

Londonderry Airport Industrial Area Design Charrette

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Londonderry considers what to do with 1,000 acres

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LONDONDERRY — A forum on how to best develop 1,000 acres of industrial land next to Manchester Airport along the town's northern edge drew less than a dozen residents last night.

It didn't stop planners from dropping some big ideas in their laps: 3.5 million square feet in office, manufacturing and warehouse space, a hotel and convention center, a job-training center, hiking and bike paths and up to 6,000 new jobs — a move that pushes Londonderry's share of the greater Manchester job market from 11 percent up to 20 percent.

"We're looking to go forward

with a shared vision," town planner Andre Garron said. "If we can have that coming out of this process, things look very good."

The idea is anything but pie-in-the-sky at this point. Though planners were quick to concede the land in question along Grenier Field and Harvey roads is privately owned, they also have two major things going for them: an apparent agreement between many of the land's owners (among them, the airport and the FAA) to collaborate on the development, and federal officials' recent okay of a \$115 million airport-access road (due for completion in 2007) that will also run by the site.

Town officials are calling the land Londonderry's revenue engine for the future, with an estimate of more than \$20 million in annual tax revenues once it's fully developed over the next 10-20 years.

"We face an education funding crisis right now," school board member Steve Young said. "So what we have in our control is an opportunity to broaden the tax base without having to bring any more children. What it means is bringing in the appropriate industrial tax base... We then control the funding in our town, so that we can fund the services we need."

Still, not all shared Young's sanguine vision. Among them,

residents along Harvey and Grenier Field roads who fear the prospect of development means more traffic and pollution for their neighborhoods.

"I kind of moved up here to escape the hustle and the bustle," said Grenier Field Road resident Rosanne Dunham, who came just six months ago from Tewksbury, Mass. "Now it looks like I'm in the middle of it. I worry about 18-wheelers going by my house at 3 a.m. or 4 a.m."

Harvey Road resident John Madden had a similar reaction.

"I've already had problems with the runway expansion, contaminated wells and the noise from AES," he said. "I want to know whether this is going to

mean more traffic. Because from my perspective right now, this is a negative."

For their part, planners said they'd take the traffic concern seriously — especially as they look to design their own mile-long access road that would connect Londonderry to the site. That road, which voters last year spent \$260,000 to help design, would connect from Pettingill Road and, planners hope, alleviate much of the traffic likely to come through that area.

It would likely be the only taxpayer-funded portion of the project, since planners say they have no intention of having the town buy any land or pay for any of the development.

Those costs would theoretically be covered by the business coming in, they say.

Last night's forum capped off the first of a three-day series going through tomorrow, when planners will take suggestions from residents, landowners and 30 engineers, and, they hope, produce a shared vision for that parcel's future.

The process, spearheaded by nonprofit community planner Plan NH, includes another forum tonight at 7 and a final presentation tomorrow at 2:30 p.m., both at 8 Delta Drive in the former offices of Teledyne Inc.

Officials plan to include those final results in the town's new master plan, due out next year.

**25,000 new jobs expected in
the Greater Manchester
Area in the next ten years**

**20% of those jobs could
be created in the Airport
Access Road Area**



**Approximately 2,000 more
housing units by 2010**

**Approximately 4,000
more residents in
Londonderry by 2010**

Londonderry Airport 'Business Park'

Assumptions on Use	Assumed Square Feet (In Thousands)	Assumed Square Feet (Per Employee)	Implied Employees
Offices*	1,000	300	3,333
Manufacturing	500	500	1,000
Warehousing	1,000	1,700	588
Hotel (non-resort, 300 rms, 400 sqft/rm)	120	900	133
Retail, Service, Restaurant, etc.	500	600	833
Convention Center	200	1,000	200
Education (Comm College, Training Ctr, etc.)	300	700	429
TOTAL	3,620		6,517

*equivalent to three Bedford Farms, or six Bedford Executive Parks

Regulations

- Currently zoned for Industrial uses
- When there is consensus for the future of this area:
 - Could pursue Performance Zoning
 - The vision for the zone will help identify the appropriate elements
 - Identify uses
 - Provide a menu of incentives:
 - Amount of green space
 - Preserving habitat connections
 - Passive recreation

Consider having a minimum targeted goal of assessed value per acre.

Over Time...

- The elements presented on this site may shift over time.
- You could identify some alternative sites to consider within the site.
 - For example:
 - Convention Center – visible, readily accessible, adjacent parking
 - Corporate Campus – quiet spot on the edge, views
 - Warehouse/Distribution – can exist in the approach zone, not ideal as a gateway

Development would likely evolve with the road infrastructure from West to East