000 SF/unit

2.3.3.7.4.2.2 Minimum lot width No minimum width will applicable to Multi-family Internal lots. Lot width shall be sufficient to ensure proper building placement, parking and traffic circulation.

2.3.3.7.4.2.3 Minimum setbacks

front - 40 feet

side - 15 feet

rear - 30 feet

2.3.3.7.5 Dimensional Relief by Conditional Use Permit for Multi-Family Workforce Housing

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2.3.3.7.5.1 The Planning Board may through the granting of a Conditional Use Permit adjust standards of any dimensional requirement for multi-family workforce housing (including but not limited to: setback, density, green space, frontage, or parking) for projects that are truly supportive of the purpose and

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objectives of the Inclusionary Housing section as noted above, and where such adjustments would allow the developer to more fully meet these goals and objectives.

2.3.3.7.5.2      The conditional use permit shall clearly set forth all conditions of approval and shall clearly list all plans, drawings and other submittals that are part of the approval. Everything shown or otherwise indicated on a plan or submittal that is listed on the conditional use permit shall be considered to be a condition of approval. Construction shall not deviate from the stated conditions without approval of the modification by the Planning Board.      ← --- Formatted: Bullets and Numbering

2.3.3.7.5.3      Application Procedure - Applications for conditional use permits (CUP) for dimensional relief for multi-family workforce housing shall be made in accordance with the following procedures:      ← --- Formatted: Bullets and Numbering

2.3.3.7.5.3.1      It is recommended that all projects requiring a CUP conduct a preliminary meeting with staff prior to review by the Design Review Committee and the Town's Review Consultant. The purpose of the preliminary meetings shall be to provide guidance on the design of the proposed plan.      ← --- Formatted: Bullets and Numbering

2.3.3.7.5.3.2      The applicant will then develop the proposed plan to a point at which the plan is eligible for design review.

2.3.3.7.5.3.3      The application will then begin Pre-Application Design review, followed by the Conditional Use Permit Review outlined in this section, and in accordance with the other applicable procedures adopted by the Planning Board.

2.3.3.7.5.3.4      Unless otherwise addressed in this ordinance, all applications shall meet those requirements set forth in the relevant sections of the Subdivision & Site Plan Regulations of the Town of Londonderry.

2.3.3.7.5.4      Approval of Applications Requiring a Conditional Use Permit - Prior to issuance of a building permit, the applicant shall acquire a conditional use permit as well as any other necessary Planning Board approval. A conditional use permit shall be issued only if the development complies with all of the requirements of Section 2.3.3.7.5.5. The Planning Board may also condition its approval on additional, reasonable conditions necessary to accomplish the objectives of this section or of the 2004 Master Plan, Zoning Ordinance, the 2008 Housing Taskforce Final Report, or any other federal, state, town resolution, regulation, or law.      ← --- Formatted: Bullets and Numbering

2.3.3.7.5.5      The following criteria must be satisfied in order for the Planning Board to grant a conditional use permit for dimensional relief in a multi-family workforce housing development. The applicant shall demonstrate that:      ← --- Formatted: Bullets and Numbering

2.3.3.7.5.5.1      The proposed use is consistent with the Purpose of the Inclusionary Housing Section, Section 2.3.3.1;      ← --- Formatted: Bullets and Numbering

2.3.3.7.5.5.2      Granting of the application is in the public interest;

2.3.3.7.5.5.3      The property in question is reasonably suited for the use requested, and the design of the site represents to

the extent practicable preservation of natural resources, open space, and does not create a hazard to surface or underground water resources.

2.3.3.7.5.5.4 The applicant has demonstrated that the alternative design for which the Conditional Use Permit is sought better achieves the Objectives and Characteristics of the district, while not diminishing surrounding property values or the ability of nearby parcels to develop in accordance with the Objectives and Characteristics of the district; and

2.3.3.7.5.5.5 The application demonstrates that the alternative design for which the Conditional Use Permit is sought does not impact the general health, safety, and general welfare of the Town, and is otherwise in compliance with all requirements of the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations, as applicable to the proposed project.

2.3.3.8 **General Requirements of Workforce Units**

2.3.3.8.1 The dwellings qualifying as workforce housing shall be compatible in architectural style and appearance with the market rate dwellings in the proposed development. The workforce units should be interspersed throughout the overall development.

2.3.3.8.2 To ensure that the application is completed as permitted, the dwellings qualifying as workforce housing shall be made available for occupancy on approximately the same schedule as a project's market units, except that the certificates of occupancy for the last 10 percent of the market rate units shall be withheld until certificates of occupancy have been issued for all the workforce housing units. A schedule setting forth the phasing of the total number of units in a project under this Section, along with a schedule setting forth the phasing of the required workforce housing units shall be established prior to the issuance of a building permit for any development subject to the provisions of this Section.

2.3.3.8.3 To ensure that only eligible households purchase/rent the designated workforce housing units, the purchaser/renter of an workforce unit must submit copies of their last three years' federal income tax returns and written certification verifying their annual income level, combined with household assets, does not exceed the maximum level as established by this ordinance in sections 2.3.3.4 and 2.3.3.5.1 of this Section. The tax returns and written certification of income and assets must be submitted to the developer of the housing units, or the developer's agent, prior to the transfer of title. A copy of the tax return and written certification of income and assets must be submitted to all parties charged with administering and monitoring this ordinance, as set forth in sections 2.3.4.9 through 2.3.4.9.4 of this Section, within 30 days following the transfer of title.

2.3.3.8.4 All applicants under this section must submit the following data to ensure project affordability:

2.3.3.8.4.1 Calculation of the number of units provided under this Section and how it relates to its provisions.

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2.3.3.8.4.2 Project Cost Estimate including land, development and construction costs; financing, profit, and sales costs; and other cost factors. ← Formatted: Bullets and Numbering

2.3.3.8.4.3 Description of each unit's size, type, estimated cost and other relevant data. ← Formatted: Bullets and Numbering

2.3.3.8.4.4 Documentation of household eligibility as required in section 2.3.3.6.3 of this Section. ← Formatted: Bullets and Numbering

2.3.3.8.4.5 All agreements established as part of sections 2.3.3.6.7 through 2.3.3.6.7.2 ← Formatted: Bullets and Numbering

2.3.3.8.4.6 List of required variances, conditional use permits, and special exceptions including justification of their necessity and effectiveness in contributing to affordability of this Section. ← Formatted: Bullets and Numbering

2.3.3.9 **Assurance of Continued Affordability** ← Formatted: Font: Bold  
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In order to qualify as workforce housing under this Section, the developer must make a binding commitment that the workforce housing units will remain affordable for a period of 20 years. This shall be enforced through a deed restriction; restrictive covenant; or a contractual arrangement through a local, state or federal housing authority or other housing trust or agency. For the 20-year term, the deed restriction, restrictive covenant, or contractual arrangement established to meet this criterion must make the following continued affordability commitments:

2.3.3.9.1 Workforce housing units offered for sale shall comply with **Section 2.3.4. Retention of Housing Affordability.** ← Formatted: Heading 5  
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2.3.3.9.2 Workforce housing rental units shall limit annual rent increases to the percentage increase in the area median income, except to the extent that further increases are made necessary by hardship or other unusual conditions. ← Formatted: Font: Bold  
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2.3.3.9.3 Deed restrictions, restrictive covenants, or contractual arrangements related to dwelling units established under this Section must be documented on all plans filed with the Planning Board and the Rockingham County Registry of Deeds. ← Formatted: Bullets and Numbering

2.3.3.10 **Administration, Compliance and Monitoring** ← Formatted: H5  
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2.3.3.10.1 This Section shall be administered by the Planning Board. Applications for the provisions provided under this Section shall be made to the planning board and shall be part of the submission of an application for site plan or subdivision plan approval. ← Formatted: Bullets and Numbering  
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2.3.3.10.2 No certificate of occupancy shall be issued for an workforce housing unit without written confirmation of the income eligibility of the tenant or buyer of the workforce housing unit and confirmation of the rent or price of the workforce housing unit as documented by an executed lease or purchase and sale agreement. ← Formatted: Bullets and Numbering

2.3.3.10.3 On-going responsibility for monitoring the compliance with resale and rental restrictions on workforce units shall be the responsibility of the Community Development Department or their designee.

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2.3.3.10.4 The owner of a project containing workforce units for rent shall prepare an annual report, due on December 31 each year, certifying that the gross rents of workforce units and the household income of tenants of workforce units have been maintained in accordance this Section. Such reports shall be submitted to the Community Development Department or their designee and shall list the contract rent and occupant household incomes of all workforce housing units for the calendar year.

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**2.3.4 Retention of Housing Affordability**

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**2.3.4.1 Authority and Purpose**

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2.3.4.1.1 Authority: This ordinance is adopted as an "innovative land use control" pursuant to RSA 674:21.

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2.3.4.1.2 Purpose: The purpose of this ordinance is to provide a means by which Londonderry may promote the long-term affordability of housing units (intended for ownership and not rental or lease) built as part of a development approved by the Planning Board under the terms of the Londonderry's Inclusionary Housing provisions. It is intended to ensure that the units remain affordable to households of low- and moderate-income, while also facilitating homeowners' capacity to benefit from property value appreciation. It creates a lien interest in the property held by the Town, enforceable by the Town as a mortgage.

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**2.3.4.2 General Provisions**

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**2.3.4.2.1 Definitions. For purposes of this section:**

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2.3.4.2.1.1 "Affordable (or "Workforce") Housing Unit" means a residential dwelling unit intended to be affordable to persons of low or moderate incomes, which an applicant agrees to produce as a condition of approval of an "inclusionary" housing development as described in Section 2.3.3 of this Ordinance. More particularly an "Affordable Housing Unit" means the following, as determined by the Planning Board at the time a particular development is granted approval by the Board: A unit of housing which – in addition to any other specific conditions of approval imposed by the Planning Board at the time of approval – is required to be administered in accord with the general provisions as set forth herein; which is subject to the procedures set forth in Section 2.3.4.3 below at the time of its initial conveyance; and which is conveyed subject to a contingent subsidy lien and covenants in favor of the Municipality, as set forth in 2.3.4.4 below.

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2.3.4.2.1.2 The "Developer" means the person or entity which applies for and receives Planning Board approval for an "inclusionary" housing project as set forth in Section 2.3.3 of this Ordinance, any person or entity to which rights to construct such a project under such an approval have been conveyed, or any person or party acting as contractor or agent for such a party, or who

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otherwise performs acts in furtherance of constructing or implementing the approval, or fulfilling any conditions thereof.

- 2.3.4.2.1.3    "Housing Cost" means the estimated monthly cost to an Owner of an Affordable Housing Unit, including mortgage principal and interest, property taxes (municipal, school, county, and state), homeowner's insurance, mortgage insurance, and any applicable homeowner's association fees. Interest calculations shall be based upon the prevailing market interest rate at the time of conveyance for a 30-year fixed-rate conventional mortgage. Schedules used to determine Housing Cost may be adopted and revised as needed by the Planning Board.

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- 2.3.4.2.1.4    The "Municipality" means the Town of Londonderry; provided that, however, and except where responsibilities are specifically assigned herein or where statute creates a non-delegable responsibility, the tasks and functions required herein to be performed by the Municipality shall be performed by the Town Council or its designee, or may be delegated in whole or in part by vote of the Town Council to a third-party designee such as a nonprofit organization or quasi-governmental agency, subject to the supervision of the Town Council or its designee.

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- 2.3.4.2.1.5    The "Owner" shall mean the person(s) who initially separately purchases and occupies the completed Affordable Housing Unit, under the procedures set forth in Section 2.3.4.3 below, as well as any person(s) who subsequently purchases the unit under the procedures required under Section 2.3.4.4 below.

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- 2.3.4.2.1.6    The "Fair Market Value" of the Affordable Housing Unit, at the time of the initial or any subsequent conveyance shall be the price which such unit would command at that time in an arm's-length transaction on the open market if the unit were not subject to any of the restrictions of this Section, and the Owner were to purchase the property in fee simple absolute.

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- 2.3.4.2.1.7    "First Mortgage" means a recorded mortgage which is senior to any other mortgages or liens against the Affordable Housing Unit (other than the lien for real estate taxes and homeowner assessments, if any), and which is used to secure a loan to an eligible buyer to purchase the unit.

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- 2.3.4.2.1.8    "Qualified Purchaser" means a purchaser who has been certified by the Municipality as meeting income standards to purchase an Affordable Housing Unit. It also includes a non-profit organization, the primary purpose of which is to provide or to facilitate the acquisition of housing that is affordable to low- and moderate-income households.

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- 2.3.4.2.1.9    "Area Median Income" means Area Median Income ("AMI") for a family of four as established and updated periodically by the U.S. Dept. of Housing and Urban Development for the Fair Market Rent Area where the Municipality is located.

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- 2.3.4.2.2    The Planning Board shall, as a condition of approval, make an initial determination of the following with respect to all included Affordable Housing Units which, unless

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modified pursuant to Section 2.3.4.3.3 below, shall serve as the basis for conveyance by the Developer:

2.3.4.2.2.1 An estimated projected Fair Market Value for the Affordable Housing Units to be constructed by the Developer, using Developer projections or such other available information as the Planning Board may require. Construction details shall be provided in sufficient detail to enable a reasonable projection of such Value, and compliance with such details shall be deemed a condition of approval.

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2.3.4.2.2.2 An initial target income level for the initial conveyance of the Affordable Housing Units, which shall not be greater than 80% of the Area Median Income ("AMI").

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2.3.4.2.2.3 A corresponding initial selling price for each Affordable Housing Unit, which shall be set at a level that is projected to require a Housing Cost no greater than 30% of the initial target income determined in Section 2.3.4.2.2.2 above.

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2.3.4.2.2.4 A corresponding projected initial subsidy for each Affordable Housing Unit, which shall be the difference between the estimated projected Fair Market Value and the initial selling price. The projected initial subsidy shall be between fifteen and thirty-three percent of the estimated projected Fair Market Value of the unit, inclusive.

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2.3.4.2.3 Except as expressly set forth in this Section, in the conditions of Development approval by the Planning Board, or in a lien and covenant document recorded pursuant to Section 2.3.4.3 below, an Owner shall have the same rights and privileges with respect to the Affordable Housing Unit as would any person who owned the unit in fee simple absolute, including but not limited to the right of quiet enjoyment, the right to make improvements, and the right to convey a First Mortgage interest, as detailed below.

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2.3.4.3 Procedures at Time of Initial Conveyance - An Affordable Housing Unit shall not be separately conveyed, or initially occupied, except in accordance with the following procedures:

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2.3.4.3.1 During construction and upon completion of construction, the Municipality shall inspect the unit to confirm that all applicable codes, ordinances, conditions of approval (including construction details presented at the time of approval) and all other legal requirements have been met.

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2.3.4.3.2 Upon successful inspection, the Municipality at the Developer's expense shall cause an independent appraisal to be performed to determine the Fair Market Value of the unit.

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2.3.4.3.3 The initial selling price shall be as set by the Planning Board at the time of plan approval under Section 2.3.4.2.2; provided, however, that under unusual circumstances the Developer may petition the Planning Board, which may for good cause and following a hearing for which reasonable notice is provided to the

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Developer and such others as the Planning Board may require, amend the initial selling price, the projected initial subsidy, and/or the initial target income level.

- 2.3.4.3.4 The Municipality or its agent shall be responsible for certifying potential purchasers as meeting the relevant target income requirements and eligible to purchase the unit and for ranking Qualified Purchasers. Any potential buyer identified by the Developer or its agent must be referred to the Municipality. If, after the impartial application of objective criteria for priority eligibility have been applied to all persons wishing to purchase the unit, there exists more than one top priority income-eligible purchaser ready, willing, and able to execute a purchase and sales agreement at the initial selling price, then the final choice of purchasers shall lie with the Developer. ← --- Formatted: Bullets and Numbering
- 2.3.4.3.5 The Town Council shall from time to time establish rules and procedures for determining income-eligibility and priority for ranking Qualified Purchasers, such rules and procedures to be consistent with U.S. Dept. of Housing & Urban Development Program Requirements at 24 CFR Part 5, Subpart F. There shall be no requirement for continuing Owner income-eligibility, and no Owner shall, subsequent to purchase, be deemed in violation of this Section or of the Subsidy Lien and Restrictive Covenant for lack of income-eligibility, unless false or fraudulent information is found to have been provided by said Owner at the time of initial eligibility determination. ← --- Formatted: Bullets and Numbering
- 2.3.4.3.6 The Developer shall not convey, or agree to convey, the Affordable Housing Unit for a total consideration any higher than the initial selling price as set by the Planning Board. The Developer shall not convey, or agree to convey, the unit except to the top priority Qualified Purchaser, or second priority Qualified Purchaser if the top priority purchaser is unable to complete the sale of the property; provided, however, that if the Municipality fails to identify a Qualified Purchaser, or if the Developer, after exercising a good faith effort, fails to produce a purchaser who is subsequently certified by the Municipality as a Qualified Purchaser and who is ready, willing and able to execute a purchase and sales agreement at the initial selling price within 120 days after the Municipality grants a Certificate of Occupancy in Section 2.3.4.3.1 above, the Developer may convey the unit to any purchaser of the Developer's choosing; nevertheless such conveyance shall remain subject to the initial selling price, as set by the Board, and the recording of a Subsidy Lien and Restrictive Covenant, as set forth below. The Developer shall not use these provisions to avoid selling the unit to any Qualified Purchaser, including one identified by the Municipality. ← --- Formatted: Bullets and Numbering
- 2.3.4.3.7 The initial Owner shall, at the time of closing, execute and convey to the Municipality a covenant document, to be called a "Subsidy Lien and Restrictive Covenant", which shall be recorded in the Rockingham County Registry of Deeds together with the Owner's deed. This document shall contain the initial value of the Municipality's subsidy lien, and all the elements required under Section 2.3.4.4 below. ← --- Formatted: Bullets and Numbering
- 2.3.4.3.8 The initial value amount of the Municipality's subsidy lien shall be the difference between the appraised value reached under Section 2.3.4.3.2 above, and the unit's initial selling price. The burden of the creation of the subsidy shall fall upon the Developer as a condition of approval. ← --- Formatted: Bullets and Numbering

2.3.4.3.9 In addition, the Developer shall, at the time of the closing, pay to the Municipality an administrative fee for each unit, which shall be used by the Municipality to fund the administration of the unit under this Subsection, including appraisals, drafting of documents, costs incurred for program administration by an independent agent of the Municipality, and other expenses relating to the Municipality's subsidy lien. The amount of the administrative fee shall be two percent (2%), or as otherwise determined by the Town Council, of the unit's initial selling price, provided however that the Town Council may if warranted, pursuant to RSA 41:9-a, prospectively alter the rate of the fee to more accurately reflect actual administrative costs. The fee shall be accounted for in the same manner as an impact fee, as provided in RSA 674:21, V(c).

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2.3.4.3.10 Notwithstanding the foregoing, the initial selling price, the projected initial subsidy, and/or the initial target income as conditions of approval may be reviewed and recalculated by the Planning Board as needed between the date of approval and conveyance by the Developer, for the purposes of ensuring that the objectives of this ordinance are met. Amendment of any such condition shall only be made following a hearing for which reasonable notice is provided to the Developer and such others as the Planning Board may require.

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2.3.4.4 Subsidy Lien and Restrictive Covenant - The "Subsidy Lien and Restrictive Covenant" required under 2.3.4.3.7 above shall set forth the initial value amount of the subsidy lien as determined under 2.3.4.3.8 above, shall incorporate all of the requirements for subsequent conveyances of the Affordable Housing Unit as set forth in Sections 2.3.4.5 through 2.3.4.7 below, shall provide that any and all of such requirements shall be subject to enforcement pursuant to 2.3.4.9 below, and shall, in addition, incorporate the following conditions and restrictions:

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2.3.4.4.1 The unit shall be the primary residence of the Owner, and shall be occupied by the Owner.

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2.3.4.4.2 The unit shall at all times be maintained in conformity with all applicable building or housing codes, land use ordinances or conditions of approval, and any other applicable provisions of federal, state, or local law. The Owner shall immediately notify the Municipality of any existing or anticipated violation of any such requirement, or of any provision of the Subsidy Lien and Restrictive Covenant.

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2.3.4.4.3 The Owner shall not, without the prior written consent of the Municipality, convey any mortgage or other lien interest in the unit, other than a First Mortgage interest. The Municipality's Subsidy Lien interest shall generally be deemed the equivalent of a second mortgage interest subordinate to any such First Mortgage, and shall entitle the Municipality to the right to notice as a lienholder for all purposes, including foreclosure notice under RSA 479:25. The Municipality may consider an alternative lien position on a case-by-case basis, based on a reasonable assessment of risk and an appraisal of value.

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2.3.4.5 Subsequent Conveyances of the Unit - Except in the cases of purchase of a unit by the Municipality in accordance with Sections 2.3.4.6 or 2.3.4.7 below, or release or termination of the Subsidy Lien and Restrictive Covenant by the Municipality in accordance with Section 2.3.4.8 below, no Owner of an Affordable Housing Unit shall convey the unit except in accordance with the following procedures:

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2.3.4.5.1 An Owner may at any time notify the Municipality in writing of an intent to convey the unit. The Municipality shall, as soon as practicable, cause an appraisal to be conducted to arrive at a current Fair Market Value of the unit (including the value of any fixtures or improvements made by the Owner). If the Owner disagrees with or has doubts or questions concerning the accuracy of the appraisal, the Owner may choose to fund a second appraisal, and the current Fair Market Value shall be deemed to be the average of the two appraisals unless otherwise agreed. If the Owner does not convey the unit within one year after providing written notice of intent to convey the unit or otherwise rescinds its notice of intent to dispose of the unit either directly in writing to the Municipality or constructively by either failing to market the property or withdrawing it from the market, the Owner shall reimburse the Municipality for the cost of its appraisal of the unit. Subsequent notices of intent to convey the unit shall require a new appraisal.

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2.3.4.5.2 The Municipality shall set the maximum resale price of the unit by adjusting the recorded initial value amount of its subsidy lien by the change in the US Bureau of Labor Statistics Consumer Price Index for All Urban Consumers (CPI-U) for Boston, Brockton-Nashua, MA-NH-ME-CT for Shelter or a comparable housing cost index should the CPI-U be discontinued, calculating from the time of such recording, then subtracting that adjusted subsidy lien amount from the current Fair Market Value determined under Section 2.3.4.5.1 above. The Municipality shall also, based upon that maximum resale price, determine a revised target income level for which the unit would be affordable at such a resale price, such that the unit's Housing Cost would be no greater than 30% of the revised target income. If the revised target income level is greater than 120% of the Area Median Income or if the adjusted subsidy lien amount is not between fifteen and thirty-three percent of the Fair Market Value, the Municipality may retire or modify the subsidy lien in accordance with Section 2.3.4.8 below. An increase to the subsidy lien will result in a corresponding decrease to the maximum resale price; a decrease to the subsidy lien will result in a corresponding increase to the maximum resale price. In neither case will the Owner's equity be affected, if any.

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2.3.4.5.3 The Municipality or its agent shall be responsible for certifying potential purchasers as meeting the revised target income requirements, in the same manner set forth in Section 2.3.4.3.4 above, and for ranking Qualified Purchasers. Any potential buyer identified by the Owner or its agent must be referred to the Municipality. If, after the impartial application of objective criteria for priority eligibility have been applied to all persons wishing to purchase the unit, there exists more than one top priority income-eligible purchaser ready, willing, and able to execute a purchase and sales agreement at the maximum resale price, then the final choice of purchasers shall lie with the current Owner.

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2.3.4.5.4 The Owner shall not convey, or agree to convey, the Affordable Housing Unit for a total consideration any higher than the maximum resale price as determined under Section 2.3.4.5.2. The Owner shall not convey, or agree to convey, the unit except to persons who have been certified as income-eligible under Section 2.3.4.5.3; provided, however, that if the Municipality fails to identify a Qualified Purchaser, or

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if the Owner, after exercising a good faith effort, fails to produce a purchaser who is subsequently certified by the Municipality as a Qualified Purchaser and who is ready, willing, and able to execute a purchase and sales agreement at the maximum resale price within 120 days after the Owner's written notice of intent to convey the unit, the Owner may convey the unit to any purchaser of the Owner's choosing; nevertheless such conveyance shall remain subject to the maximum resale price, to the purchaser income qualification procedures for subsequent conveyances, and to the Subsidy Lien and Restrictive Covenant, and such a conveyance shall permit, but shall not obligate, the Municipality to modify or retire the adjusted subsidy lien in accordance with Section 2.3.4.8 below. Nothing in the foregoing shall be construed to relieve or limit the Owner's obligation to engage in good faith and energetic efforts to market the unit for purposes of identifying a purchaser who is likely to meet the income qualification standards herein. The Owner shall not use these provisions to avoid selling the unit to any Qualified Purchaser, including one identified by the Municipality.

2.3.4.5.5 At the time of closing, the new Owner shall execute a Subsidy Lien and Restrictive Covenant, substantively similar to that executed by the prior Owner, and the Municipality shall execute a certification of compliance with the conveyance procedures required by the Subsidy Lien and Restrictive Covenant. Both of these documents shall be recorded together with the new Owner's deed. The seller shall also, at the time of the closing, pay to the Municipality an administrative fee of two percent (2%), or as otherwise determined by the Town Council, of the resale price, but such fee shall be subject to adjustment, as set forth in 2.3.4.3.9 above.

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2.3.4.5.6 Notwithstanding Sections 2.3.4.1 through 2.3.4.5 above, the following types of conveyances are exempt from the Owner Conveyance provisions set forth in this Subsection:

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2.3.4.5.6.1 A conveyance to a first mortgagee resulting from foreclosure, or

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2.3.4.5.6.2 Any of the following, provided, however, that the unit shall, subsequent to such an exempt conveyance, remain subject to the provisions of the Subsidy Lien and Restrictive Covenant:

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2.3.4.5.6.2.1 A conveyance resulting from the death of an Owner where the conveyance is to the spouse who is also an Owner.

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2.3.4.5.6.2.2 A conveyance to the Owner's estate following his or her death for the purpose of administering the estate and distributing the assets thereof during a limited period of time.

2.3.4.5.6.2.3 A conveyance resulting from the death of an Owner when the conveyance is to one or more children or to a parent or parents of the deceased Owner.

2.3.4.5.6.2.4 A conveyance by an Owner where the spouse of the Owner becomes the co-Owner of the Property.

2.3.4.5.6.2.5 A conveyance directly resulting from a legal separation or divorce, by which a co-Owner becomes the sole Owner of the unit.

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2.3.4.6 Right of First Refusal in Subsequent Conveyances

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Upon receipt of a notice of intent to convey an Affordable Housing Unit under Section 2.3.4.5.1 above, the Municipality shall have the right to purchase the property at the maximum resale price, as determined according to Section 2.3.4.5.2 above. If the Municipality elects to purchase the unit, it shall exercise the purchase right by notifying the Owner, in writing, of such election ("Notice of Exercise of Right") within forty-five (45) days of the receipt of the Intent to Convey Notice, or the Right shall expire. Within seven (7) days of the Municipality exercising its purchase right, the Municipality and the Owner shall enter into a purchase and sale contract. The purchase by the Municipality must be completed within forty-five (45) days of the Municipality's Notice of Exercise of Right, or the Owner may convey the property as provided in Section 2.3.4.5 above. The time permitted for the completion of the purchase may be extended by mutual written agreement of the Owner and the Municipality. If the Municipality has in writing waived its purchase right, or if the Purchase Right has expired, or if the Municipality has failed to complete the purchase within forty-five (45) days of its Notice of Exercise of Right, the Owner may convey the unit according to Section 2.3.4.5 above for no more than the maximum resale price as calculated therein.

2.3.4.7 Municipality's and Owner's Rights in Foreclosure

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2.3.4.7.1 The Owner shall give immediate written notice to the Municipality upon the first to occur:

2.3.4.7.1.1 the date any notice of foreclosure is provided to the Owner or any foreclosure is commenced against the unit under the First Mortgage, or

2.3.4.7.1.2 the date when the Owner becomes twenty-one (21) days late in making a payment on any indebtedness encumbering the unit required to avoid foreclosure of the First Mortgage.

2.3.4.7.2 At any time within sixty (60) days after receipt of any notice described in Section 2.3.4.7.1.1 above, the Municipality may, but shall not be obligated to, proceed to make any payment required in order to avoid foreclosure or to redeem the unit after a foreclosure. Upon making any such payment, the Municipality shall succeed to all rights of the Owner to the Property and shall assume all of the Owner's rights and obligations under the First Mortgage, subject to the terms of the Subsidy Lien and Restrictive Covenant. In such event the Owner shall forthwith quit the unit and relinquish possession thereof to the Municipality, which shall assume ownership of the property.

2.3.4.7.3 The Owner may redeem his or her interest in the unit by payment to the Municipality of all sums paid by the Municipality in connection with the First Mortgage and all other sums reasonably expended by the Municipality in relation to the unit, plus eighteen percent (18%) simple interest from each date of expenditure. This redemption may only occur within forty-five (45) days after the Municipality succeeds to the Owner's rights to the unit, after which the Municipality may proceed to convey the property to an eligible buyer. Notwithstanding such redemption, the property shall nonetheless remain subject to the Subsidy Lien and Restrictive Covenant.

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2.3.4.7.4 If the Municipality conveys the property it may recover all incidental and consequential costs as are reasonably incurred or estimated to be incurred by the Municipality in connection with its ownership and disposition of the property, including but not limited to insurance, maintenance, repairs or improvements, and marketing expenses. If after conveyance of the property by the Municipality there are excess proceeds above the Municipality's costs, then within 60 days of settlement by the purchaser or purchasers of the property conveyed, the municipality shall reimburse the Owner from whom the Municipality acquired the property in the amount of such excess proceeds.

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2.3.4.8 Retirement or Modification of Subsidy Lien

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2.3.4.8.1 At the time of any transfer of an Affordable Housing Unit, the Municipality may, but is not obligated to, retire or modify the subsidy lien if, in accordance with Section 2.3.4.2 above, the revised target income level is greater than 120% of the Area Median Income, or if the adjusted subsidy lien amount is not between fifteen and thirty-three percent of the Fair Market Value. Upon making a determination that any such condition has been met, the Municipality may notify the Owner in writing of its intention to retire or modify the subsidy lien. The notice shall indicate the value of the subsidy lien to be retired, or the amount by which the Municipality will reduce or enhance the subsidy lien. Such notification shall be made within 45 days of the Owner's Notice of Intent, as provided under Section 2.3.4.1 above.

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2.3.4.8.2 Reduction or retirement of the subsidy lien shall be accomplished at the time of closing by payment from the Owner to the Municipality, such payment to be deposited in the Municipality's Affordable Housing Revolving Fund [if one exists at the time]. Enhancement of the subsidy lien shall be accomplished at the time of closing by payment from the Municipality to the Owner. Retirement of the subsidy lien shall be accompanied by release of the restrictive covenant by the Municipality and shall eliminate the need to calculate a maximum resale price, allowing the unit to sell at its Fair Market Value.

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2.3.4.9 Default and Other Enforcement - Failure of the Owner to comply with the terms of this ordinance, with any condition of Planning Board approval, or with the terms of the recorded Subsidy Lien and Restrictive Covenant shall constitute default, which shall entitle, but which shall not obligate, the Municipality to undertake the following actions:

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2.3.4.9.1 Foreclosure on the Subsidy Lien, in accordance with RSA 479:19 et seq., provided that the Owner shall have 60 days after receiving written notice of default from the Municipality to fully correct the reasons for default identified by the Municipality in its notice; and

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2.3.4.9.2 Enforcement under RSA 676:17, 676:17-a, and 676:17-b.

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2.3.4.10 Conveyances to Non-Profit Housing Organizations

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Notwithstanding the foregoing, the Municipality may require that initial or subsequent conveyances of Affordable Housing Units be made to a non-profit organization of the Municipality's choice, where the primary purpose of the organization is to provide or facilitate the acquisition of housing that is affordable to low- and moderate-income households. The Municipality shall release its Right of First Refusal under Section 2.3.4.6 above upon such conveyance, provided that upon subsequent conveyance the

organization acquires a similar right of first refusal. The Municipality shall also release its Subsidy Lien and Restrictive Covenant upon conveyance to such an organization. Conveyance to such an organization shall be made at the initial selling price in Section 2.3.4.3.3 or at the maximum resale price in Section 2.3.4.5.2, as appropriate.

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## Tim Thompson

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**From:** John Farrell [jwfarrelljr@hotmail.com]  
**Sent:** Wednesday, October 14, 2009 8:31 PM  
**To:** PlanningBoard  
**Subject:** FW: 10/14/09 Hearing on Workforce Housing

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Subject: 10/14/09 Hearing on Workforce Housing  
Date: Wed, 14 Oct 2009 19:40:17 -0400  
From: JCurran@GSS-Lawyers.com  
To: jwfarrelljr@hotmail.com  
CC: david@pruverani.com

Dear Vice Chairman Farrell: I have a prior commitment that extends past 8 pm this evening and wish to register my objections and concerns relative to the workforce housing ordinance scheduled to be presented to (and voted on) by the board this evening. In the event that such topic (which I understand is second on the agenda) is reached prior to my ability to attend, would you please read my email into the record? First, I have -- as you encouraged me to do last hearing -- read the Mt. Laurel I and II decisions, as well as the New Hampshire Supreme Court's 1991 decision in Britton v. Chester. With all due respect, I see those cases distinguishable from the situation in Londonderry. (Chester had ample open space and had zoning expressly prohibiting multi family in the first instance). I understand that the new state statutes, RSA 674:58 to 61 etal. have required the town to address this issue and promulgate ordinances in conformity with that legislation. However, I do not see that the coming law requires large scale developments such as the 192-plus unit sprawl that Developer Joe Decarolis proposes for Stonehenge Road. Our tax dollars have funded an ad campaign and image of a rural (orchard rich) town, but I feel that this initiative and image is being abandoned by ordinances allowing large scale developments rather than more appropriate and smaller cluster developments throughout the entirety of this town. Several individuals, both an elected official and others, have told me that large scale development and the Stonehenge property in particular are "done deals." I don't subscribe to such a view and feel that the board members, as representatives of their fellow citizens, share and advocate for the town's welfare, character and orderly development. I believe that the current schema for the proposed ordinances does not conform to that goal and also, places an unfair burden on the north side of town. Earlier, a map overlay provided a blueprint for developers to pick their spots for placement of large developments; we learned at the last meeting that while the map was withdrawn, the definitions and requirements stayed the same -- thus, a distinction without a difference, seemingly done to quell opposition and appease the objectors. Yet the highlighting of certain properties effectively remains present. This also begs the question why the board and town would make it easier for developers to create such eyesores and streamline the processes and burdens of proof that other applicants must meet. This further begs the question as to why, if the goal is inclusionary zoning, why certain areas have been highlighted at all by the town planning work, rather than allowing the applicant to show why a particular lot -- wherever it may be -- meets the requirements. (I and many citizens question why further development of Vista Ridge and/or development along major corridors, such as Routes 28 and 102 are not targeted for such "development," especially where many of the lots are for sale, traffic impact would be less and you do not decrease abutters' property values). The current plan seemingly benefits and encourages land speculation rather than orderly growth; it further seeks to "cure" our work force housing issues by dropping a few large units in a handful of lots, rather than asking all the folks in town to have their "fair share" (a term in the statute, albeit in the context of the total town burden). Finally, I have heard echoed at the prior hearings that failure to enact the ordinances will only invite litigation by developers and possibly open the door to "builders' remedies" without further oversight. First, I don't believe that developers relish litigation, I don't believe that we are without good faith defenses and I do not read the new statute (RSA 674:59,1) as requiring large multi-family projects (which I think is defined as 5 units, not 192). While I am cognizant that the town, at some point, should and will adopt a workforce housing portion of its ordinances, I strongly oppose the current form, which targets certain neighborhoods, instead of channeling large impact projects to less residential and appropriate areas or leaving market forces to bear and all parts of town on equal footing. I also oppose the sprawling developments that, while being the quick fix seemingly sought by the town officials, will destroy the character and quality of this town and

the reason most of us chose to move here from places that have their fair share of this type of complexes. Though the board is looking at a January 1st deadline for the new law, and it is easy to defer to the recommendations of professionals and town counsel without further consideration, I would implore each board member to search his or her heart and ask whether any one of us wants a "Fairways" type complex adjacent to our respective houses. I certainly do not and I think I echo the sentiment of most of our fellow taxpayers. I would respectfully ask the board to reject the ordinance in its current form, revisit it and require revisions that have less impact on the minority of townspeople and designated neighborhoods now at risk, that also protect the town from litigation -- rather than create a record for developers to use against us and also, to recognize that RSA 675:58, III allows us to develop such ordinances within the framework of our regulations, goals and town objectives. I hope that you will read this plea to your fellow board members, enter it into the record and consider the ramifications of tonight's vote. There is a scene in the American classic "It's a Wonderful Life" where the town's officials have the decision to decide whether they want commercial development or tradition in their town; this town is at a like crossroads and I hope that we all have the wisdom to keep mandated growth and development of work force housing to an aesthetic, controlled and appropriate level. Workforce housing is coming, but we need not allow it to forever change what we all love and value in this town. As my father has often told me: "All things in moderation." Thank you for your consideration. Sincerely, John Curran, 6 Faye Lane.

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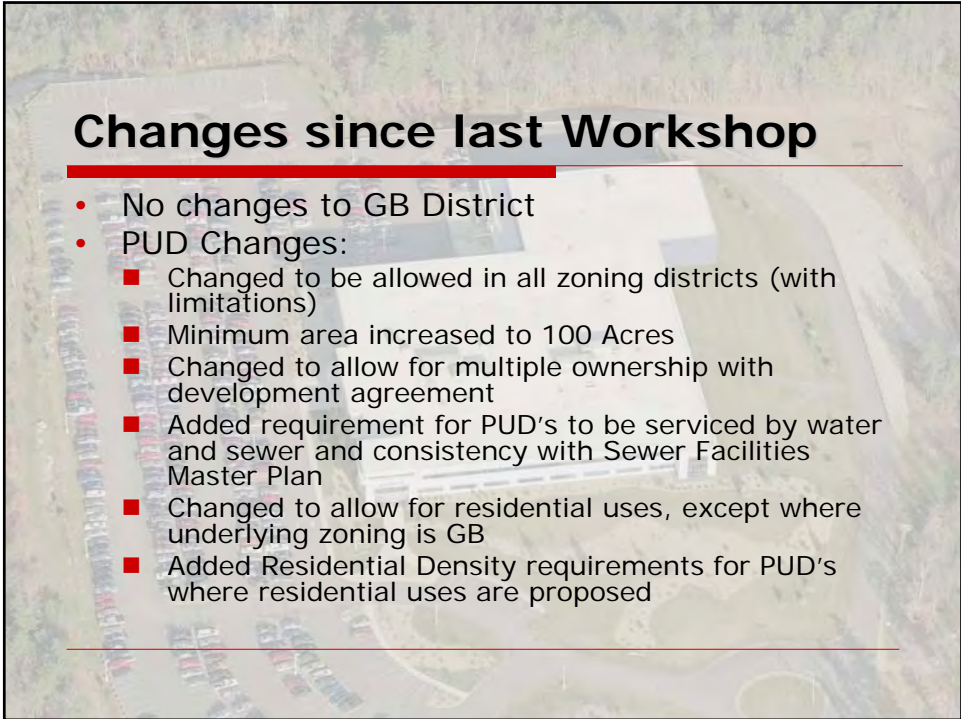


## Gateway Business District / Planned Unit Development Zoning Ordinance Amendments

### Workshop Discussion

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October 14, 2009



## Changes since last Workshop

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- No changes to GB District
  - PUD Changes:
    - Changed to be allowed in all zoning districts (with limitations)
    - Minimum area increased to 100 Acres
    - Changed to allow for multiple ownership with development agreement
    - Added requirement for PUD's to be serviced by water and sewer and consistency with Sewer Facilities Master Plan
    - Changed to allow for residential uses, except where underlying zoning is GB
    - Added Residential Density requirements for PUD's where residential uses are proposed
-



## Planned Unit Development: General Explanation

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- PUD's allow for a parcel, or group of parcels, to propose a "master plan" for development.
- The Planning Board holds hearings on the PUD Master Plan, and if adopted, the PUD Master Plan, and not the underlying zoning, governs how the project is developed.
- Once PUD Master Plan is adopted, all future site plans & subdivisions within the PUD will be reviewed in accordance with the PUD Master Plan.

## Planned Unit Development Changes: Basic Requirements

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### 2.8.5 Basic Requirements. The following requirements apply:

- 2.8.5.1 Location. PUD's are permitted in any zoning district on one or more lots, or portions of lots, of land provided they meet all other criteria outlined in this Section.
- 2.8.5.2 Tract size. The minimum area required for a PUD shall be one hundred (100) contiguous acres of land. Where portions of the tract are separated by a road, road right-of-way, utility, waterway, or another like element, the land shall be deemed contiguous unless the intervening feature is of such a nature that the Planning Board determines that the land could not function effectively as a PUD.
- 2.8.5.3 Ownership. The PUD shall either be under unified ownership or be a collection of lots under separate ownership with a development agreement stipulating all owners are subject to the requirements of any PUD Master Plan approval by the Planning Board at the time of application. However, the tract may be subsequently subdivided consistent with the terms and conditions of the approved master plan. Multiple parties may own, manage, and/or develop various components of the PUD provided that the overall PUD remains integrated.
- 2.8.5.4 Water and Sewer. Only those tracts which contain buildings that will be serviced by water (Manchester Water Works, Derry Municipal Water, or Pennichuck Water) and municipal sewer systems (and consistent with the Town's Sewer Facilities Master Plan) are permitted to be included in a PUD.

# Planned Unit Development Changes: Permitted Uses

## 2.8.6 Permitted Uses.

**2.8.6.1** The uses listed in the PUD column of the Permitted use table (Section 2.2) may be proposed for inclusion in a PUD. However, no use is permitted in a PUD unless specifically approved by the Planning Board as part of the PUD Master Plan.

**2.8.6.1.1** Due to the unique characteristics of the Gateway Business District, Residential uses otherwise permitted in a PUD shall not be permitted in a PUD Master Plan for any lot with Gateway Business District as the underlying zoning district.

**2.8.6.2** Any use not listed in the Table of Permitted Uses (Section 2.2) may be considered by the Planning Board for inclusion in a PUD Master Plan if it is determined to be in compliance with the purpose and intent of this Section, or the purpose and intent of the underlying zoning district.

**2.8.6.3** Any uses that are permitted in the underlying zoning district, either by right, special exception or conditional use permit (at such time as this procedure may be established) shall be considered permitted uses in a PUD.

	PUD		PUD		PUD
<b>RESIDENTIAL AND AGRICULTURAL</b>		Business center development	P <sup>4</sup>	Rental Car Terminal up to 50,000 sq. ft.	P <sup>4</sup>
Agriculture	P <sup>5</sup>	Conference/Convention Center	P <sup>4</sup>	Rental Car Terminal 50,001 sq. ft. or larger	P <sup>4</sup>
Assisted Living Facilities	P <sup>5</sup>	Day Care Center, Adult	P <sup>4</sup>	Repair services	P <sup>4</sup>
Back Lot Development	P <sup>5</sup>	Drive-thru window as an accessory use		Research or Development Laboratories	P <sup>4</sup>
Dwelling, multi-family	P <sup>5</sup>	Drive-in establishments		Restaurant	P <sup>4</sup>
Dwelling, single family	P <sup>5</sup>	Drive-in theatres		Restaurant, fast food	P <sup>4</sup>
Dwelling, two-family	P <sup>5</sup>	GB District Services		Sales of Heavy Equipment or Heavy Trucks as an accessory use	
Elderly Housing	P <sup>5</sup>	Financial institution	P <sup>4</sup>	School, Private	P <sup>4</sup>
Manufactured housing		Funeral homes		Service establishment	P <sup>4</sup>
Mixed use residential	P <sup>5</sup>	Education and Training Facilities	P <sup>4</sup>	Sexually oriented businesses	
Mobile homes		Excavation, including Temporary and Permanent Manufacturing Plants as an accessory use		Storage, self serve	
Nursing Home and accessory uses	P <sup>5</sup>	Group Child Care Center	P <sup>4</sup>	Terminal, Airplane	
Preexisting manufactured housing parks		Home Occupation	S	Terminal, Trucking up to 100,000 sq. ft.	P <sup>4</sup>
Presite Built Housing		Hotels	P <sup>4</sup>	Terminal, Trucking 100,001 sq. ft. or larger	P <sup>4</sup>
<b>CIVIC USES</b>		Manufacturing, Heavy		Vehicle Sales Establishment	
Community center	P <sup>4</sup>	Manufacturing, Light up to 250,000 sq. ft.	P <sup>4</sup>	Warehouses and Storage up to 250,000 sq. ft.	P <sup>4</sup>
Cemetery		Manufacturing, Light 250,001 sq ft or larger	P <sup>4</sup>	Warehouses and Storage 250,001 sq. ft. or larger	P <sup>4</sup>
Public Facilities	P <sup>4</sup>	Membership club	P <sup>4</sup>	Wholesale Businesses up to 250,000 sq. ft.	P <sup>4</sup>
Public Utilities	P <sup>5</sup>	Motels		Wholesale Businesses 250,001 sq. ft. or larger	P <sup>4</sup>
Recreational Facilities, Public	P <sup>4</sup>	Motor Vehicle Maintenance, Major Repair and Painting			
Religious Facilities	P <sup>5</sup>	Motor vehicle rental			
Cultural Uses and Performing Arts	P <sup>4</sup>	Motor Vehicle Station, Limited Service	P <sup>4</sup>		
<b>BUSINESS USES</b>		Recreation, commercial	P <sup>4</sup>		
Aeronautical Facilities		Retail sales establishment	P <sup>4</sup>		
Assembly, testing, repair and packing operations up to 250,000 sq. ft.	P <sup>4</sup>	Outdoor Storage of goods or materials (not to exceed 5-10% of the gross floor area) as an Accessory Use			
Assembly, testing, repair and packing operations 250,001 sq. ft. or larger	P <sup>4</sup>	Professional office	P <sup>4</sup>		
Bed and Breakfast Homestay	P <sup>5</sup>				

4 - As part of an approved PUD Master Plan, See Section 2.8  
5 - As part of an approved PUD Master Plan (where the underlying zoning is not GB), See Section 2.8



# Planned Unit Development Changes: Standards of Development

## 2.8.7 Standards of Development. The following standards shall apply to all PUD's:

- 2.8.7.1 Off street parking and loading shall comply with the Section 3.10 for each proposed use. However, the Planning Board may grant waivers for parking if the Board finds that waivers will be compatible with the design and purposes of the PUD.
- 2.8.7.2 Except for structures not intended for human occupancy (chimney, water tower, etc.) height of buildings shall not exceed 50 feet, or as specified by the Federal Aviation Administration as part of their permitting process or by the limitations outlined in the Airport Approach Height Overlay (Section 2.6.6 of this Ordinance).
- 2.8.7.3 In PUD's where residential uses are proposed, the overall residential density of a PUD may not exceed six (6) residential dwelling units (including single family homes) per gross acre of the PUD tract. In determining appropriate density, in addition to other criteria here, the Planning Board shall pay special attention to the amount of buildable land contained on the tract as determined or reasonably estimated in the submission materials. Permitted non-residential uses may be located in a flexible spatial environment, assuring compatibility with residential uses and with the overall development design.

# Planned Unit Development Changes: Submission Requirements

- Information Required:

- 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.
  - 2.8.9.2.1 Present underlying zoning classification and zoning classification of all adjoining lots.
  - 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).

**2.7 GATEWAY BUSINESS DISTRICT**

**2.7.1 Objectives and Characteristics**

The Gateway Business District (GB) is intended to allow for the development of gateways to the Town of Londonderry, centers of commerce, and employment centers for the Southern NH region.

It is the desire of the Town of Londonderry that all of these activities be developed in a manner that both serves the business interests contained in the district, and in a manner that that conveys a campus atmosphere to those arriving here. Traffic circulation and alternate modes of transportation need to be provided for, as does parking for employees and visitors alike. A wide variety of industrial, supporting commercial development, and open space & recreational amenities are desired, in accordance with the various planning efforts undertaken by the Town in recent years (primarily the 2004 Master Plan which includes the 2003 Londonderry Business Park Design Charrette, and any other planning efforts as completed and applicable). All of these activities are envisioned as being developed in a manner that involves quality design of landscaping, a high level of quality in individual building and site design which takes into account the context of the site in its natural environment, and flexibility on the part of the Town so as to achieve the design suggested in those documents.

**2.7.2 General Standards**

Within the GB District the following regulations and controls are required for the development and continued use of the area.

2.7.2.1 Permitted Uses: See use tables section 2.2 and 2.2.2 of this zoning ordinance.

2.7.2.1.1 Setbacks - No building shall be located on a lot nearer to the front, side or rear lot line than the minimum setback set forth below.

Minimum Setback Distances for Structures from Property Line:	
Front	- 30 feet
Side	- 20 feet
Back	- 20 feet

2.7.2.1.1.1 Setbacks may be reduced by the Planning Board as set forth in Section 2.7.3.2.

2.7.2.1.1.2 If a property abuts more than one existing and/or proposed right-of-way, the building setback will be 30 feet from each right-of-way. The Planning Board, during site plan review, may allow certain signs, utility systems (including power and communication), or related facilities within the setback areas.

2.7.2.2 **Minimum Lot Size** - Minimum lot size in the GB District is subject to Planning Board approval based on on such requirements as parking, lighting, building size, sewage disposal requirements, soil types, topography, vehicular and non-vehicular access, intended use and compatibility with adjacent areas, but shall be not less than one acre (43,560 sq. ft.) with at least one hundred fifty (150) feet of frontage on a Class V or better road.

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2.7.2.3 **Building Height** - Except for structures not intended for human occupancy (chimney, water tower, etc.) height of buildings shall not exceed 50 feet, or as specified by the Federal Aviation Administration as part of their permitting process or by the limitations outlined in the Airport Approach Height Overlay (Section 2.6.6 of this Ordinance).

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2.7.2.4 **Minimum Green Space** - The parcel must contain a minimum of 25% of the total land in the parcel dedicated as green space (landscaping or undeveloped areas).

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2.7.2.5 Transportation Demand Management/Sustainable Site & Building Design

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2.7.2.5.1 Development within the GB District shall be required to meet one of the 2 following requirements, unless waived by the Planning Board as outlined in Section 2.7.2.5.2:

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2.7.2.5.1.1 **Transportation Demand Management.** The proposed development shall incorporate Transportation Demand Management (TDM) techniques in the proposed operation of the facility (Such as car/vanpooling or rideshare programs, establishment of a Transportation Management Authority, establishment of bus or transit service or contribution towards the establishment of a bus or transit service, flex-time work schedules, etc. For more examples of TDM strategies see <http://www.vtpi.org/tdm/>). The applicant shall provide documentation to the Town outlining the types of TDM methods proposed, and documentation to ensure the continued use of the TDM methods meeting the approval of the Planning Board; or

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2.7.2.5.1.2 **Sustainable Site & Building Design.** The proposed development of the property shall be determined to meet the "Certified" level of LEED (Leadership in Energy and Environmental Design) Certification or higher (Silver, Gold, or Platinum). The project need not actually receive LEED certification, but must be able to demonstrate that the project would meet the "certified" level of certification criteria.

2.7.2.5.2 Waiver of TDM/Sustainable Site & Building Design Requirement

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2.7.2.5.2.1 The Planning Board, may, with sufficient justification presented, waive the requirements of Section 2.7.2.5.1 where it is shown that the Transportation Demand Management or Sustainable Site & Building Design standards impose an unreasonable burden on development of property within the GB District.

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2.7.2.6 Storage Areas

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2.7.2.6.1 No outdoor storage is allowed in the GB District unless specifically approved as part of a site plan approved by the Planning Board.

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2.7.2.6.2 All outdoor storage shall be visually screened from access streets, arterials and adjacent property. Outdoor storage shall be meant to include parking of all company owned and operated motor vehicles, with the exception of passenger vehicles. No storage shall be permitted between a frontage street and the building line.

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2.7.2.6.3 Bulk storage of gasoline, chemicals, petroleum products, and flammable materials shall not be permitted except as accessory to a principal use, accessory to a service station, laboratory, production operation, airport service or the servicing of company owned or leased vehicles.

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2.7.2.7 Parking, Loading, & Vehicle Access Standards - See Section 3.10 of this Ordinance.

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2.7.2.8 Landscaping Standards - All landscape designs shall comply with the Town of Londonderry Site Plan Regulations.

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2.7.2.9 Sign Standards - All signs, their quantity and location, shall comply with the permitted Industrial District signs as outlined in Section 3.11 of this Ordinance, except as provided below:

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2.7.2.9.1 Off Premise Directory Signs - An off-premise directory sign which identifies the name and location of business located in the GB District may be allowed by Conditional Use Permit from the Planning Board provided the following conditions are met:

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2.7.2.9.1.1 Such off premise directory signs in the GB district shall only be permitted at intersections of roadways where at least one of the streets is an arterial or connector roadway, as defined in the appendix of this ordinance.

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2.7.2.9.1.2 No more than one (1) off-premise sign shall exist on an individual parcel.

2.7.2.9.1.3 No business shall be advertised on more than two (2) off premise signs within the GB District.

2.7.2.9.1.4 Off-premise signs located in the GB District shall have a maximum surface area of twenty-five (25) square feet and a maximum height of ten (10) feet from grade.

2.7.2.9.1.5 Appropriate setbacks from property lines shall be determined by the Planning Board, and shall in no way obstruct proper sight distance from any intersecting roads or driveways.

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2.7.2.9.1.6 The off premise sign must be reviewed and approved by the Planning Board for aesthetic design, landscaping, and method of illumination.

2.7.2.9.1.7 The sign must otherwise conform to other applicable regulations of this ordinance.

2.7.2.9.1.8 Any other conditions or restrictions as the Planning Board may deem to be in the public interest.

2.7.2.10 Lighting Standards - All lighting shall comply with the Town of Londonderry Site Plan Regulations.

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**2.7.3 Conditional Use Permits**

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2.7.3.1 Uses Permitted by Conditional Use Permit: Some developments (see Use Table, Section 2.2) in the GB District will require a conditional use permit from the Planning Board, in addition to any other necessary subdivision or site plan approvals. The conditional use permit is meant to provide flexibility, minimize adverse impacts, and allow the Board to participate jointly with the applicant in preparing development proposal that is consistent with this ordinance, local regulations, and the Master Plan.

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2.7.3.2 Dimensional Relief by Conditional Use Permit: The Planning Board may through the granting of a Conditional Use Permit adjust standards of any dimensional requirement of the district (including but not limited to: setback, density, green space, frontage, or parking) for projects that are truly supportive of the goals of the GB District as noted above, and where such adjustments would allow the developer to more fully meet these goals and objectives.

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2.7.3.3 The conditional use permit shall clearly set forth all conditions of approval and shall clearly list all plans, drawings and other submittals that are part of the approval. Everything shown or otherwise indicated on a plan or submittal that is listed on the conditional use permit shall be considered to be a condition of approval. Construction shall not deviate from the stated conditions without approval of the modification by the Planning Board.

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2.7.3.4 Application Procedure - Applications for conditional use permits (CUP) within this district shall be made in accordance with the following procedures:

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2.7.3.4.1 It is recommended that all projects requiring a CUP conduct a preliminary meeting with staff prior to review by the Design Review Committee and the Town's Review Consultant. The purpose of the preliminary meetings shall be to provide guidance on the design of the proposed plan.

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2.7.3.4.2 The applicant will then develop the proposed plan to a point at which the plan is eligible for design review.

2.7.3.4.3 The application will then begin Pre-Application Design review, followed by the Conditional Use Permit Review outlined in this section, and in accordance with the other applicable procedures adopted by the Planning Board.

2.7.3.4.4 Unless otherwise addressed in this ordinance, all applications shall meet those requirements set forth in the relevant sections of the Subdivision & Site Plan Regulations of the Town of Londonderry.

2.7.3.5 Approval of Applications Requiring a Conditional Use Permit - Prior to issuance of a building permit, the applicant shall acquire a conditional use permit as well as any other necessary Planning Board approval. A conditional use permit shall be issued only if the development complies with all of the requirements of Section 2.7.3.5.1. The Planning Board may also condition its approval on additional, reasonable conditions necessary to accomplish the objectives of this section or any other federal/state regulation or law.

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2.7.3.5.1 The following criteria must be satisfied in order for the Planning Board to grant a conditional use permit in the Gateway Business District. The applicant shall demonstrate that:

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2.7.3.5.1.1 The proposed use is consistent with the Objectives and Characteristics of the Gateway Business District, Section 2.7.1;

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2.7.3.5.1.2 Granting of the application is in the public interest;

2.7.3.5.1.3 The property in question is reasonably suited for the use requested, and the design of the site represents to the extent practicable preservation of natural resources, open space, and does not create a hazard to surface or underground water resources.

2.7.3.5.1.4 The applicant has demonstrated that the alternative design for which the Conditional Use Permit is sought better achieves the Objectives and Characteristics of the district, while not diminishing surrounding property



values or the ability of nearby parcels to develop in accordance with the Objectives and Characteristics of the district; and

2.7.3.5.1.5 The application demonstrates that the alternative design for which the Conditional Use Permit is sought does not impact the general health, safety, and general welfare of the Town, and is otherwise in compliance will all requirements of the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations, as applicable to the proposed project.

## 2.8 PLANNED UNIT DEVELOPMENT

2.8.1 **Authority.** The Section is enacted in pursuant to RSA 674:21, innovative land use controls, which provides the statutory authority for the Town of Londonderry to allow for the development of a Planned Unit Development ordinance.

### 2.8.2 Purpose.

2.8.2.1 A Planned Unit Development (PUD) allows a landowner to propose his/her own development project largely independent from current land use regulations otherwise applicable to that property. A PUD master plan is akin to a special zoning district designation for a particular tract of land in terms of uses, dimensions, and other development standards. (Note: every reference to a master plan in this PUD ordinance refers to the PUD Master Plan rather than the Town of Londonderry Master Plan, except where the latter is specifically referred to as such.)

2.8.2.2 The purpose of this ordinance is to promote flexibility in large scale development by considering project proposals based upon a comprehensive, integrated and detailed plan rather than the specific constraints applicable to piecemeal lot-by-lot development under conventional zoning. A PUD should improve the quality of new development by encouraging aesthetically attractive features and promoting quality site and architectural design.

### 2.8.3 Process. The process for administering a Planned Unit Development is as follows:

2.8.3.1 Due to the complexity inherent in PUD's, prior to developing a detailed PUD proposal or submitting an application applicants are strongly encouraged to:

2.8.3.1.1 Meet with the Community Development Department to discuss their ideas; and

2.8.3.1.2 Hold a conceptual discussion with the Planning Board.

2.8.3.2 The applicant submits a formal PUD application (also known as the proposed PUD master plan) as specified elsewhere in this section.

2.8.3.3 The Planning Board holds a public hearing on the PUD application and determines whether or not it is complete, in accordance with this ordinance. The board must take final action on the application within 65 days of a finding of completeness.

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2.8.3.4 The Planning Board approves, denies, or approves with conditions the PUD application. An applicant may appeal any such decision of the Planning Board in the same manner specified for appeals for site plan determinations and subdivision determinations (RSA 677:15).

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2.8.3.5 The Community Development Department maintains a record of all approved PUD master plans. The PUD is demarcated on the Zoning Map of the Town (over the underlying zoning district) and labeled based on the order in which the master plan was approved (as PUD-1, PUD-2, etc.).

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2.8.3.6 Subsequent to the PUD approval, the applicant submits a separate site plan application and/or subdivision application for development of the tract in accordance with the master plan. In the event of a conflict between the terms of the approved master plan and the terms of the site plan regulations or subdivision regulations, the terms of the approved master plan shall control.

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2.8.3.7 Any development on the subject property must be consistent with the approved master plan as determined by the Planning Board. While it is the master plan, rather than the underlying zoning district, that regulates development of the subject tract, there shall remain an underlying zoning designation for the tract at all times.

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2.8.3.8 In the event active and substantial development or building has not begun on the site by the owner or the owner's successor-in-interest in accordance with the approved master plan within four years after the date of approval, or in accordance with other specific terms of the approval, then the master plan shall be deemed to have expired and the underlying zoning shall then control development of the land. Landowners may apply to the Planning Board for extensions of this time period for good cause shown.

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2.8.3.9 Landowners may apply to amend all or a portion of an approved PUD following the same process applicable to the establishment of a PUD. A landowner may extinguish a PUD by notifying the Planning Board in writing that he/she does not intend to utilize the PUD.

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## 2.8.4 PUD Master Plan

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2.8.4.1 In devising the PUD master plan, subject to specific limitations, guidelines, and objectives stated elsewhere in this ordinance, there is flexibility in the selection of land uses, density, setbacks, buffers, building heights, lot sizes, lot dimensions, parking requirements, and most site design and development standards contained in the Zoning Ordinance, Site Plan Regulations, Subdivision Regulations.

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2.8.4.2 The master plan is composed of all of the elements submitted by the applicant which describe the project including:

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2.8.4.2.1 A land use plan (drawing),

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2.8.4.2.2 Land use list,

2.8.4.2.3 PUD application,

2.8.4.2.4 Narrative,

2.8.4.2.5 Architectural guidelines (if applicable),

2.8.4.2.6 Any other development guidelines

2.8.4.2.7 Any additions, deletions, modifications, and/or clarifications stipulated by the Planning Board in its approval.

2.8.4.3 The land plan delineates one or more land use areas. An accompanying land use list gives a designation for each land use area specifying approximate acreage, types of uses, density and any other development standards peculiar to that area.

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**2.8.5 Basic Requirements.** The following requirements apply:

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2.8.5.1 Location. PUD's are permitted in any zoning district on one or more lots, or portions of lots, of land provided they meet all other criteria outlined in this Section.

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2.8.5.2 Tract size. The minimum area required for a PUD shall be one hundred (100) contiguous acres of land. Where portions of the tract are separated by a road, road right-of-way, utility, waterway, or another like element, the land shall be deemed contiguous unless the intervening feature is of such a nature that the Planning Board determines that the land could not function effectively as a PUD.

Comment [TJT1]: Modified following 9/9 PB meeting  
Comment [TJT2]: Modified following 9/9 PB meeting

2.8.5.3 Ownership. The PUD shall either be under unified ownership or be a collection of lots under separate ownership with a development agreement stipulating all owners are subject to the requirements of any PUD Master Plan approval by the Planning Board at the time of application. However, the tract may be subsequently subdivided consistent with the terms and conditions of the approved master plan. Multiple parties may own, manage, and/or develop various components of the PUD provided that the overall PUD remains integrated.

Comment [TJT3]: Modified following 9/9 PB meeting

2.8.5.4 Water and Sewer. Only those tracts which contain buildings that will be serviced by water (Manchester Water Works, Derry Municipal Water, or Pennichuck Water) and municipal sewer systems (and consistent with the Town's Sewer Facilities Master Plan) are permitted to be included in a PUD.

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**2.8.6 Permitted Uses.**

2.8.6.1 The uses listed in the PUD column of the Permitted use table (Section 2.2) may be proposed for inclusion in a PUD. However, no use is permitted in a PUD unless specifically approved by the Planning Board as part of the PUD Master Plan.

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2.8.6.1.1 Due to the unique characteristics of the Gateway Business District, Residential uses otherwise permitted in a PUD shall not be permitted in a PUD Master Plan for any lot with Gateway Business District as the underlying zoning district.

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2.8.6.2 Any use not listed in the Table of Permitted Uses (Section 2.2) may be considered by the Planning Board for inclusion in a PUD Master Plan if it is determined to be in compliance with the purpose and intent of this Section, or the purpose and intent of the underlying zoning district.

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2.8.6.3 Any uses that are permitted in the underlying zoning district, either by right, special exception or conditional use permit (at such time as this procedure may be established) shall be considered permitted uses in a PUD.

2.8.7 Standards of Development. The following standards shall apply to all PUD's:

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2.8.7.1 Off street parking and loading shall comply with the Section 3.10 for each proposed use. However, the Planning Board may grant waivers for parking if the Board finds that waivers will be compatible with the design and purposes of the PUD.

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2.8.7.2 Except for structures not intended for human occupancy (chimney, water tower, etc.) height of buildings shall not exceed 50 feet, or as specified by the Federal Aviation Administration as part of their permitting process or by the limitations outlined in the Airport Approach Height Overlay (Section 2.6.6 of this Ordinance).

2.8.7.3 In PUD's where residential uses are proposed, the overall residential density of a PUD may not exceed six (6) residential dwelling units (including single family homes) per gross acre of the PUD tract. In determining appropriate density, in addition to other criteria here, the Planning Board shall pay special attention to the amount of buildable land contained on the tract as determined or reasonably estimated in the submission materials. Permitted non-residential uses may be located in a flexible spatial environment, assuring compatibility with residential uses and with the overall development design.

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Comment [TJT6]: Added following 9/9 PB Meeting

2.8.7.4 The PUD shall be in compliance with:

2.8.7.4.1 All standards contained within the Zoning Ordinance, Site Plan Regulations, and Subdivision Regulations unless waived or modified as part of the master plan; and

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2.8.7.4.2 All applicable local, state, and federal law relating to public health and safety, building construction, and drainage (these standards may not be waived or modified).

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2.8.7.5 All roads and structures shall be set back a minimum of fifty (50) feet from all exterior PUD tract boundaries which abut residential uses except where transportation or use linkages are desired. Landscaping and other screening devices shall be designed to provide a reasonable buffer between the PUD and adjoining property except where compatible uses adjoin one another.

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2.8.7.6 Any proposed covenants, restrictions, and easements must be approved by the Planning Board. A provision must be built into the documents providing for municipal enforcement of the covenants, restrictions, and easements at the Town's option and at the developer's expense under appropriate circumstances.

2.8.7.7 In a PUD where ownership is subject to restrictions, covenants and other agreements, those documents shall be recorded in the Rockingham County Registry of Deeds.

2.8.8 Criteria for Review of PUD Proposals. The following criteria shall guide the Planning Board in determining appropriate land uses, densities, and other development standards for the PUD. It is emphasized that the determination of whether or not a proposal meets the intent and objectives of this ordinance is made by the Planning Board in its reasonable discretion.

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2.8.8.1 General Considerations. The Planning Board shall consider the following:

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2.8.8.1.1 Provisions of Town of Londonderry Zoning Ordinance, Site Plan Regulations, Subdivision Regulations, and other applicable town, state, and federal law, where appropriate.

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2.8.8.1.2 Consistency with the Town of Londonderry Master Plan, and any related plans or studies (such as the Londonderry Business Park Design Charrette, Northwest Small Area Master Plan, etc.)

2.8.8.1.3 Conformance with the intent and objectives of this Section.

2.8.8.1.4 Infrastructure capacity and the effect of the PUD upon public services and public safety.

2.8.8.1.5 Prospective fiscal impact upon the Town of Londonderry.

2.8.8.2 Specific objectives. Every PUD should incorporate a number of the following elements. Their usage defines a planned unit development and justifies departures from standards otherwise applicable under conventional zoning (introduction of new uses, more intensive land uses, higher density, novel design approaches, etc.).

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2.8.8.2.1 Inclusion of a harmonious mix of uses.

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2.8.8.2.2 Provisions for quality architectural design.

2.8.8.2.3 Placement of structures on most suitable sites with consideration of topography, soils, vegetation, slope, etc.

2.8.8.2.4 Preservation of open space.

2.8.8.2.5 Preservation of natural vegetation and other important natural features.

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2.8.8.2.6 Preservation of important cultural resources such as stone walls and other archaeological sites.

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2.8.8.2.7 Development of active or passive recreational areas.

2.8.8.2.8 Quality landscaping.

2.8.8.2.9 Use of sidewalks, bikeways, and other multi-use paths.

2.8.8.2.10 Use of traffic mitigation, traffic calming, or Transportation Demand Management measures.

- 2.8.8.2.11 Significant screening of, or rear placement of, parking areas.
- 2.8.8.2.12 Sustainable design and construction practices promoting energy conservation.
- 2.8.8.2.13 Other public benefits such as provision of a community center or day care center.
- 2.8.8.2.14 Public access to community facilities in PUD.

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**2.8.9 Submission Requirements**

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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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2.8.9.1.1 Completed PUD application

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

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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

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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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2.8.9.2.1 Present underlying zoning classification and zoning classification of all adjoining lots.

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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).

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2.8.9.2.6 Proposed general estimates of location, size, use(s) for each structure.

Comment [TJT7]: Added following 9/9 PB meeting.

2.8.9.2.7 Proposed general estimates of location, width, and materials of all streets, drives, sidewalks, and paths.

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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.

2.8.9.2.10 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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2.8.10 Interpretation/application of PUD master plan. The Planning Board shall review any site plan or subdivision application for its conformity with the approved PUD master plan, however the PUD will have control over site review and subdivision regulations. The Board may use its discretion in determining if particular items are consistent with the intent of the plan.

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2.8.10.1 Many items in the PUD Master Plan will be presented and construed to be in preliminary sketch form subject to preparation of detailed, engineering analysis and some modification at the site plan/subdivision application stage consistent with the master plan. These items include exact lot locations and layouts, exact locations of roads and paths, size and configuration of parking lots, utility information, water and sewer/septic, drainage, landscaping, and architectural renderings. (For example, the land plan may show numerous trees to be planted. The applicant would be able to significantly modify the locations and types of planting at the site plan stage provided the intent of the landscaping element as presented in the land plan is met.)

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2.8.10.2 All development standards must ultimately be determinable for each land use area. Where specific development standards are neither stated nor implied in the PUD master plan, the most appropriate standards otherwise applicable (from the Zoning Ordinance, Site Plan Regulations, and/or Subdivision Regulations) shall apply as determined by the Planning Board. (For example, an area designated for a particular use in the PUD



master plan does not specify front setbacks. The front setbacks contained in the appropriate underlying zoning district would then apply.)

2.8.11 Fees. The application fees for a PUD are as follows:

2.8.11.1 \$20.00 per gross acre of the tract not to exceed \$5,000

2.8.11.2 Legal notice and abutter notification fees shall be as determined in the latest version of the Town's Subdivision and Site Plan Regulations.

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Londonderry Zoning Ordinance Use Table

													Overlay Districts										
													POD - 102 <sup>1</sup>	POD - 28 <sup>1</sup>	CO	AH	AZ	FP					
													GB	PUD	AD								
<b>RESIDENTIAL AND AGRICULTURAL</b>																							
Agriculture	P	P											P <sup>5</sup>										
Assisted Living Facilities		P	P	P	P								P <sup>5</sup>	P	P								
Back Lot Development	C												P <sup>5</sup>	See specific district regs.									
Dwelling, multi-family	C <sup>3</sup>	P, C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>							P <sup>5</sup>										
Dwelling, single family	P, C <sup>3</sup>	P, C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>	S, C <sup>3</sup>	C <sup>3</sup>							P <sup>5</sup>										
Dwelling, two-family	P, C <sup>3</sup>	P, C <sup>3</sup>	C <sup>3</sup>	C <sup>3</sup>	S, C <sup>3</sup>	C <sup>3</sup>							P <sup>5</sup>										
Elderly Housing	P	P	P	P	P	P							P <sup>5</sup>	P	P								
Manufactured housing	P, C <sup>3</sup>	P, C <sup>3</sup>																					
Mixed use residential							P						P <sup>5</sup>										
Mobile homes	P																						
Nursing Home and accessory uses		P	P	P	P								P <sup>5</sup>	P	P								
Preexisting manufactured housing parks	P																						
Presite Built Housing	P																						
<b>CIVIC USES</b>																							
Community center			P	P			C						P <sup>4</sup>										
Cemetery	P																						
Public Facilities	P		P	P			C	P	P	P	P		P <sup>4</sup>	P									
Public Utilities	P	P	P	P				S	S	S	S		P <sup>5</sup>	S									
Recreational Facilities, Public	P			P									P <sup>4</sup>		P	P							
Religious Facilities	P		P	P	P	P							P <sup>5</sup>	P	P								
Cultural Uses and Performing Arts													P	P <sup>4</sup>									
<b>BUSINESS USES</b>																							
Aeronautical Facilities														P									
Assembly, testing, repair and packing operations up to 250,000 sq. ft.													P	P <sup>4</sup>									
Assembly, testing, repair and packing operations 250,001 sq. ft. or larger													C	P <sup>4</sup>									
Bed and Breakfast Homestay	P												P <sup>5</sup>										

P = Permitted Use

C = Requires Conditional Use Permit

S = Requires Special Exception

Londonderry Zoning Ordinance Use Table

	AR-1	R-III	C-I	C-II	C-III	C-IV	IND-I	IND-II	GB	PUD	AD	POD - 102 <sup>1</sup>	POD - 28 <sup>1</sup>	CO	AH	AZ	FP
Business center development			P	P					P	P <sup>4</sup>		P	P				
Conference/Convention Center									P	P <sup>4</sup>							
Day Care Center, Adult						C				P <sup>4</sup>							
Drive-thru window as an accessory use			P	P													
Drive-in establishments			P	P													
Drive-in theatres				P													
GB District Services									(See GB District Services Use Table, Section 2.2.2)								
Financial institution			P	P					P	P <sup>4</sup>							
Funeral homes			P	P	P												
Education and Training Facilities									P	P <sup>4</sup>							
Excavation, including Temporary and Permanent Manufacturing Plants as an accessory use.	P		P	P	P		P	P			P						
Group Child Care Center					P	C	S	S		P <sup>4</sup>		C	C				
Home Occupation	S									S							
Hotels				P					P	P <sup>4</sup>							
Manufacturing, Heavy								P	P		P						
Manufacturing, Light up to 250,000 sq. ft.				P			P	P	P	P <sup>4</sup>	P						
Manufacturing, Light 250,001 sq ft or larger				P			P	P	C	P <sup>4</sup>	P						
Membership club			P	P						P <sup>4</sup>							
Motels				P													
Motor Vehicle Maintenance, Major Repair and Painting								P			P						
Motor vehicle rental											P						
Motor Vehicle Station, Limited Service				P		C <sup>2</sup>				P <sup>4</sup>	P						
Recreation, commercial			P	P						P <sup>4</sup>		P	P				
Retail sales establishment			P	P		P				P <sup>4</sup>		P	P				
Outdoor Storage of goods or materials (not to exceed 5-10% of the gross floor area) as an Accessory Use									C								
Professional office			P	P	P	P	P	P	P	P <sup>4</sup>	P	P	P				

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Londonderry Zoning Ordinance Use Table

	AR-1	R-III	C-I	C-II	C-III	C-IV	IND-I	IND-II	GB	PUD	AD	POD - 102 <sup>1</sup>	POD - 28 <sup>1</sup>	CO	AH	AZ	FP
Rental Car Terminal up to 50,000 sq. ft									P	P <sup>4</sup>							
Rental Car Terminal 50,001 sq. ft. or larger									C	P <sup>4</sup>							
Repair services			P	P		P	P	P		P <sup>4</sup>	P	P	P				
Research or Development Laboratories				P			P	P	P	P <sup>4</sup>	P						
Restaurant			P	P		C				P <sup>4</sup>	P	P	P				
Restaurant, fast food			P	P						P <sup>4</sup>							
Sales of Heavy Equipment or Heavy Trucks as an accessory use							C	C	C								
School, Private					P					P <sup>4</sup>		P	P				
Service establishment			P	P			P	P		P <sup>4</sup>	P	P	P				
Sexually oriented businesses			P	P													
Storage, self serve				P			P	P				C	C				
Terminal, Airplane											P						
Terminal, Trucking up to 100,000 sq. ft.								P	P	P <sup>4</sup>	P						
Terminal, Trucking 100,001 sq. ft. or larger								P	C	P <sup>4</sup>	P						
Vehicle Sales Establishment				P													
Warehouses and Storage up to 250,000 sq. ft.				P			P	P	P	P <sup>4</sup>	P	C	C				
Warehouses and Storage 250,001 sq. ft. or larger				P			P	P	C	P <sup>4</sup>	P	C	C				
Wholesale Businesses up to 250,000 sq. ft.				P			P	P	P	P <sup>4</sup>	P						
Wholesale Businesses 250,001 sq. ft. or larger				P			P	P	C	P <sup>4</sup>	P						

1 - Any use permitted in the underlying zoning district, which is not a permitted use in the Performance Overlay District is considered a Conditional Use

2 - See section 2.4.1.2.4 for additional dimensional requirements related to fuel dispensers

3 - See Section 2.3.3 for specific requirements (workforce housing)

4 - As part of an approved PUD Master Plan, See Section 2.8

5 - As part of an approved PUD Master Plan (where the underlying zoning is not GB), See Section 2.8

P = Permitted Use

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S = Requires Special Exception

Londonderry Zoning Ordinance Use Table

<b>GB District Services Use Table</b>	<b>GB</b>
Accessory Uses up to 5,000 sq. ft. - Including but not limited to, retailing, cafeteria, personal services, restaurant or auditorium accessory with and incidental to a principal use	P
Accessory Uses from 5,001 – 20,000 sq. ft.-Including but not limited to, retailing, cafeteria, personal services, restaurant or auditorium accessory with and incidental to a principal use	C
Automotive Repair up to 5,000 sq. ft.	P
Automotive Repair from 5,001 to 10,000 sq. ft.	C
Computer Services up to 5,000 sq. ft.	P
Computer Services from 5,001 to 10,000 sq. ft.	C
Service/Commercial Businesses up to 5,000 sq. ft. (Including restaurants and gas stations)	P
Service/Commercial Businesses from 5,001 to 20,000 sq. ft. (Including restaurants and gas stations)	C
Daycare up to 5,000 sq. ft.	P
Daycare from 5,001 to 10,000 sq. ft.	C
Health Clubs up to 5,000 sq. ft.	P
Health Clubs from 5,001 to 20,000 sq. ft.	C
Personal Service Businesses up to 5,000 sq. ft.	P
Personal Service Businesses from 5,001 to 20,000 sq. ft.	C

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S = Requires Special Exception