

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF OCTOBER 8, 2008 AT THE MOOSE HILL**
3 **COUNCIL CHAMBERS**
4

5 7:00 PM: Members Present: Art Rugg, Chairman; Rick Brideau, Ex-Officio; John
6 Farrell, Vice Chairman; Kathy Wagner, Council Liaison; Charles Tilgner, P.E., Ex-
7 Officio; Lynn Wiles; Mary Soares; Greg Warner, Alternate Member Absent Chris
8 Davies, Alternate; Rob Nichols and Melissa Nemon, Alternate
9

10 Also Present: André Garron, AICP; John Trottier, P.E.; Margo Lapietro, Executive
11 Assistant
12

13 A. Rugg called the meeting to order at 700 PM. A. Rugg appointed Greg Warner
14 to vote for Rob Nichols.
15

16
17 **Administrative Board Work**
18

19 A. Signing of Minutes – Signing of meeting minutes for Sept. 3 and 10 will be
20 done by Mary Soares
21

22 B. Discussions with Town Staff
23

24 A. Garron said he will have another meeting with Town Council on 10/20/08
25 to discuss the Economic Development Plan. John Farrell asked A. Garron to
26 tell the Town Council that the CIP members would like to proceed with the
27 idea of a taskforce for Economic Development. He responded that a
28 Resolution was passed for a task force and the CIP Committee has
29 volunteered to be that particular group. Art Rugg reminded everyone that
30 starting next Wednesday the law lecture series will be held in Derry Town Hall
31 and will continue for two more Wednesday. If anybody needs information it
32 is on the municipal association website. A. Garron stated at the Council
33 meeting last Monday they passed the conservation sub-division ordinance.
34 Art Rugg said Council also passed the dimensional relief part of the Historic
35 Overlay District (HOD). The balance of the HOD is remanded back to the
36 Planning Board, the first workshop on that will be the second Wednesday of
37 November.
38

39 **Cont'd Plans/Workshops/Public Hearings/Conceptual Discussions**
40

41 A. Alamo Fireworks, Map 10 Lots 117 and 118 - Continued Public Hearing for a
42 site plan to construct a 7,778 sq. ft. fireworks retail/warehouse building.
43 Accepted as complete at the last meeting. Joseph Maynard from Benchmark
44 Engineering represented Alamo Fireworks. Remaining issues were the site
45 distance as it went in a south easterly direction across Louis Saab's portion of
46 land. Obtained a site distance easement from Mr. Saab in that direction.
47 Other issues were abutter to north had concern about large silver maples.
48 Incorporated a small retaining wall, certified arborist will be present to watch
49 two large maples in that area. Water main went to that area re-located it

1 away from the silver maples so depth of excavation won't impact the root
2 system. Stantec issues are minimal, everything addressed. J. Trottier said
3 everything has been addressed to appease the abutters.
4

5 J. Trottier summarized the design review items from the DPW/Stantec memo.
6 He read the three waivers into the record from the Staff Recommendation
7 memo. Site distance was withdrawn because it was resolved, resulted in two
8 waivers.
9

10 J. Trottier said staff recommends conditional approval as outlined in the staff
11 recommendation memo. A. Garron agreed with Staffs approval, wants
12 applicants traffic engineer to work closely with staff for the traffic study,
13 wants plan to be consistent.
14

15 J. Farrell asked when the busy season arrives have they discussed use of
16 police for traffic control. J. Trottier responded it had not been discussed. A.
17 Rugg said he felt it might be necessary. R. Brideau said they can do what
18 they did with Victory Baptist Church, if needed have police. Will be added as
19 one of the conditions of approval. J. Farrell, Mary Wing Soares and Lynn
20 Wiles congratulated the developer for working with abutter. Greg Warner
21 asked if the LFD reviewed their requirements with Alamo, J Maynard
22 responded they did meet. J. Trottier said construction of building will not
23 require full access around building and the sprinkler system will help. Bart
24 Perry, 10 Londonderry Road represented his father Jeremiah Perry, said he
25 appreciated everything the developer has done. The landscaping shown on
26 the drawings shows plantings under the maple trees, he said they will get
27 into the roots of the maples. J. Farrell said to have staff work with the
28 arborist, Alamo and the Perry's to do the right thing. J. Maynard said that
29 the conditional approval should show the possibility of fewer trees. Ricky
30 Bonner, 7 Londonderry Rd. expressed concerns about traffic. A. Rugg said
31 traffic was reviewed by engineers. A. Garron said the short analysis of the
32 traffic report does not meet requirements for a traffic light. R. Bonner asked
33 for exact location of police officer, J. Trottier said they will leave that
34 responsibility to the police. A. Garron said officer is only needed for that
35 particular business if the need arises. Pat Carlon, Phantom Fireworks, 15
36 Londonderry Rd questioned lighting package, storm water control, and truck
37 deliveries. J. Trottier said the roof drains will discharge into the on-site
38 detention basin. One comment is that they need to prove to the town
39 engineers that they can provide a large turning radius designed for a semi-
40 truck. The lighting on the front and sides of the building meets lighting
41 requirements per A. Garron. They meet the full cutoff standard. J. Trottier
42 said the town requirement is to not have light pollution beyond the property
43 line. Claudette Adams, 54 Hall Rd. questioned that the site line distance
44 required of Alamo was for 360 ft. Alamo can only assure the Planning Board
45 of 90 ft; she quoted A. Rugg as saying at the last Planning Board meeting
46 that anything less than 360 ft would be a safety issue. Asked why the
47 Planning Board approved a site plan distance of 60 feet to Murray's Auto
48 Recycling on Hall Rd Asked why a safety issue in one part of town is not a
49 safety issue in another part of town. A. Rugg said they already discussed
50 Murray's Auto Recycling's site plan that was approved last October and is not open for

1 discussion. She said she was concerned about accidents; take care of it
2 before one does happen on Hall Rd.. Art Rugg said we are here tonight to
3 discuss Alamo. He recommended she call the Community Development
4 Department for a conceptual hearing which occurs the second Wednesday of
5 the month. A. Garron suggested she submit either a letter or e-mail to
6 discuss a conceptual hearing before the planning board and the reason why
7 she wants the hearing. Councilor Wagner asked if we are re-opening a site
8 plan. A. Garron responded not re-opening only talking about the site distance
9 and its application. What was ruled in the past stands. J. Maynard said the
10 abutter asked for a 6 ft high fence along the common property line, not noted
11 on the plans. Will incorporate it into the site plan, it was part of the site plan
12 negotiations with the abutter. There was no further public input.

13
14 **J. Farrell made a motion to grant waivers number 1 for Section 3.08.g**
15 **and waiver number 2 for Sections 2.11.g, two letters dated 8/11/08**
16 **from Benchmark Engineering as well as the recommendation of staff.**
17 **Second Rick Brideau. Vote 8-0-0.**

18
19 **John Farrell made a motion to conditionally approve the site plan**
20 **with the following conditions:**

21
22 **PRECEDENT CONDITIONS**

23
24 All of the precedent conditions below must be met by the applicant, at the
25 expense of the applicant, prior to certification of the plans by the Planning Board.
26 Certification of the plans is required prior to commencement of any site work, any
27 construction on the site or issuance of a building permit.

- 28
29 1. The proposed sight distance plan appears to indicate an easement is
30 necessary on abutting lot 119 for maintenance of the proposed driveway
31 sight distance. The Applicant shall indicate and obtain the necessary
32 easements and provide a copy of the executed easements to the Town for
33 their file.
34
35 2. **The Applicant shall provide an Auto-Turn template for the Planning**
36 **Department's file to clarify the anticipated delivery vehicle can**
37 **properly negotiate and access the designated loading area.**
38
39 3. **The Applicant shall provide additional spot elevations to clarify the**
40 **top of embankment elevation and width of the detention basin**
41 **adjacent to Londonderry Road on the Topographic Plan for proper**
42 **construction.**
43
44 4. **The Applicant shall address the following relative to the project**
45 **details:**
46 A. Label the depth of crushed gravel under the concrete in the sidewalk
47 detail to 8" minimum.
48 B. Correct the text of the proposed dumpster pad gate at the dumpster
49 pad that appears backwards.

- 1 C. Remove the guardrail detail on sheet 8 that does not appear
2 applicable to this latest design.
3 D. Provide a detail for the proposed building mounted light fixture in the
4 plan set or on the lighting plan as typically required by the Town to
5 clarify the fixture is full cutoff as noted.
6

7 **5. The Applicant shall address the Stantec Consulting Services, Inc.**
8 **memorandum relative to the submitted traffic report dated October**
9 **8, 2008.**

10
11 **6. The Applicant shall verify the operations and maintenance notes for**
12 **the drainage system on sheet 3 adequately addresses routine**
13 **maintenance schedule with the Department of Public Works and**
14 **revise as necessary.**

15
16 **7. The project calls for the subject parcels to be combined. The**
17 **applicant shall merge the lots (via lot consolidation or voluntary**
18 **merger if the lots are held in the identical ownership) PRIOR to final**
19 **approval of the site plan.**

20
21 **8. The applicant shall provide a 6' fence along the property line with**
22 **Lot 119, as discussed at the public hearing.**

23
24 **9. Note all waivers granted on the plan.**

25
26 **10. The Applicant shall provide a digital (electronic) copy of the**
27 **complete final plan sent to the Town at the time of signature by the**
28 **Board in accordance with Section 2.05.n of the regulations.**

29
30 **11. Outside consultant's fees shall be paid within 30 days of approval of**
31 **plan.**

32
33 **12. Financial guaranty if necessary.**

34
35 **13. Final engineering review**

36
37 **14. The landscape plan is subject to the approval of Town staff.**

38
39 **PLEASE NOTE -** Once these precedent conditions are met and the plans are
40 certified the approval is considered final. If these conditions are not met within
41 120 days to the day of the meeting at which the Planning Board grants conditional
42 approval the board's approval will be considered to have lapsed and re-submission
43 of the application will be required. See RSA 674:39 on vesting.
44

45 **GENERAL AND SUBSEQUENT CONDITIONS**

46
47 All of the conditions below are attached to this approval.

- 48
49 1. **No construction or site work for the amended site plan may be**
50 **undertaken until the pre-construction meeting with Town staff has**

1 **taken place, filing of an NPDES-EPA Permit and the site restoration**
2 **financial guaranty is in place with the Town.** Contact the Department
3 of Public Works to arrange for this meeting.
4

5 **2. The applicant shall provide for a police detail as needed during the**
6 **peak sales months of the operation (May through July) to assist**
7 **with traffic control operations.**
8

9 **3. The applicant shall work with the Town Staff and owners of abutting**
10 **lot 116 relative to the proposed landscaping. The Town Staff shall**
11 **have the flexibility to modify the landscaping design as necessary,**
12 **without the need to return for additional public hearings with the**
13 **Planning Board, with approval of the abutting lot 116, to ensure the**
14 **integrity of the existing vegetation on lot 116 is not compromised.**
15

16 4. The project must be built and executed exactly as specified in the approved
17 application package unless modifications are approved by the Planning
18 Division & Department of Public Works, or if staff deems applicable, the
19 Planning Board.
20

21 5. All of the documentation submitted in the application package by the
22 applicant and any requirements imposed by other agencies are part of this
23 approval unless otherwise updated, revised, clarified in some manner, or
24 superseded in full or in part. In the case of conflicting information between
25 documents, the most recent documentation and this notice herein shall
26 generally be determining.
27

28 6. All site improvements must be completed prior to the issuance of a
29 certificate of occupancy. In accordance with Section 6.01.d of the Site Plan
30 Regulations, in circumstances that prevent landscaping to be completed
31 (due to weather conditions or other unique circumstance), the Building
32 Division may issue a certificate of occupancy prior to the completion of
33 landscaping improvements, if agreed upon by the Planning Division & Public
34 Works Department, when a financial guaranty (see forms available from the
35 Public Works Department) and agreement to complete improvements are
36 placed with the Town. The landscaping shall be completed within 6 months
37 from the issuance of the certificate of occupancy, or the Town shall utilize
38 the financial guaranty to contract out the work to complete the
39 improvements as stipulated in the agreement to complete landscaping
40 improvements. **No other improvements shall be permitted to use a**
41 **financial guaranty for their completion for purposes of receiving a**
42 **certificate of occupancy.**
43

44 7. As built site plans must to be submitted to the Public Works Department
45 prior to the release of the applicant's financial guaranty.
46

47 8. All required Traffic, Police and Fire impact fees must be paid prior to the
48 issuance of a Certificate of Occupancy.
49

1 9. It is the responsibility of the applicant to obtain all other local, state, and
2 federal permits, licenses, and approvals which may be required as part of
3 this project (that were not received prior to certification of the plans).
4 Contact the Building Division at extension 115 regarding building permits.
5

6 **R. Brideau seconded the motion.** No discussion. **Vote on the motion:**
7 **8-0-0.** Plan is conditionally approved.
8

9 B. **Public Hearing** - FY 2010-2015 Capital Improvements Plan

10 J. Farrell, Chairman of the CIP reported that the committee had concluded
11 their findings on this conceptual recommendation. Town Council and School
12 Board are the policy makers, they have the last say. A. Rugg said it is a plan
13 required by statute from the Planning Board. It ties in impact fees and
14 growth management. A. Garron repeated that the CIP is a guide, works with
15 the Master Plan, takes action on capital items. Without the CIP there would
16 be no growth management, funding decisions are made by town meeting.
17 He proceeded to review all the projects and listed their priority.
18

19 He reviewed year by year costs, combined tax impact analysis, financing
20 assumptions used in development of CIP; previous bond articles scheduled
21 for completion during the 6 year CIP period. Exit 4A was approved for \$5M
22 by taxpayers in un-issued debt (at Town Meeting of 1992). L. El-Azem asked
23 what the impact of the new projects would be to the taxpayers. A. Garron
24 said would be about \$2.07. She then asked what will happen if exit 4A does
25 not go forward,. S. Hickey responded we would have to go to town meeting
26 and have the taxpayers recind the vote. L. El-Azem questioned that there
27 was no money bonded yet, S. Hickey said that was correct. S. Hickey said
28 we have \$4.5M we can sell. Half a million was used for A&E costs. Councilor
29 Wagner said we have not issued the bond for \$4.5M does not cost taxpayers
30 anything. Discussion ensued about bonds and bonds falling off. Councilor
31 Wagner announced that Page Rd does have state approval. John Farrell said
32 \$28M out of \$60M will be state issued reimbursement. Andre thanked all the
33 CIP committee members for their help. Open for discussion. Martin Srurgis,
34 17 Wimbledon Dr. said he thought the taxpayers voted not to appropriate
35 money for a study of the auditorium. He asked why it was in the CIP. L. El-
36 Azem said the town did vote against it, it is now \$10M - \$15M and has been
37 moved up in the CIP, it is frustrating, just calling it another name.. School
38 Board Member, Ron Campo explained it was originally presented as a
39 performing arts center. The School District said no. It was a warrant article
40 that was put on the School District. The School Board formed a committee to
41 find a location, what it would cost and the size of the building. The most cost
42 effective way of doing a school auditorium would be to get, 30% of state
43 funding because it is part of a school. Community has an option to vote for a
44 solid project. It started 6 years out moved in as the time frame went..
45 Because of recent events and some items on the council side they decided to
46 put it out a year which was done in August. Let the voters vote on it so they
47 will information for the project. R. Brideau said it crept up in the CIP,
48 because if we didn't have it where we put it we did not have a chance of
49 private funding coming in, that was why it was so far out. R. Campo said the

1 School Board organized a committee to study the auditorium. He said the
2 Committee looked at alternative funding.

3
4 Mike Speltz, Conservation Commission member said that land is cheap right
5 now due to economic times. It is a good opportunity to buy land for open
6 space. He explained the town has 180 miles of road; the town is spending
7 \$1.5 – \$1.7M just to keep roads from deteriorating even further. Open space
8 requires no maintenance and no operating funds, hopes the taxpayers
9 support the open space plan. Councilor Wagner asked M. Speltz how much
10 was in their account he responded \$1.6M. He said they have a deal very
11 close to closing for \$1.2M. He spoke about the Andy Mack property being
12 made public but most landowners do not want their names disclosed. He said
13 it was better to have money in hand because it made it easier to deal with
14 the land owner. Councilor Wagner said people want to see on the bond what
15 they are buying but we are not able to do that because landowners don't
16 want that. Greg Warner said he agrees with replacing the N/W fire station,
17 he suggested making it expandable due to proposed industry at MHT.
18 Councilor Wagner explained it is the same as South, they pre-planned for
19 expansion at both fire stations. **J. Farrell made a motion to adopt the
20 CIP for 2010 – 2015. Second M. Soares Vote 8-0-0.**

21
22 C. Flexible Industrial District - Zoning Ordinance – Workshop – A. Garron said
23 that this ordinance is based on the vision created by the design charrette of
24 the airport area that took place in 2003. The Planning Board held a public
25 hearing on this ordinance back in February of this year. He said he got good
26 and candid input and staff created another draft of the ordinance based on
27 that input, presented it to the planning board and sent it back out to property
28 owners. Got one letter from King Family and an abutter discussed the
29 proposed ordinance in the community development office. T. Thompson
30 prepared a summary of the proposed ordinance that Andre reviewed. They
31 held thresholds for the size and scale of each of the uses so that one use
32 would not overwhelm the area. It gives the board a tool to decide if it is
33 good for the area based on the goals and objectives of the proposed district.
34 Discussion ensued about restaurants being in the district as they were listed
35 because an abutter didn't want one. It was suggested to put everything into
36 a table, easier to see. Some feedback was that the property owners did not
37 want retail to overwhelm the area. J. Farrell said it should be flexible, mix
38 green space. Discussion ensued about how much green space should be
39 allowed. J. Farrell said it can be adjusted per the ordinance. M. Soares
40 asked if open and green space are defined in the ordinance, Andre responded
41 yes. He said a lot of open space has been taken by MHT for the airport
42 runway expansion and NHDOT for the Airport Access Road.. Councilor
43 Wagner said one of the property owners did not want to have recreation
44 space on their property due to liability. Discussion ensued about directional
45 signs, general opinion was to consolidate them. Attorney Lazos listed
46 airplane terminals as a permitted use in this area. A. Garron said he does not
47 agree with it. It was decided to allow airport items to be handled by MHT.
48 Residential/condo use was also suggested by Attorney Lazos it is not
49 conducive to the area. The board agreed to keep the area commercial. A.
50 Garron said transportation management should be preserved to save the

1 infrastructure. He asked the board if everything was clear in the ordinance.
2 He proceeded to review items that were added: Articulate goals and
3 objectives, reviewed setbacks and open space, take hard look at directional
4 signs, minimum lot size not less than an acre, FAA permitting needed for
5 building height, minimum green space discussed, outdoor storage, parking
6 requirements, landscaping lighting requirements, conditional use permit
7 spelled out, criteria for granting conditional use permits, transportation
8 techniques.

9
10 Consensus is to have another workshop. Lynn Wiles asked how many major
11 property owners in are in the area, Andre responded 4 He asked do we need
12 their permission to buy into this ordinance. A. Garron said a certain amount
13 would be good. M. Soares asked if Andre could ID parcels in the north end
14 of town for future workforce housing or multi-family for the next workshop
15 and figure out how many can be put there Andre said the Housing Taskforce
16 developed a map for them, there are a few lots in the flexible industrial
17 district that could be used, but he advised against it.

18
19 Schedule Workshop for Flexible Industrial District on 11/12
20
21
22

23 **Other Business**

24
25
26 **Adjournment:**

27
28 **R. Brideau made a motion to adjourn the meeting. J. Farrell seconded the**
29 **motion.** No discussion. **Vote on the motion: 8-0-0.** Meeting adjourned at 9:15
30 PM.

31
32
33 These minutes prepared by Margo Lapietro, Executive Assistant.

34
35
36 Respectfully Submitted,

37
38
39
40 Mary Wing Soares, Secretary

Town of Londonderry, New Hampshire Capital Improvements Plan FY2010 - FY2015

*Prepared by the Londonderry
Capital Improvement Planning Committee*

Chair: John Farrell, Planning Board Rep
Vice Chair: Ron Campo, School Board Rep
Brian Farmer, Town Council Rep
Rick Brideau, Planning Board Rep
Tom Freda, Budget Committee Rep
Don Jorgenson, Budget Committee Alternate

Staff:

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

*Adopted by the Londonderry
Planning Board on October 8, 2008:*

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
Kathy Wagner, Council Ex-Officio
Melissa Nemon, Alternate
Chris Davies, Alternate
Greg Warner, 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.

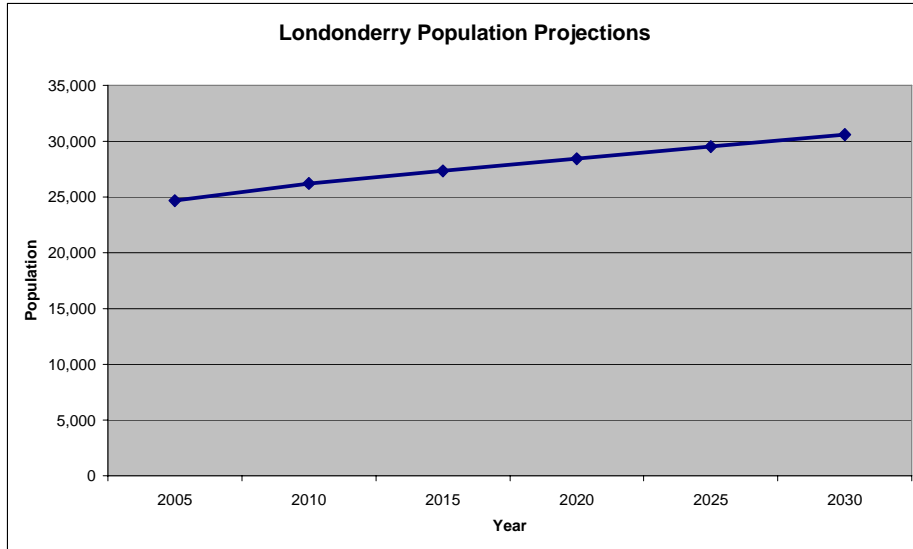
Borrowing from the 2004 Londonderry Master Plan:

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:

Introduction (Continued)

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



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. In addition to the

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

| Community | NH Municipalities - Rank Order by Numeric Growth | | | | | | 1990 - 2000 | | |
|--------------------|--------------------------------------------------|-------------|--------------|--------------|--------------|-------------|--------------|----------|--|
| | 1960 | 1970 | 1980 | 1990 | 2000 | Change | % | Rank | |
| | census | census | census | census | census | 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 | |
| Londonderry | 2457 | 5346 | 13598 | 19781 | 23236 | 3455 | 17.47 | 6 | |
| 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 | |

Count of New Buildings at Buildout

| | # Existing Units (approx.)* | # New Housing Units at Buildout | #Total Units at Buildout | % Change |
|-------|-----------------------------|---------------------------------|--------------------------|----------|
| 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% |

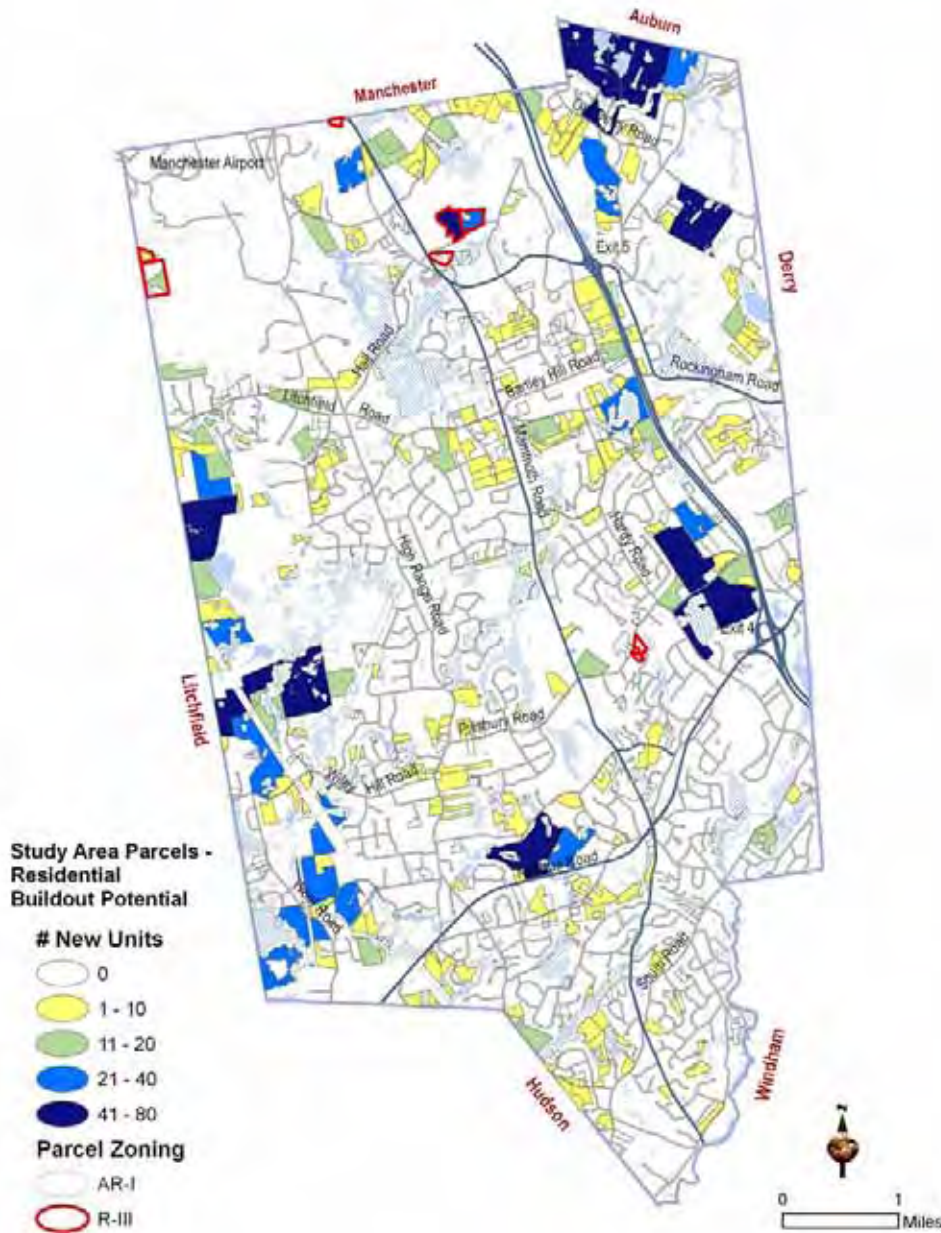
* Count of existing housing units is derived from Londonderry GIS address records.

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) |

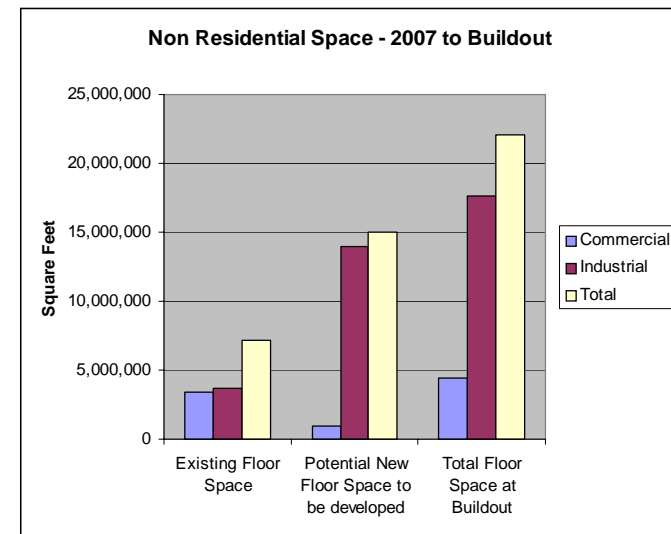
Introduction (Continued)

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% |

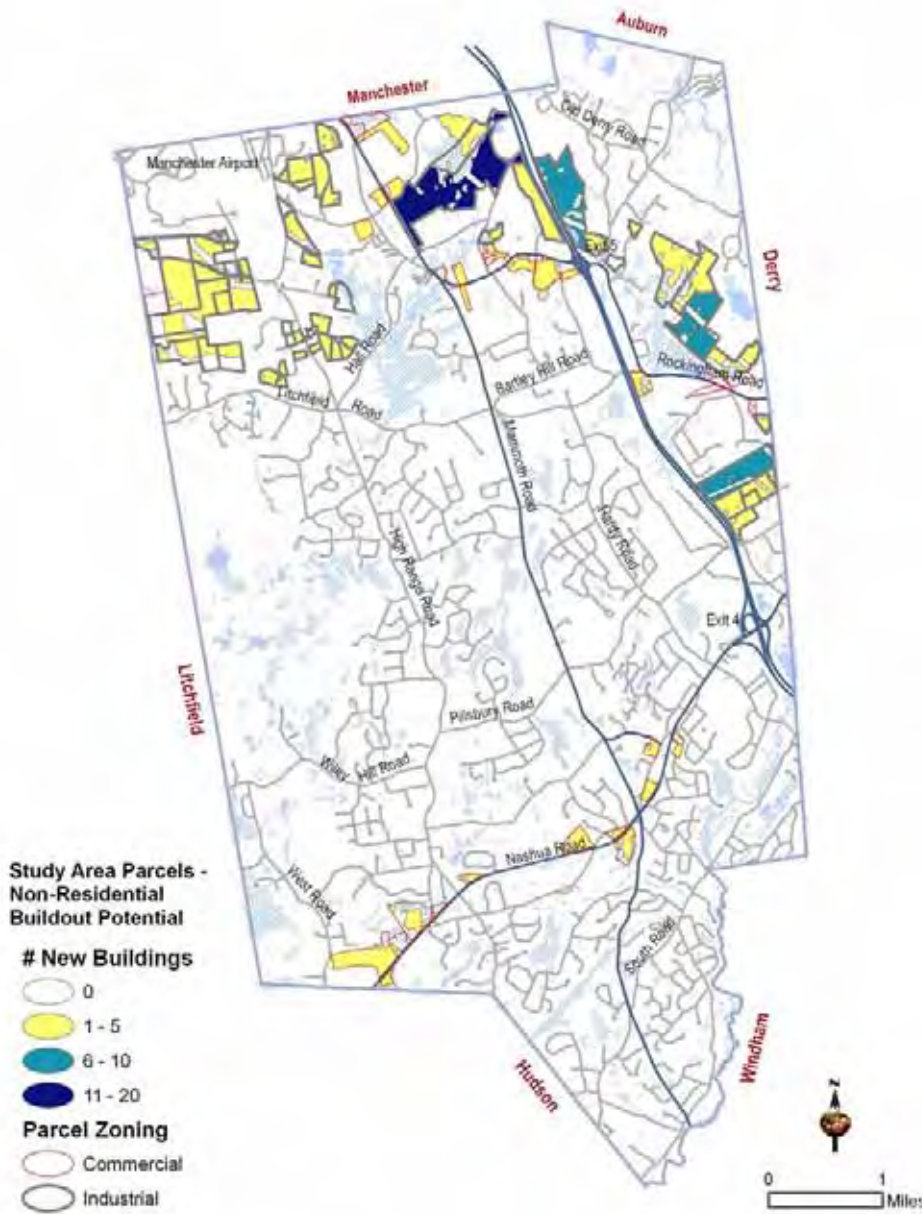


Introduction (Continued)

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 2010-2015 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 2010 to 2015 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 Department 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 - Urgent/Cannot Be Delayed: Needed immediately for health & safety

Fire Department

- North/West Station Replacement - \$1,900,000 (Construction)

Project Description: This project has been identified in the CIP for the past number of years. Funds were expended for land purchase and major site work is completed. The design of the station was completed but will need to be modified for future needs due to development within that area. North station was built in the 1956 and has serious problems with roof leaks, contamination, mold issues and substandard living conditions. The land that the station currently sits on is not large enough to support on-site renovations or modifications. The station is in need of major repairs of over \$500,000.00 to bring it up to livable standards and within current code. 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

Proposed Funding Year: FY 2010

Priority 2 - Necessary: Needed within 3 years to maintain basic level & quality of community services.

Public Works & Engineering - Highway Division

- Roadway Rehab/Reconstruction Program - \$9,000,000 (\$1,500,000 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 2010, 2011, 2012, 2013, 2014, 2015

Priority 2 - Necessary: Needed within 3 years to maintain basic level & quality of community services.

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 2013, now is Londonderry's opportunity to connect onto this project and open up a significant economic opportunity for the community. (See Appendix E for Cost Breakdown)

Funding Source: TIF

Proposed Funding Year: FY 2011

Public Works & Engineering - Highway Division

- Highway Garage Improvements - \$540,000 (\$230,000 Phase I - Approved for funding by TC on 8/18/08, \$150,000 Phase II, \$160,000 Phase III)

Project Description: Improvements to the existing Highway Garage including construction of a shed to store sand/salt mixtures and house trucks & equipment, and construction of a 24' x 80' addition to the existing building to house a forman's office, lunchroom, and bathroom facilities.

Funding Source: Expendable Maintenance Trust Fund
Recommended Funding Year: FY 2010 (Phase 2), 2011 (Phase 3)

Listing & Discussion of Projects by Priority (Continued)

Priority 2 - Necessary: Needed within 3 years to maintain basic level & quality of community services.

Community Development Department

- Rt. 28/Page Rd Intersection - \$1,925,000
Project Description: The project proposes to upgrade the Rt. 28/Page Road intersection and add signalization. As a result of several traffic studies conducted in the vicinity of the Page Road/Rt. 28 Intersection, it has been concluded that this intersection has failed. This intersection is at a pivotal point between Exit 5 and the new airport access road. Most trips wanting to travel from Exit 5 to the airport area and vice versa will use this intersection. The upgrade of this intersection will help stimulate development in the immediate area as well as toward the Pettengill Road.

Funding Source: GR/IF/GF

Proposed Funding Year: FY 2010

Community Development Department

- Rt. 28/128 Intersection - \$2,500,000
Project Description: The project proposes to upgrade the Rt. 28/Rt. 128 intersection by adding lanes to the four way approach, realigning the intersection and also signalization. This is phase I (Preliminary Engineering) of a three phase project. Londonderry was successful in having this project included in the NHDOT 10 Year Transportation Improvements Plan (TIP). It was originally scheduled for implementation FY 2012, but has been moved to FY2015. The preliminary engineering begins in 2009. Given that most of the funding will be provided by the NHDOT, Londonderry has to be ready with its share of the funding.

Funding Source: GR/IF/BD

Proposed Funding Year: FY 2012 (ROW Acquisition - \$300,000), FY 2015 (Construction - \$2,000,000)

Priority 2 - Necessary: Needed within 3 years to maintain basic level & quality of community services.

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 undergone 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 2011 for A&E, FY 2012 for Construction

Conservation Commission

- Open Space Protection - \$2,000,000
Project Description: This project implements the Master Plans call for the continued protection of open space. The capital funds requested will be used to acquire conservation easements or fee simple ownership of open space lands identified in the 2006 Londonderry Open Space plan. Please see the plan for details on the natural resource values of the parcels recommended for possible addition to Londonderry's open space network. As presented to the CIP Committee, the FY 2010 funds would be to obtain easements on 2 specific parcels (Map 9, Lot 49 & Map 10, Lot 15) owned by Moose Hill Orchards.

Funding Source: BD/GR

Proposed Funding Year: FY 2010

Listing & Discussion of Projects by Priority (Continued)

Priority 3 - Desirable: Needed within 4-6 years to improve quality or level of services.

Community Development Department

- Master Plan Update- \$150,000

Project Description: The general life of a master plan is typically 6-8 years. The Town of Londonderry currently has a growth management and impact fee ordinance. A prerequisite for both documents is a master plan. The plan should reflect the current and future needs of the community. The 2011 update will follow closely behind the Decennial Census. The new census information will give us updated population and demographic data. At Town Meeting in March 2008, the voters approved utilizing \$100,000 from the former Eco-Park Fund to fund a portion of this project through Capital Reserve.

Funding Source: CRF/GF

Proposed Funding Year: FY 2011

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 - Desirable: Needed within 4-6 years to improve quality or level of services.

Public Works & Engineering - Solid Waste Division

- Dan Hill Road Drop Off Center Improvements - \$420,000

Project Description: Site improvements to the existing drop-off facility on Dan Hill Road.

Funding Source: Reclamation Trust Fund

Proposed Funding Year: FY 2011

Fire Department

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

Project Description: This project has been identified in the CIP for the past number of years. This renovation will provide much needed improvements inclusive of more energy efficiencies. This station was built in 1978. There is no storage; appropriate living quarters for Firefighters and Office space is extremely limited. The training room is in need for expansion. And the communications Room is completely outdated and proper working conditions need to be addressed.

Funding Source: BD

Proposed Funding Year: FY 2012 (A&E), FY 2013 (Construction)

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. Planning 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 2013 (A&E), FY 2014 (Construction)

Listing & Discussion of Projects by Priority (Continued)

Priority 3 - Desirable: Needed within 4-6 years to improve quality or level of services.

Public Works & Engineering - Environmental Division

- South Londonderry Sewer Phase II - \$2,300,000
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 2013

Public Works & Engineering - Environmental Division

- Mammoth Road Sewer Replacement (portion) - \$350,000
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 2013

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 87 burial plots remaining. Of the 87 plots 10 are for cremation only burials. On average there 15 lots sold each year.

Funding Source: GF
Proposed Funding Year: FY 2011

Priority 3 - Desirable: Needed within 4-6 years to improve quality or level of services.

Conservation Commission

- Open Space Protection - \$2,000,000
Project Description: This project implements the Master Plans call for the continued protection of open space. The capital funds requested will be used to acquire conservations easements or fee simple ownership of open space lands identified in the 2006 Londonderry Open Space plan. Please see the plan for details on the natural resource values of the parcels recommended for possible addition to Londonderry's open space network.

Funding Source: BD/GR
Proposed Funding Year: \$1,000,000 per year in FY 2014 & 2015

Priority 4 - Can be placed on hold until after 6 year scope of current CIP, but supports community development goals.

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.

Listing & Discussion of Projects by Priority (Continued)

Priority 4 - Can be placed on hold until after 6 year scope of current CIP, but supports community development goals.

Public Works & Engineering - Sewer Division

- Plaza 28 Sewer Pump Station Replacement - \$2,000,000

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

Public Works & Engineering - Sewer Division

- Mammoth Road (North) Sewer Extension - \$460,000

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 - Premature: Needs more research, planning & coordination

No Projects

Priority 6 - Inconsistent: Contrary to land use planning or community development goals.

No Projects

Note Regarding Previously Appropriated Exit 4A Project

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. 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 FY2011, with Principal & Interest payments beginning in FY2012.

Listing & Discussion of Projects by Priority (Continued)

Capital Reserve Project Summaries:

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 2010 - 2015

| Department/Project | COST | Funding Source | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | TOTAL |
|--------------------------------------------|---------------------|----------------|--------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|--------------------|---------------------|
| HIGHWAY | | | | | | | | | | | |
| Garage Improvements | \$310,000 | GF | | | \$150,000 | \$160,000 | | | | | \$310,000 |
| Roadway Reconstruction Mgt. Plan | \$11,700,000 | BD | \$1,200,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$11,700,000 |
| Dan Hill Rd Drop Off Center Improvements | \$420,000 | TF | | | | \$420,000 | | | | | \$420,000 |
| Mammoth Road Sewer Replacement (portion) | \$350,000 | BD | | | | | | \$350,000 | | | \$350,000 |
| So Londonderry Sewer Phase II | \$2,300,000 | BD | | | | | | \$2,300,000 | | | \$2,300,000 |
| CRF-Hwy. Equipment/Trks | \$845,000 | CRF/Lease | \$125,000 | \$845,000 | \$195,000 | \$165,000 | \$90,000 | \$180,000 | \$90,000 | | \$845,000 |
| Highway Sub-Total | \$15,925,000 | | \$1,325,000 | \$1,500,000 | \$1,845,000 | \$2,245,000 | \$1,590,000 | \$4,330,000 | \$1,590,000 | \$1,500,000 | \$15,925,000 |
| PLANNING DEPARTMENT | | | | | | | | | | | |
| CMAQ Sidewalk Project - Pillsbury & Rt.128 | | GF/GR | | | | | | | | | \$0 |
| Planning Sub-Total | \$0 | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FIRE DEPARTMENT | | | | | | | | | | | |
| CRF-Ambulance | \$302,470 | CRF/Lease | | | \$142,348 | | | \$160,122 | | | \$302,470 |
| CRF-Fire Equip/Trks | \$828,410 | CRF/Lease | \$187,410 | | \$160,000 | \$160,000 | \$161,000 | \$160,000 | | | \$828,410 |
| Fire Dispatch Software | \$115,000 | GF | \$115,000 | | | | | | | | \$115,000 |
| Fire Improvement (South Station) | \$0 | BD | | | | | | | | | \$0 |
| Fire Improvement (Central) | \$1,150,000 | BD | | | | | \$150,000 | \$1,000,000 | | | \$1,150,000 |
| Fire Improvement (NorthWest Station) | \$1,900,000 | GF | | | \$1,900,000 | | | | | | \$1,900,000 |
| Fire Sub-Total | \$4,295,880 | | \$302,410 | \$0 | \$2,202,348 | \$160,000 | \$311,000 | \$1,320,122 | \$0 | \$0 | \$4,295,880 |
| POLICE DEPARTMENT | | | | | | | | | | | |
| Facility Communications Room | \$0 | GF | | | | | | | | | \$0 |
| Police Sub-Total | \$0 | | | | | \$0 | \$0 | | | | \$0 |
| GENERAL GOVERNMENT | | | | | | | | | | | |
| Emergency Generator | \$100,000 | GF | | \$100,000 | | | | | | | \$100,000 |
| Bartley Hill/Mammoth Intersection | \$758,000 | GF | | \$758,000 | | | | | | | \$758,000 |
| Route 28/128 Intersection | \$500,000 | GR | | 200,000 | | | | | | \$300,000 | \$500,000 |
| Route 28/Page Road Intersection | \$1,925,000 | GR | | | \$1,925,000 | | | | | | \$1,925,000 |
| Master Plan | \$150,000 | GF | | | | \$150,000 | | | | | \$150,000 |
| Historic / Morrison House | \$100,000 | GF | \$100,000 | | | | | | | | \$100,000 |
| 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 | \$4,000,000 | GF/GR | | | \$2,000,000 | | | | \$1,000,000 | \$1,000,000 | \$4,000,000 |
| Sub-Total - General Gov't | \$20,091,000 | | \$100,000 | \$1,058,000 | \$3,925,000 | \$12,498,000 | \$0 | \$210,000 | \$1,000,000 | \$1,300,000 | \$20,091,000 |
| Grand Total - Town Projects | \$40,311,880 | | \$1,727,410 | \$2,558,000 | \$7,972,348 | \$14,903,000 | \$1,901,000 | \$5,860,122 | \$2,590,000 | \$2,800,000 | \$40,311,880 |
| Summary - ALL CAPITAL PROJECTS | | | | | | | | | | | |
| Town Projects | \$40,311,880 | | \$1,727,410 | \$2,558,000 | \$7,972,348 | \$14,903,000 | \$1,901,000 | \$5,860,122 | \$2,590,000 | \$2,800,000 | \$40,311,880 |
| School Projects | \$20,250,000 | | \$0 | \$5,500,000 | \$0 | \$250,000 | \$2,500,000 | \$720,000 | \$11,280,000 | \$0 | \$20,250,000 |
| New Field | \$0 | | | | | | | | | | \$0 |
| TOTAL - ALL CAPITAL PROJECTS | \$60,561,880 | | \$1,727,410 | \$8,058,000 | \$7,972,348 | \$15,153,000 | \$4,401,000 | \$6,580,122 | \$13,870,000 | \$2,800,000 | \$60,561,880 |
| LAND VALUATION | | | | | | | | | | | |
| | | | \$3,310,852,213 | \$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 | |
| TAX RATE IMPACT | | | | | | | | | | | |
| | | | \$0.52 | \$2.38 | \$2.34 | \$4.42 | \$1.28 | \$1.90 | \$3.99 | \$0.80 | |

Town of Londonderry
SUMMARY OF SCHOOL CAPITAL PROJECTS FY 2010 - 2015

| PROJECT DESCRIPTION | SCHOOL | COST | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | TOTAL |
|-------------------------------------|---------------------|--------------|---------|-------------|---------|-----------|-------------|-----------|--------------|---------|--------------|
| Maint. Trust Fund | Maint Trust Fund | | | | | | | | | | \$0 |
| Addition/Renovations | North/South Schools | \$0 | | | | | | | | | \$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 |
| Auditorium | General Use | \$12,000,000 | | | | | | \$720,000 | \$11,280,000 | | \$12,000,000 |
| GRAND TOTAL -SCHOOL PROJECTS | | | | | | | | | | | |
| | | \$20,250,000 | \$0 | \$5,500,000 | \$0 | \$250,000 | \$2,500,000 | \$720,000 | \$11,280,000 | \$0 | \$20,250,000 |

Financing Plan for CIP Municipal Projects FY 2010 - 2015 (Part 1)

| DEPARTMENT | CAPITAL PROJECT | COST | SOURCES OF | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 |
|------------------------|---------------------------------------------|--------------|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 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 | \$11,700,000 | Project Cost | \$1,200,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 |
| | | | Notes | -\$1,200,000 | -\$1,200,000 | -\$1,500,000 | -\$1,500,000 | -\$1,500,000 | -\$1,500,000 | -\$1,500,000 | -\$1,500,000 |
| | | | Net Payout | \$24,000 | \$198,000 | \$403,200 | \$602,400 | \$795,600 | \$982,800 | \$1,164,000 | \$1,339,200 |
| | Dan Hill Rd Drop Off Center Improvements | \$420,000 | Project Cost | | | | \$420,000 | | | | |
| | | | Revenue Applied | | | | -\$420,000 | | | | |
| | | | Net Payout | | | | \$0 | | | | |
| | Mammoth Road Sewer Replacement (portion) | \$350,000 | Project Cost | | | | | | \$350,000 | | |
| | | | Revenue Applied | | | | | | -\$350,000 | | |
| | | | Net Payout | | | | | | \$0 | | |
| | So Londonderry Sewer Phase II | \$2,300,000 | Project Cost | | | | | | \$2,300,000 | | |
| | | | Notes | | | | | | -\$2,300,000 | | |
| | | | Net Payout | | | | | | \$57,500 | \$230,000 | \$224,250 |
| | CRF - Highway Equipment | \$845,000 | Project Cost | \$125,000 | | \$195,000 | \$165,000 | \$90,000 | \$180,000 | \$90,000 | |
| | | | Capital Reserve Funds | -\$125,000 | | -\$195,000 | -\$165,000 | -\$90,000 | -\$180,000 | \$90,000 | |
| | | | Net Payout | | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| PLANNING | | | | | | | | | | | |
| | CMAQ Sidewalk Project - Pillsbury & Rt.128 | \$0 | Project Cost | | | | | | | | |
| | CMAQ PATHWAY PROJECT | | Grant | | | | | | | | |
| | | | Net Payout | | | | | | | | |
| FIRE DEPARTMENT | | | | | | | | | | | |
| | Ambulance - CRF | \$302,470 | Project Cost | | | \$142,348 | | | \$160,122 | | |
| | | | Capital Reserve Funds | | | -\$142,348 | | | -\$160,122 | | |
| | | | Net Payout | | | \$0 | | | \$0 | | |
| | Pumper/Tanker/Ladder/CRF | \$828,410 | Project Cost | \$187,410 | | \$160,000 | \$160,000 | \$161,000 | \$160,000 | | |
| | | | Capital Reserve Funds | -\$187,410 | | -\$160,000 | -\$160,000 | -\$161,000 | -\$160,000 | | |
| | | | Net Payout | | | \$0 | \$0 | \$0 | \$0 | | |
| | Fire Dispatch Software | \$115,000 | Project Cost | \$115,000 | | | | | | | |
| | | | Revenue Applied | -\$115,000 | | | | | | | |
| | | | Net Payout | | | | | | | | |
| | Fire Improvement Project South Replace | \$0 | Project Cost | | | | | | | | |
| | | | Notes | | | | | | | | |
| | | | Net Payout | | | | | | | | |
| | Fire Improvement Project Central Station | \$1,150,000 | Project Cost | | | | | \$150,000 | \$1,000,000 | | |
| | | | Notes | | | | | -\$150,000 | -\$1,000,000 | | |
| | | | 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 2010 - 2015 (Part 2)

| | | | | | | | | | | |
|-------------------------------------------------|-----------------------------------|--------------|-------------------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|
| POLICE DEPARTMENT | | | | | | | | | | |
| | Facility Communications Room | \$0 | Project Cost | | | | | | | |
| | | | Notes | | | | | | | |
| | | | Net Payout | | | | | | | |
| GENERAL GOVERNMENT | | | | | | | | | | |
| | Route 28/128 Intersection | \$500,000 | Project Cost | | \$200,000 | | | | | \$300,000 |
| | | | Grant | | -\$200,000 | | | | | -\$300,000 |
| | | | Net Payout | | | | | | | |
| | Route 28/Page Road Intersection | \$1,925,000 | Project Cost | | | \$1,925,000 | | | | |
| | | | Grant | | | -\$1,925,000 | | | | |
| | | | Net Payout | | | | | | | |
| | Emergency Generator | \$100,000 | Project Cost | | \$100,000 | | | | | |
| | | | Revenue Applied | | -\$100,000 | | | | | |
| | | | Net Payout | | | | | | | |
| | Bartley Hill.Mammoth Intersection | \$758,000 | Project Cost | | \$758,000 | | | | | |
| | | | Revenue Applied | | -\$758,000 | | | | | |
| | | | Net Payout | | | | | | | |
| | Master Plan | \$150,000 | Project Cost | | | | \$150,000 | | | |
| | | | Revenue Applied | | | | -\$100,000 | | | |
| | | | Net Payout | | | | \$50,000 | | | |
| | Pillsbury Cemetery - Phase II | \$210,000 | Project Cost | | | | | | \$210,000 | |
| | | | Revenue Applied | | | | | | -\$210,000 | |
| | | | Net Payout | | | | | | | |
| | Morrison House | \$100,000 | Project Cost | \$100,000 | | | | | | |
| | | | Revenue Applied | -\$100,000 | | | | | | |
| | | | Net Payout | | | | | | | |
| | Pettingill Road Upgrade | \$12,348,000 | Project Cost | | | | \$12,348,000 | | | |
| | | | Revenue Bond | | | | -\$12,348,000 | | | |
| | | | Net Payout | | | | \$308,700 | \$1,234,800 | \$1,203,930 | \$1,173,060 |
| | | | | | | | | | | \$1,142,190 |
| | Open Space Protection | \$4,000,000 | Project Cost | | | \$2,000,000 | | | | \$1,000,000 |
| | | | Notes | | | -\$2,000,000 | | | | -\$1,000,000 |
| | | | Net Payout | | | \$50,000 | \$200,000 | \$195,000 | \$190,000 | \$210,000 |
| | | | | | | | | | | \$280,000 |
| MUNICIPAL GOV'T | | | | | | | | | | |
| | | \$40,311,880 | Project Cost | \$1,727,410 | \$2,558,000 | \$7,972,348 | \$14,903,000 | \$1,901,000 | \$5,860,122 | \$2,590,000 |
| | | | Applied Revenues | -\$1,727,410 | -\$2,258,000 | -\$7,972,348 | -\$14,853,000 | -\$1,901,000 | -\$5,860,122 | -\$2,410,000 |
| | | | Net Payout | \$24,000 | \$198,000 | \$500,700 | \$1,351,100 | \$2,410,650 | \$2,639,730 | \$3,052,810 |
| | | | Tax Rate Impact | \$0.01 | \$0.06 | \$0.15 | \$0.38 | \$0.67 | \$0.72 | \$0.82 |
| | | | | | | | | | | \$0.86 |
| ADDITIONAL PROJECT - PREVIOUSLY APPROVED | | | | | | | | | | |
| | Exit 4A - **** | \$5,000,000 | Project Cost | | | | | \$4,500,000 | | |
| | | | Notes | | | | | -\$4,500,000 | | |
| | | | Net Payout | | | | | \$101,250 | \$427,500 | \$417,375 |
| | | | | | | | | | | \$407,250 |

*** This project has been approved at the 1992 Annual Town Meeting. As stated in the narrative section, it is anticipated to begin in FY11 with payments beginning in FY12. Since this project has been approved at Town Meeting, the debt payments are located in the "approved" debt section, which is the top of page 15 and NOT in the "Debt Schedule as Proposed in CIP" section where other debt projects on this page are located. The project released a BAN in the amount of \$500,000, which has been paid in full since 2002.

Financing Plan for CIP School Projects FY 2010 - 2015

| PROJECT | School | COST | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY2012 | FY2013 | FY2014 | FY 2015 |
|---------------------------------|------------------|---------------------|-----------------|--------------------|-----------------|------------------|--------------------|------------------|---------------------|-----------------|
| Maint. Trust Fund | Admin | | | | | | | | | |
| School Renov | School Renov | <u>\$5,500,000</u> | | \$5,500,000 | | | | | | |
| | State Aid | | | \$1,650,000 | | | | | | |
| | Bonds/Notes | | | -\$5,500,000 | | | | | | |
| | Net Impact | | | \$96,250 | \$385,000 | \$375,375 | \$365,750 | \$356,125 | \$346,500 | \$336,875 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| District Office Reno. | District Office | <u>\$2,750,000</u> | | | | \$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 | <u>12,000,000</u> | | | | | | 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 | <u>\$20,250,000</u> | | \$5,500,000 | \$0 | \$250,000 | \$2,500,000 | \$720,000 | \$11,280,000 | \$0 |
| | Applied Revenues | | | -\$5,500,000 | \$0 | \$0 | -\$2,400,000 | \$0 | -\$12,000,000 | \$0 |
| | Net Payout | | | \$96,250 | \$385,000 | \$375,375 | \$407,000 | \$521,125 | \$807,375 | \$1,693,625 |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Total - All School Proj. | | <u>\$20,250,000</u> | <u>\$0</u> | <u>\$5,500,000</u> | <u>\$0</u> | <u>\$250,000</u> | <u>\$2,500,000</u> | <u>\$720,000</u> | <u>\$11,280,000</u> | <u>\$0</u> |
| | | | | | | | | | | |
| TAX RATE IMPACT | | | \$0.00 | \$0.03 | \$0.11 | \$0.11 | \$0.11 | \$0.14 | \$0.22 | \$0.45 |
| LAND VALUATION | | | \$3,310,852,213 | \$3,377,069,257 | \$3,444,610,642 | \$3,513,502,855 | \$3,583,772,912 | \$3,655,448,371 | \$3,728,557,338 | \$3,803,128,485 |

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

| | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 |
|----------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| MUNICIPAL GOVERNMENT | | | | | | | | |
| Principle | \$1,865,000 | 2,075,000 | 2,109,000 | 1,963,600 | 2,083,200 | 2,062,800 | 2,052,400 | 1,707,000 |
| Interest | \$805,336 | 826,302 | 761,666 | 797,462 | 837,726 | 770,221 | 704,827 | 637,743 |
| Total Debt Pmts | \$2,670,336 | \$2,901,302 | \$2,870,666 | \$2,761,062 | \$2,920,926 | \$2,833,021 | \$2,757,227 | \$2,344,743 |
| Revenues Applied to Debt | | | | | | | | |
| Net Current Debt Ann.Paymts | \$2,670,336 | \$2,901,302 | \$2,870,666 | \$2,761,062 | \$2,920,926 | \$2,833,021 | \$2,757,227 | \$2,344,743 |
| Net Tax Impact | \$0.81 | \$0.86 | \$0.83 | \$0.79 | \$0.82 | \$0.78 | \$0.74 | \$0.62 |
| Debt Schedule as Proposed in CIP | \$24,000 | \$198,000 | \$500,700 | \$1,301,100 | \$2,410,650 | \$2,639,730 | \$3,052,810 | \$3,254,140 |
| Proposed Debt Schedule | \$2,694,336 | \$3,099,302 | \$3,371,366 | \$4,062,162 | \$5,331,576 | \$5,472,751 | \$5,810,037 | \$5,598,883 |
| Net Tax Impact | \$0.81 | \$0.92 | \$0.98 | \$1.16 | \$1.49 | \$1.50 | \$1.56 | \$1.47 |

PAY AS YOU GO PROJECTS

| | | | | | | | | |
|---------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Capital Reserve Funds: | | | | | | | | |
| Contributions: | | | | | | | | |
| Highway | \$224,250 | \$90,000 | \$110,000 | \$130,000 | \$140,000 | \$150,000 | \$165,000 | \$180,000 |
| Ambulance | \$123,143 | \$40,000 | \$50,000 | \$60,000 | \$60,000 | \$60,000 | \$60,000 | \$60,000 |
| Fire | \$0 | \$0 | \$160,000 | \$160,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| GIS Maintenance Program | \$0 | \$0 | \$0 | \$32,000 | \$32,000 | \$32,000 | \$32,000 | \$32,000 |
| Master Plan Update | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total CRFs | \$347,393 | \$130,000 | \$320,000 | \$382,000 | \$432,000 | \$442,000 | \$457,000 | \$472,000 |
| Net Tax Impact | \$0.10 | \$0.04 | \$0.09 | \$0.11 | \$0.12 | \$0.12 | \$0.12 | \$0.12 |
| CIP Projects-Pay As You Go | \$215,000 | \$300,000 | \$0 | \$50,000 | \$0 | \$560,000 | \$0 | \$300,000 |
| Total Municipal Capital Outlay | \$3,256,729 | \$3,529,302 | \$3,691,366 | \$4,494,162 | \$5,763,576 | \$6,474,751 | \$6,267,037 | \$6,370,883 |
| Net Tax Impact | \$0.98 | \$1.05 | \$1.07 | \$1.28 | \$1.61 | \$1.77 | \$1.68 | \$1.68 |

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

SCHOOL DISTRICT

| | | | | | | | | | |
|------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--|
| School Current Debt: | | | | | | | | | |
| Total Principle | \$1,505,000 | \$1,495,000 | \$1,740,000 | \$1,735,000 | \$1,725,000 | \$1,715,000 | \$1,705,000 | \$1,700,000 | |
| Total Interest | \$825,608 | \$876,541 | \$922,695 | \$859,799 | \$796,295 | \$733,889 | \$667,119 | \$595,956 | |
| Total Gross Debt | \$2,330,608 | \$2,371,541 | \$2,662,695 | \$2,594,799 | \$2,521,295 | \$2,448,889 | \$2,372,119 | \$2,295,956 | |
| Deduct State Reimb | -\$150,000 | -\$150,000 | -\$150,000 | -\$150,000 | -\$150,000 | -\$150,000 | -\$150,000 | -\$150,000 | |
| Lease | \$304,389 | \$365,375 | \$236,852 | \$120,000 | \$0 | \$0 | \$0 | \$0 | |
| Total Net Debt | \$2,484,997 | \$2,586,916 | \$2,749,547 | \$2,564,799 | \$2,371,295 | \$2,298,889 | \$2,222,119 | \$2,145,956 | |
| Net Tax Impact | \$0.75 | \$0.77 | \$0.80 | \$0.73 | \$0.66 | \$0.63 | \$0.60 | \$0.56 | |
| Add: | | | | | | | | | |
| Proposed CIP Debt | | | | | | | | | |
| Add: CIP Proposed Debt Pmts | \$0 | \$96,250 | \$385,000 | \$375,375 | \$407,000 | \$521,125 | \$807,375 | \$1,693,625 | |
| Tax Impact CIP Proposed Debt | \$0.00 | \$0.03 | \$0.11 | \$0.11 | \$0.11 | \$0.14 | \$0.22 | \$0.45 | |
| Adjusted Net Debt Pmts | \$2,484,997 | \$2,683,166 | \$3,134,547 | \$2,940,174 | \$2,778,295 | \$2,820,014 | \$3,029,494 | \$3,839,581 | |
| Adjusted Debt Schedule | \$2,484,997 | \$2,683,166 | \$3,134,547 | \$2,940,174 | \$2,778,295 | \$2,820,014 | \$3,029,494 | \$3,839,581 | |
| Adjusted Debt Tax Impact | \$0.75 | \$0.79 | \$0.91 | \$0.84 | \$0.78 | \$0.77 | \$0.81 | \$1.01 | |

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 | | | | | | | | |
| Total Pay As You Go | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Tax Impact Pay As You Go | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| TOTAL SCHOOL | \$2,484,997 | \$2,683,166 | \$3,134,547 | \$2,940,174 | \$2,778,295 | \$2,820,014 | \$3,029,494 | \$3,839,581 |
| TAX IMPACT | \$0.75 | \$0.79 | \$0.91 | \$0.84 | \$0.78 | \$0.77 | \$0.81 | \$1.01 |
| COMBINED DEBT PMTS | \$5,741,726 | \$6,212,468 | \$6,825,913 | \$7,434,336 | \$8,541,871 | \$9,294,765 | \$9,296,531 | \$10,210,464 |
| COMBINED PAY AS YOU GO | \$562,393 | \$430,000 | \$320,000 | \$432,000 | \$432,000 | \$1,002,000 | \$457,000 | \$772,000 |
| COMBINED TAX IMPACT | \$1.90 | \$1.97 | \$2.07 | \$2.24 | \$2.50 | \$2.82 | \$2.62 | \$2.89 |
| Tax Base | \$3,310,852,213 | \$3,377,069,257 | \$3,444,610,642 | \$3,513,502,855 | \$3,583,772,912 | \$3,655,448,371 | \$3,728,557,338 | \$3,803,128,485 |

Conclusions & 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 4 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



Londonderry Capital Improvement Plan Capital Project Worksheet & Submission Form



| | | | |
|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------|--|
| Department: | | Department Priority: | |
| | | _____ of _____ projects | |
| Type of Project: (check one) | Primary Effect of Project is to: | | |
| | <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 | | |
| Service Area of Project: (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 type="checkbox"/> Neighborhood | | |
| Project Description: | | | |
| | | | |
| Rationale for Project: (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 | | |
| Narrative Justification: | | | |
| | | | |

Appendix B: Capital Project Request Form (Continued)

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

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 | \$ _____ | |
| _____ | \$ _____ | |
| _____ | \$ _____ | |
| Total Project Cost: | \$ _____ | |

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

| 2010-2015 CIP Project Submissions - 8/21 Meeting Worksheet | | | | | | | |
|------------------------------------------------------------|-------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|------------------|---------------------|-----------------------------------|--------------------------------------|
| Project | Department | Cost | Placement in 2009-2014 CIP | Dept/Board Score | CIP Committee Score | CIP Committee Priority Assignment | CIP Committee Placement in 10-15 CIP |
| New SAU Office | School District | \$250,000 (A&E), \$2.5 million (Construction) | Priority 2, FY 10-11 | 28 | 24 | 2 | FY 11 & 12 |
| Auditorium | School District | \$720,000 (A&E), \$1 million (Site Prep), \$10.28 million (construction) | Priority 3, FY 12-13 | 20 | 18 | 3 | FY 13 & 14 |
| North/West Fire Station | Fire | \$1.9 Million - Construction | Priority 1, FY 09 (not placed on ballot by Council) | 24 | 28 | 1 | FY 10 |
| Central Fire Station Renovations | Fire | \$100,000 (A&E), \$1 million (Construction), \$50,000 (Furn/Equip) | Priority 3, FY 11-12 | 23 | 17 | 3 | FY 12 & 13 |
| Pettingill Road Upgrade | Community Development | \$12,348,000 | Priority 2, FY 10 | 24 | 24 | 2 | FY 11 |
| GIS Maintenance Program | Community Development | \$160,000 (Capital Reserve) | Not in 09-14 CIP | 18 | 18 | 3 | CRF FY 11 to 15 |
| Rt. 28/Page Road Intersection | Community Development | \$1,925,000 (\$1,289,750 State Aid Grant, \$200,000 Impact Fees, \$435,250 GF) | Not in 09-14 CIP | 35 | 35 | 2 | FY 10 |
| Master Plan Update | Community Development | \$150,000 (\$100,000 already in CRF from TM 2008) | Priority 3, FY 11 | 10 | 10 | 3 | FY 11 |
| Rt. 28/128 Intersection | Community Development | \$2,500,000 (\$200,000 grant in FY09, \$300,000 in FY 15, \$2,000,000 in FY 17) | Priority 2, FY 09 | 31 | 31 | 2 | FY 15 |
| Open Space Protection | Conservation Commission | \$6 million (request \$2 million in FY10, \$1 million in FY 11-14) | Priority 3, FY 11 | 31 | 28 | 2 (for FY 10), 3 for other years | FY 10 (2m), FY 14 & 15 (1m) |
| Roadway Rehab/Reconstruction Program | DPW - Highway | \$1.5 Million per year (FY 10-15) | Priority 2, FY 09-14 | 13 | 22 | 2 | FY 10 to 15 |
| Highway Garage Improvements | DPW - Highway | \$540,000 (\$230,000 Phase I - Approved for funding by TC on 8/18/08, \$150,000 Phase II, \$160,000 Phase III) | Priority 2, FY 09-10 | 15 | 15 | 2 | FY 10 (Phase II) to 11 (Phase III) |
| Dan Hill Road Drop Off Center Improvements | DPW - Solid Waste | \$420,000 | Priority 3, FY 11 | 15 | 19 | 3 | FY 11 |
| South Londonderry Sewer Phase II | DPW - Environmental | \$2.3 Million | Priority 3, FY 13 | 15 | 15 | 3 | FY 13 |
| Mammoth Road Sewer Replacement (portion) | DPW - Environmental | \$350,000 | Priority 3, FY 13 | 13 | 13 | 3 | FY 13 |
| Plaza 28 Sewer Pump Station Replacement | DPW - Environmental | \$3 Million | Priority 4, not in 6 year program | 14 | 14 | 4 | n/a |
| Mammoth Road (North) Sewer Extension | DPW - Environmental | \$680,000 | 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 | 28 | 20 | 4 | n/a |
| Phase II Pillsbury Cemetery | Cemetery Trustees | \$210,000 | Not in 09-14 CIP | 11 | 11 | 3 | FY 13 |



2.5 INDUSTRIAL DISTRICTS

2.5.1 Industrial District

2.5.1.1 Objectives and Characteristics

The ~~three~~ industrial subdistricts (~~IND-I, IND-II, and FI~~) are designed to provide areas for industrial development to include, but not limited to, manufacturing, transportation services, warehouse facilities, and wholesale businesses. The industrial district will consist of land areas zoned for industrial use as recorded in the office of the Town clerk.

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2.5.1.2 Subdistrict Uses

2.5.1.2.1 Industrial I (IND-I): this district is primarily intended to provide for industrial uses suitable for location in areas of close proximity to non-industrial development.

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2.5.1.2.1.1 Permitted uses: see use Table Section 2.2 of this Zoning Ordinance.

~~2.5.1.2.2 Industrial II (IND-II): this district is primarily a district which allows a more intensive industrial use than IND-I~~

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~~2.5.1.2.2.1 Permitted uses: see use Table Section 2.2 of this Zoning Ordinance.~~

~~2.5.1.2.3 Flexible Industrial (FI): This district is primarily intended to promote appropriate industrial development in targeted areas identified by various planning studies, charrettes, and the Master Plan.~~

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~~2.5.1.2.3.1 Permitted Uses: See use tables section 2.2 and 2.2.2 of this zoning ordinance.~~

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~~2.5.1.2.3.2 Specific Standards for the FI Zone are found in Section 2.5.3.~~

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2.5.1.3 General Standards

Within the industrial district and ~~the IND-I and IND-II~~ subdistricts, the following regulations and controls are required for the development and continued use of the area.

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2.5.1.3.1 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.

2.5.1.3.1.1 Minimum setback distances for structures from property line:

front 30 feet
side 20 feet
back 20 feet

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.

2.5.1.3.2 Minimum lot size - minimum lot size in all industrial districts are subject to Planning Board approval based on sewage disposal requirements, soil types, topography, 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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Table 1 - Minimum Dimensional Requirements for Longer Term Airport Parking Areas

(Based on 8.5' x 18" Parking Stall, except for zero (0) degrees)

| Angle of Parking Space (Degrees) | "A" (Ft.) | "A" (Ft.) | One-Way Traffic "C" (Ft.) | Two-Way Traffic "C" (Ft.) | "D" (Ft.) | One Way Traffic "E" (Ft.) | Two-Way Traffic "F" (Ft.) |
|----------------------------------|-----------|-----------|---------------------------|---------------------------|-----------|---------------------------|---------------------------|
| 0 | 20.0 | 8.0 | 12.0 | 20.00 | --- | 28.0 | 36.0 |
| 30 | 17.0 | 14.7 | 12.0 | 20.0 | — | 41.4 | 49.4 |
| 45 | 12.0 | 18.7 | 12.0 | 20.0 | 31.5 | 49.4 | 57.4 |
| 60 | 9.8 | 19.8 | 12.5 | 20.0 | 35.4 | 52.1 | 59.6 |
| 90 | 8.5 | 18.0 | 22.0 | 22.0 | 36.0 | 58.0 | 58.0 |

Note: See parking diagram under Table 2, Section 3.10

- 2.5.2.4.7 Handicapped parking spaces - parking spaces designed to accommodate the needs of the handicapped shall be provided in accordance with federal and state law. See the Town of Londonderry Site Plan Regulations
- 2.5.2.4.8 Sewage and waste disposal - all industrial operations will be subject to the Londonderry industrial pretreatment program which will ensure that all liquid wastes meet federal, state and local regulations prior to disposal into a municipal system.
- 2.5.2.4.9 Curb and gutter - curb and gutter shall be installed within off-street parking and loading areas in order to manage storm drainage, channelize traffic, protect buildings and landscaping areas, and separate pedestrian and vehicular circulation areas
- 2.5.2.4.10 Sidewalks - sidewalks shall be provided onsite as necessary to protect pedestrians and promote the safe and efficient movement of pedestrian and vehicular movement. Sidewalks shall have a minimum unobstructed width of four (4) feet. Sidewalks which are constructed to a six (6) foot width and directly abut the front of a parking or loading space may include two (2) feet of the sidewalk width when determining the length of the parking or loading space.
- 2.5.2.4.11 Electrical power - if the proposed development has a useful life of at least one (1) year, then the electrical power and communications system lines shall be installed underground within the site.
- 2.5.2.4.12 Performance standards per Section 3.2 shall apply in the airport district except for aeronautical facilities

2.5.2.5 Planning Board Site Plan Review - In the Airport District, the Londonderry Planning Board shall shall review projects following the procedures outlined in RSA 674:54 as stipulated by the most recently adopted Intermunicipal Agreement between the Town of Londonderry and the City of Manchester.

2.5.3 Flexible Industrial (FI) District

2.5.3.1 Objectives and Characteristics

The Flexible Industrial District (FI) 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.

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Deleted: exercise site plan review authority under RSA 674:43 and regulations adopted thereunder, except for the development or change or expansion of use of those aeronautical activities within the fence that do not include the construction or alteration of a building. Such aeronautical activities shall instead be subject to the following:¶
 <#>The proposed development must meet the standards of the Town Site Plan Regulations for surface water drainage control.¶
 <#>The airport shall submit to the Town engineer its permit application and accompanying plans, specifications, drainage calculations and other supporting documentation for the proposed development simultaneously with submittal to the state and/or federal agencies having jurisdiction over the development. The Town engineer shall review the application for compliance with Town drainage standards and to determine that there are no evident encroachments on abutting property. The Town may also participate in the regulatory proceedings of such state and federal agencies to the extent permitted by statutes and regulations governing those proceedings.¶
 <#>The proposed development shall not be deemed approved until the Town engineer issues written confirmation of compliance with site plan drainage standards and the absence of evident encroachments.¶
 <#>The Planning Board shall hold an informational public hearing at which a representative of the airport shall attend and discuss the proposed development with the Planning Board and interested members of the ... [1]

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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). All of these activities are envisioned as being developed in a manner that involves significant amounts of landscaping, retention of significant amounts of undeveloped open space, the retention of native plant materials, a high level of quality in individual building and site design, and flexibility on the part of the Town so as to achieve the design suggested in those documents.

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2.5.3.2 General Standards

Within the FI District the following regulations and controls are required for the development and continued use of the area.

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The provisions of this section are intended to be a minimum consideration of allowable impacts. Each tract of land possesses different, unique development characteristics and limitations, and the use allowed on any particular tract will be a function of the design interacting with the special characteristics and limitations of the site while remaining consistent with the purpose and objectives of this section.

2.5.3.2.1 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.

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Minimum Setback Distances for Structures from Property Line:

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Front - 30 feet

Side - 20 feet

Back - 20 feet

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2.5.3.2.1.1 Setbacks may be reduced by the Planning Board as set forth in Section 2.5.3.3.4.

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2.5.3.2.1.2 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.

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2.5.3.2.2 **Minimum Lot Size** - Minimum lot size in the FI District is subject to Planning Board approval based 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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2.5.3.2.3 **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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2.5.3.2.4 Minimum Green Space

2.5.3.2.4.1 The parcel must contain a minimum of 25% of the total land in the parcel dedicated as green space (landscaping or undeveloped areas).

2.5.3.2.4.1.1 Whenever possible, green space land should be designated as undivided and contiguous areas to facilitate conservation easement monitoring, enforcement, maintenance, and to promote appropriate management by a single entity according to approved land management standards.

2.5.3.2.4.1.2 Safe and convenient pedestrian access should be provided to the green space, whenever possible.

2.5.3.2.4.2 Where appropriate, green space land should be preserved in perpetuity through deed restriction or conservation easement, and designated on the approved and recorded plat. Such restriction shall be approved by the Planning Board (and Town Council if necessary).

2.5.3.2.4.2.1 When land is to be protected through conservation easement: as part of the application an open space plan shall be submitted showing clear delineation of parcels of open space land that is not to be developed. The open space plan shall be recorded at the Registry of Deeds and shall indicate that development is restricted from the open space in perpetuity.

2.5.3.2.4.3 Recreation facilities may be incorporated into the protected green space of the development site upon approval by the Planning Board, and with the recommendation of the Conservation Commission and Recreation Commission.

2.5.3.2.5 Storage Areas

2.5.3.2.5.1 No outdoor storage is allowed in the FI District unless specifically approved as part of a site plan approved by the Planning Board.

2.5.3.2.5.2 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.

2.5.3.2.5.3 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.

2.5.3.2.6 Parking, Loading, & Vehicle Access Standards - See Section 3.10 of this Ordinance.

2.5.3.2.7 Landscaping Standards - All landscape designs shall comply with the Town of Londonderry Site Plan Regulations.

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2.5.3.2.8 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.

2.5.3.2.9 Lighting Standards - All lighting shall comply with the Town of Londonderry Site Plan Regulations.

2.5.3.3 Conditional Use Permits

2.5.3.3.1 Uses Permitted by Conditional Use Permit: Some developments (see Use Table, Section 2.2) in the FI 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 2004 Master Plan.

2.5.3.3.2 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, frontage, or parking) for projects that are truly supportive of the goals of the FI District as noted above, and where such adjustments would allow the developer to more fully meet these goals and objectives..

2.5.3.3.3 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.

2.5.3.3.4 Application Procedure - Applications for conditional use permits (CUP) within this district shall be made in accordance with the following procedures:

2.5.3.3.4.1 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.

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

2.5.3.3.4.3 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.

2.5.3.3.4.4 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.

2.5.3.3.5 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

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issued only if the development complies with all of the requirements of Section 2.5.3.3.6. 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, Londonderry Business Park Design Charrette Report, Zoning Ordinance, or any other federal, state, town resolution, regulation, or law.

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2.5.3.3.6 The following criteria must be satisfied in order for the Planning Board to grant a conditional use permit in the Flexible Industrial District. The applicant shall demonstrate that:

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2.5.3.3.6.1 The proposed use is consistent with the Objectives and Characteristics of the Flexible Industrial District, Section 2.5.3.1;

2.5.3.3.6.2 Granting of the application is in the public interest;

2.5.3.3.6.3 Compliance with the standards required by the FI zone would result in a design that is not in the best interest of the Town of Londonderry as expressed in the Objectives and Characteristics (Section 2.5.3.1), and 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

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2.5.3.3.6.4 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.

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2.5.3.3.7 In addition to the criteria from Section 2.5.3.3.6, the applicant shall demonstrate that at least 2 of the following items is demonstrated:

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2.5.3.3.7.1 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.

2.5.3.3.7.2 The proposed development of the property is 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.

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2.5.3.3.7.3 The proposed development incorporates 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.

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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 | FI | AD | POD - 102* | POD - 28* | CO | AH | AZ | FP |
|----------------------------------------------------------------------------|------|-------|-----|------|-------|------|-------|--------|----|----|------------|-----------|-----------------------------|----|----|----|
| RESIDENTIAL AND AGRICULTURAL | | | | | | | | | | | | | | | | |
| Agriculture | P | P | | | | | | | | | | | | | | |
| Assisted Living Facilities | | P | P | P | P | | | | | | P | P | | | | |
| Back Lot Development | C | | | | | | | | | | | | See specific district regs. | | | |
| Dwelling, multi-family | | P | | | | | | | | | | | | | | |
| Dwelling, single family | P | P | | | S | | | | | | | | | | | |
| Dwelling, two-family | P | P | | | S | | | | | | | | | | | |
| Elderly Housing | P | P | P | P | P | P | | | | | P | P | | | | |
| Manufactured housing | P | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | | |
| CIVIC USES | | | | | | | | | | | | | | | | |
| Community center | | | P | P | | C | | | | | | | | | | |
| Cemetery | P | | | | | | | | | | | | | | | |
| Public Facilities | P | | P | P | | C | P | P | P | P | | | | | | |
| Public Utilities | P | P | P | P | | | S | S | S | S | | | | | | |
| Recreational Facilities, Public | P | | | P | | | | | | | P | P | | | | |
| Religious Facilities | P | | P | P | P | P | | | | | P | P | | | | |
| Cultural Uses and Performing Arts up to 50,000 sq. ft | | | | | | | | | P | | | | | | | |
| Cultural Uses and Performing Arts 50,001 sq. ft. or larger | | | | | | | | | C | | | | | | | |
| BUSINESS USES | | | | | | | | | | | | | | | | |
| Aeronautical Facilities | | | | | | | | | | P | | | | | | |
| Assembly, testing, repair and packing operations up to 250,000 sq. ft. | | | | | | | | | P | | | | | | | |
| Assembly, testing, repair and packing operations 250,001 sq. ft. or larger | | | | | | | | | C | | | | | | | |
| Bed and Breakfast Homestay | 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 | FI | AD | POD - 102* | POD - 28* | CO | AH | AZ | FP |
|-----------------------------------------------------------------------------------------|------|-------|-----|------|-------|------|-------|--------|-----------------------------------------------------|----|------------|-----------|----|----|----|----|
| Business center development | | | P | P | | | | | | | P | P | | | | |
| Conference/Convention Center up to 150,000 sq. ft | | | | | | | | | P | | | | | | | |
| Conference/Convention Center 150,001 sq. ft. or larger | | | | | | | | | C | | | | | | | |
| Day Care Center, Adult | | | | | | C | | | | | | | | | | |
| Drive-thru window as an accessory use | | | P | P | | | | | | | | | | | | |
| Drive-in establishments | | | P | P | | | | | | | | | | | | |
| Drive-in theatres | | | | P | | | | | | | | | | | | |
| FI District Services | | | | | | | | | (See FI District Services Use Table, Section 2.2.2) | | | | | | | |
| Financial institution | | | P | P | | | | | | | | | | | | |
| Funeral homes | | | P | P | P | | | | | | | | | | | |
| Education and Training Facilities up to 50,000 sq. ft | | | | | | | | | P | | | | | | | |
| Education and Training Facilities 50,001 sq. ft. or larger | | | | | | | | | C | | | | | | | |
| 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 up to 100,000 sq. ft | | | | P | | | | | P | | | | | | | |
| Hotels 100,001 sq. ft. or larger | | | | P | | | | | C | | | | | | | |
| Manufacturing, Heavy | | | | | | | | P | | P | | | | | | |
| Manufacturing, Light up to 250,000 sq. ft. | | | | P | | | P | P | P | P | | | | | | |
| Manufacturing, Light 250,001 sq ft or larger | | | | P | | | P | P | C | 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 | | | | |

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 | FI | AD | POD - 102* | POD - 28* | CO | AH | AZ | FP |
|---------------------------------------------------------------------------------------------------------|------|-------|-----|------|-------|------|-------|--------|----|----|------------|-----------|----|----|----|----|
| Outdoor Storage of goods or materials (not to exceed 5-10% of the gross floor area) as an Accessory Use | | | | | | | | | C | | | | | | | |
| Professional office up to 150,000 sq. ft. | | | P | P | P | P | P | P | P | P | P | P | | | | |
| Professional office 150,001 sq. ft. or larger | | | P | P | P | P | P | P | C | P | P | P | | | | |
| Rental Car Terminal up to 50,000 sq. ft. | | | | | | | | | P | | | | | | | |
| Rental Car Terminal 50,001 sq. ft. or larger | | | | | | | | | C | | | | | | | |
| Repair services | | | P | P | | P | P | P | | P | P | P | | | | |
| Research or Development Laboratories up to 250,000 sq. ft. | | | | P | | | P | P | P | P | | | | | | |
| Research or Development Laboratories 250,001 sq. ft. or larger | | | | P | | | P | P | C | 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 | 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 up to 100,000 sq. ft. | | | | | | | | P | P | P | | | | | | |
| Terminal, Trucking 100,001 sq. ft. or larger | | | | | | | | P | C | P | | | | | | |
| Vehicle Sales Establishment | | | | P | | | | | | | | | | | | |
| Warehouses and Storage up to 250,000 sq. ft. | | | | P | | | P | P | P | P | C | C | | | | |
| Warehouses and Storage 250,001 sq. ft. or larger | | | | P | | | P | P | C | P | C | C | | | | |
| Wholesale Businesses up to 250,000 sq. ft. | | | | P | | | P | P | P | P | | | | | | |
| Wholesale Businesses 250,001 sq. ft. or larger | | | | P | | | P | P | C | P | | | | | | |

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

**See section 2.4.1.B.4 for additional dimensional requirements related to fuel dispensers

P = Permitted Use

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Londonderry Zoning Ordinance Use Table

| FI District Services Use Table | FI |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Accessory Uses up to 3,000 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 3,001 – 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 3,000 sq. ft. | P |
| Automotive Repair from 3,001 to 10,000 sq. ft. | C |
| Computer Services up to 3,000 sq. ft. | P |
| Computer Services from 3,001 to 10,000 sq. ft. | C |
| Service/Commercial Businesses up to 3,000 sq. ft. (Including restaurants and gas stations) | P |
| Service/Commercial Businesses from 3,001 to 10,000 sq. ft. (Including restaurants and gas stations) | C |
| Daycare up to 3,000 sq. ft. | P |
| Daycare from 3,001 to 10,000 sq. ft. | C |
| Health Clubs up to 3,000 sq. ft. | P |
| Health Clubs from 3,001 to 10,000 sq. ft. | C |
| Personal Service Businesses up to 3,000 sq. ft. | P |
| Personal Service Businesses from 3,001 to 10,000 sq. ft. | C |

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- exercise site plan review authority under RSA 674:43 and regulations adopted thereunder, except for the development or change or expansion of use of those aeronautical activities within the fence that do not include the construction or alteration of a building. Such aeronautical activities shall instead be subject to the following:
- The proposed development must meet the standards of the Town Site Plan Regulations for surface water drainage control.
- The airport shall submit to the Town engineer its permit application and accompanying plans, specifications, drainage calculations and other supporting documentation for the proposed development simultaneously with submittal to the state and/or federal agencies having jurisdiction over the development. The Town engineer shall review the application for compliance with Town drainage standards and to determine that there are no evident encroachments on abutting property. The Town may also participate in the regulatory proceedings of such state and federal agencies to the extent permitted by statutes and regulations governing those proceedings.
- The proposed development shall not be deemed approved until the Town engineer issues written confirmation of compliance with site plan drainage standards and the absence of evident encroachments.
- The Planning Board shall hold an informational public hearing at which a representative of the airport shall attend and discuss the proposed development with the Planning Board and interested members of the public.
- The airport representative shall respond in writing to all input, oral or written, received from the Board or members of the public during the informational public hearing.
- The Planning Board shall not have the authority to disapprove the development or the plans, specifications or response of the airport representative to the input received at the informational public hearing; provided that the written approval of the Town engineer referred to in subsection 2.5.2.5.1.3, above shall be required.
- The airport shall submit to the Building Inspector an as built plan of the development with a certificate that the development complies with all applicable federal and state laws and regulations as well as copies of all applicable state and federal permits and a certificate of compliance with the Town standards referred to in subsection 2.5.2.5.1.2 and 2.5.2.5.1.3, above.
- Nothing herein is intended to affect the applicability of any other Town public health or safety codes, ordinances or regulations that may apply to aeronautical activities.