

1 **LONDONDERRY, NH PLANNING BOARD**
2 **MINUTES OF THE MEETING OF MARCH 10, 2010 AT THE MOOSE HILL**
3 **COUNCIL CHAMBERS**
4

5 7:00 PM: Members Present: Art Rugg; John Farrell; Rick Brideau, CNHA, Ex-
6 Officio; Paul DiMarco, Ex-Officio; Charles Tilgner, P.E.; Lynn Wiles; Laura El-Azem;
7 Chris Davies, alternate member; Scott Benson, alternate member

8
9 Also Present: André Garron, AICP; Tim Thompson, AICP; John Trottier, P.E.;
10 Janusz Czyzowski, P.E. Director Public Works; Cathy Dirsra, Planning Division
11 Secretary

12
13 A. Rugg called the meeting to order at 7 PM. He welcomed the new alternate
14 Planning Board member, Scott Benson and appointed him to vote for Mary Soares.
15 A. Rugg congratulated John Farrell on being elected to the Town Council.
16 He said that the first meeting of April the Board will have the election of new
17 Planning Board Officers.

18
19 **Administrative Board Work**

20
21 A. Plans to Sign – Sarnia Seacoast (Gulf South Medical Addition) Site Plan

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

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

30
31 B. Extension Request - Falling Water Site Plan

32
33 T. Thompson referenced the letter from Paul Chisolm, Keach Nordstrom,
34 requesting a one year extension of the site plans that will expire on July 8,
35 2010.

36
37 Due to economic hardship of the applicant they are requesting a one year
38 extension of the site plan. T. Thompson said that staff is supportive of that
39 request.

40
41 **J. Farrell made a motion to grant a one year extension to July 8,**
42 **2011. R. Brideau seconded the motion.** No discussion. **Vote on the**
43 **motion: 8-0-0.** Extension for one year was granted.

44
45 C. Signage Design Review - Derry Plaza - TNT Fireworks

46
47 T. Thompson reference a letter from Dan Hutchins from NH Signs, requesting
48 a change in signage for TNT Fireworks (former Rocky's Ace Hardware). A.
49 Rugg said the Heritage Commission would like the sign color toned down a

1 bit. J. Farrell asked if the Board can ask for a traffic study. A. Garron
2 suggested asking the traffic safety committee to monitor the traffic in that
3 area to see if there is a problem. A. Rugg asked A. Garron to contact the
4 traffic safety committee on this matter.

5 D. Hutchins said that TNT always uses these colors, but perhaps they can
6 mute the yellow color a bit.

7 M. Brown, Heritage Commission, asked if the Board could keep them updated
8 on the sign colors.

9 Consensus of the Board is that they are ok with the sign, but the colors
10 should be muted.

11
12 D. Architectural Design Review – Elliot Medical Offices Phases 4 & 5 – New
13 Architect

14
15 T. Thompson said the applicant has changed architects from Cube 3 to
16 Lavallee Brensinger. The Board was shown revised drawings and asked for
17 their input. Consensus of the Board was that they were ok with the new
18 design. Steve Claymen and Chris Urner from Lavallee Brensinger, said that all
19 the materials are the same as what was used in the previous phases of the
20 Elliot. In their opinion the new designs are more consistent with the New
21 England style.

22
23 E. Approval and Signing of Minutes - February 3 & 10

24
25 **J. Farrell made a motion to approve and sign the minutes from the**
26 **February 3 meeting. R. Brideau seconded the motion.** No discussion.
27 **Vote on the motion: 6-0-2.**

28 (L. Wiles abstained because he was absent at the February 3 meeting, S.
29 Benson abstained as he was not yet a member of the Board).

30
31 **J. Farrell made a motion to approve and sign the minutes from the**
32 **February 10 meeting. R. Brideau seconded the motion.** No discussion.
33 **Vote on the motion: 5-0-3.**

34 (P. DiMarco & C. Tilgner abstained because they were absent at the February
35 10 meeting, S. Benson abstained as he was not yet a member of the Board).

36
37 Minutes for February 3 and 10 are approved and will be signed at the
38 conclusion of the meeting.

39
40 F. Regional Impact Determinations

41
42 T. Thompson stated that Reeds Ferry Small Buildings is proposing
43 construction of expansion of access ways, display areas and new driveway on
44 consolidated lots for Reeds Ferry Small Buildings (currently under
45 construction) on Map 2, Lots 34 & 34-3. He said that staff recommends this
46 project is a development of regional impact, as it does meet portions of the
47 regional impact guidelines suggested by Southern NH Planning Commission
48 (SNHPC). The project is located within both the Town of Hudson and
49 Londonderry. Appropriate Regional Impact notices should be prepared and
50 sent to Hudson, Nashua Regional Planning Commission, and SNHPC.

1
2 **J. Farrell made a motion to accept staff recommendations that this**
3 **project is determined to be of regional impact under RSA 36:56. R.**
4 **Brideau seconded the motion. No discussion. Vote on the motion: 8-0-**
5 **O.**

6
7 G. Discussions with Town Staff

8
9 A. Garron said that yesterday we had a launch of the new economic
10 development website. The speakers were: Mark Brewer, Airport Director;
11 Kevin Donovan, Senior Vice President of Clinical Operations for the Elliot
12 Medical Center (He spoke very highly of the review process & said that the
13 Planning Board and town worked very well with them. He also said they look
14 forward to finishing off the third phase of their first building this spring, which
15 will be a portion of the cancer treatment facility there.); Risha Valasco, NH
16 Department of Resources & Economic Development (part of the funding for
17 the website came from that office).

18
19 [C. Davies arrived at 7:31PM]

20
21 A Garron said the website will be a dynamic site and it was constructed to
22 allow Londonderry to have full access to update and change the content of
23 the site. They anticipate that future phases may be examined, including the
24 introduction of social media, i.e. LinkedIn or Twitter. T. Thompson said that
25 he and A. Garron will be participating in a web conference regarding this on
26 Friday. A. Garron said that Gary O'Neil from O2 Generations of Creative
27 Energy was the marketing consultant that came up with our brand and logo.
28 Silvertch Inc was the consultant that helped us actually build the website,
29 taking in the information that was developed by Gary O'Neil. A. Garron said
30 that both parties did a great job for the town and he is pleased with how it
31 came out. T. Thompson said that once the weather gets better they plan to
32 update the photography on the website to better local examples.

33
34 A Garron said that SNHPC has started their update of the housing needs
35 assessment, which they do every five years. A committee has been
36 established by commissioners. Barbara Griffin of Gofstown is the Chair. Tony
37 Martz of Gofstown and a gentleman from Candia are also on the committee
38 as well as A. Garron, George Sioras, Planning Director for Derry and Rick
39 Sawyer, Planning Director for Bedford.

40 A. Garron said they have reviewed the first round of information, which he
41 forwarded as well as the minutes to the Planning Board and Town Council for
42 input. He asked the committee when would be an appropriate time to get
43 input from the representative communities and they said when the entire
44 draft is complete would be the best time to forward it to the Planning Board.
45 They hope to have a draft by April.

46
47 A. Garron said that recently the Community Development Department
48 awarded a contract to Infotech to do an update of our Geographic
49 Information System (GIS). They will be doing flyovers and map development
50 in the spring and anticipate being completed by fall.

1
2 A. Garron said that in regards to tolls being contemplated off the Everett
3 Turnpike, he has been in contact with the Airport Director, Mark Brewer and
4 obviously this is something that was not anticipated with Manchester-Boston
5 airport access road project. A. Garron said the Airport is against the tolls
6 being moved further south on the northbound lane. A. Garron said that in
7 looking at how that would affect Londonderry it would obviously not be
8 advantageous to Londonderry to have the booths there, especially if we're
9 going to be actively marketing the 1,000 acres that will be opened up by the
10 airport access road. A. Garron said they are looking for town support as being
11 against the tolls. Consensus of the Board was to send a letter to the state to
12 keep the tolls where they are now.

13
14 **P. DiMarco made a motion to authorize the Community Development**
15 **Director to send a letter on behalf of the Planning Board to the State**
16 **that they are not in support of moving the tolls south of the airport**
17 **access road. R. Brideau seconded the motion. Vote on the motion 8-0-**
18 **O.** A. Rugg asked A. Garron to bring this to the attention of the Town Council.

19
20 A. Rugg announced they would hear the conceptual discussion first and then
21 the workshop discussions.

22
23 **Public Hearings**

- 24
25 D. Conceptual Discussion – Tom Duffy – Rezoning of Map 15, Lot 166-1 from C-
26 II to AR-I

27
28 Tom Duffy, owner of the parcel, said the parcel is currently zoned CII and he
29 would like to get it rezoned to AR1. He said that only one abutter is
30 commercial, the rest are residential. He has no plans and is just exploring
31 what his options are.

32
33 T. Thompson said this is not an area identified in the small area master plan.
34 He said that the access to route 28 would be tricky. The mixing of residential
35 and commercial traffic would not be desirable.

36
37 A. Garron said that without knowing what use is proposed it is difficult to
38 recommend this parcel for AR1 zoning.

39
40 Consensus of the Board was that they were in favor of the rezoning.

- 41
42 B. Workshop Discussion – Multifamily buildings – Number of Units per building
43 reduction in Inclusionary Housing, R-III, and Elderly Housing as requested by
44 Town Council

45
46 T. Thompson summarized his memo to the Board (see attachment #1).

47
48 L. El-Azem suggested that we look at whatever number under 24 would be
49 feasible in regards to cost. A. Garron said we need to look at infrastructure
50 costs, i.e. water, sewer, etc.

1
2 Sean O'Keefe, Town Councilor, 163 Mammoth Rd, said that he feels that as
3 long as we as a town provide the opportunity for workforce housing, we don't
4 need to be concerned with the cost.

5
6 Mike Brown, Town Councilor, 5 Carousel Court, said that most of the
7 concerns they received from the public were in regards to the size and scale.

8
9 Tom Dolan, Budget Committee, Town Councilor elect, 19 Isabella Dr, said he
10 feels we should do this either because it's right or wrong for the town,
11 regardless of workforce housing.

12
13 Pauline Caron, 369 Mammoth Rd, said that when she brought up the
14 suggestion of 16 units to the Town Council, she had been told that the
15 number of units in other towns is 24.

16
17 Deb Paul, 118 Hardy Rd, suggested that the Board look at the bordering
18 commercial property and use that for high density workforce housing.

19
20 Martin Srugis, 17 Wimbledon Dr, said he is concerned about the character of
21 the community. He also feels that as long as the town provides workforce
22 housing they should not have to be concerned about costs. The Board
23 reminded him that cost decides if workforce housing is feasible.

24
25 Eric Morin, 528 Mammoth Rd, said he is in construction and he doesn't see
26 why anyone would spend the money to sue because they want to build 24
27 rather than 16 units. The Board directed staff to examine the cost of 24 units
28 vs 16 units, and return for another workshop discussion in May.

29
30 A. Roadway Projects Update – Janusz Czyzowski, DPW Director

31
32 J. Czyzowski gave the Board a presentation (See attachment #2).
33 Alex Vogt, project manager, reviewed the airport traffic flow and designs.
34 A. Garron outlined the route 28 corridor study.

35
36 C. Workshop Discussion – Exit 5 Zoning, Rt. 28 Performance Overlay District,
37 Small Area Master Plan Implementation

38
39 T. Thompson gave the Board an update (See attachment #3). Consensus of
40 the Board was to go with option 3. T. Thompson recommended doing another
41 workshop. The Board will schedule another workshop for April 14.

42
43 **Other Business**

44
45 None.

46
47 **Adjournment:**

48

1 **J. Farrell made a motion to adjourn the meeting. P. DiMarco seconded the**
2 **motion.** No discussion. **Vote on the motion: 8-0-0.** Meeting adjourned at
3 10:05 PM.

4

5

6 These minutes prepared by Cathy Dirsra, Planning Division Secretary.

7

8

9

10 Respectfully Submitted,

11

12

13

14 Mary Wing Soares, Secretary

15

MEMORANDUM

To: Planning Board

Date: March 10, 2010

From: Timothy J. Thompson, AICP, Town Planner



RE: Multifamily buildings – Follow up after discussion with Legal Counsel

Following the direction of the Planning Board, I have had a conversation with the Town's Legal Counsel regarding the request from the Town Council that the Planning Board examine lowering the number of units allowed in a multi-family building be reduced from 24 units per building in the R-III District and Inclusionary Housing Section of the Zoning Ordinance to 16 units per building in the R-III District, Inclusionary Housing Section, and the Elderly Housing Section of the Zoning Ordinance.

In short, Legal Counsel is generally comfortable with the idea of lowering the number of units across the various sections of the Ordinance, so long as it is done consistently.

After further discussion about staff's concern about the change occurring so rapidly after passage of the Inclusionary Housing section and the potential cost impact to the development of multi-family workforce housing, he offered caution moving forward without additional study.

His concern would be to examine the potential cost impacts of the move from 24 to 16 units on an inclusionary multi-family project. His suggestion to the Planning Board is to attempt to discern what the cost impact of such a reduction would be on the development costs in a workforce project.

If it is determined that there is a significant increase in the cost of development for a project at 16 units vs. 24 units per building, he would not recommend moving forward with the change to the ordinances.

If the cost difference is not "significant" (to which he offered no definition), he would feel comfortable defending the Town on a legal challenge on the number of units per building being reduced.

The Planning Board has also expressed concern about the rationale for the number of units being set at 16 without any sort of justification. Legal Counsel did not share the Board's concern about the basis of the number of units allowed per building, so long as it is determined to be "appropriate scale for the Town of Londonderry." Following up on the Board's concern, I have attached the minutes of Planning Board meetings and Council meetings when the R-III District was amended in 1999 and early 2000. Unfortunately, the minutes do not provide much information on how the Board determined that 24 units was appropriate for the R-III District (The previous version of the R-III District limited buildings to 8 units and each had to be on it's own separate lot).

Staff recommendation at this time is for the Planning Board to continue working on this issue in a workshop format into April, and allowing staff to attempt to quantify the cost differences for the Board's consideration at that time, as well as any other information the Board directs staff to gather regarding the basis for the number of units per building. Following that research and analysis, the Board could then choose to move forward to public hearing in May if it is deemed appropriate.

Pettengill Road Presentation to Planning Board

March 10, 2010

History

- **More than a decade ago, the NHDOT proposed the concept of connecting the Everett Turnpike to the Manchester-Boston Regional Airport**
- **The Town of Londonderry supported this concept and thought it was very important that this major connecting route will include an intersection with Pettengill Road which will open up industrial land located just south of the Airport and provide access to northern Londonderry**

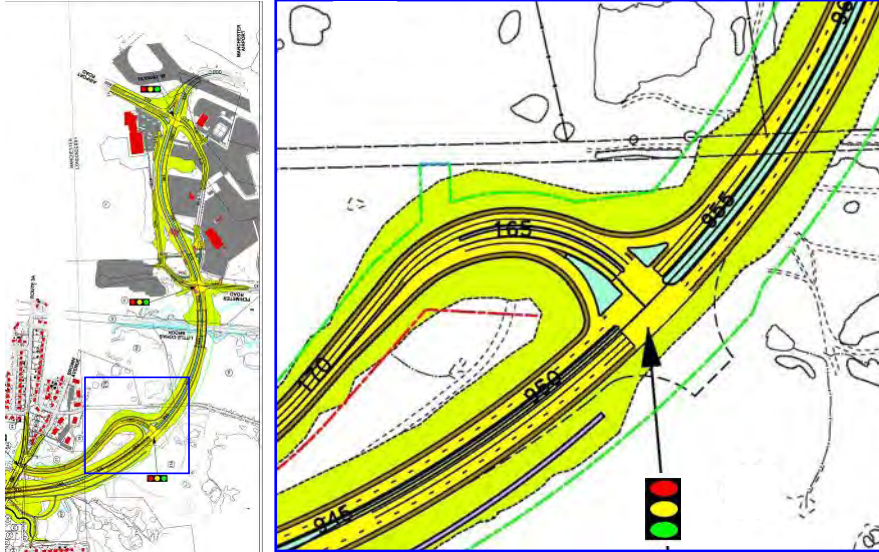
History

- The Town of Londonderry worked diligently with Manchester-Boston Regional Airport during the relocation of South Perimeter Road which was required because of the runway extension.
- As part of this effort, the first section of Pettengill Road was designed and constructed by the Airport, from Planeview Drive to Industrial Drive, to replace South Perimeter Road and become the first phase in our future east/west route improvement.
- Since the beginning of our effort in 1999, the Town of Londonderry worked very closely with the NHDOT, Manchester-Boston Regional Airport, and local land owners to develop the design for the Pettengill Road project

Original 2004 Traffic Study

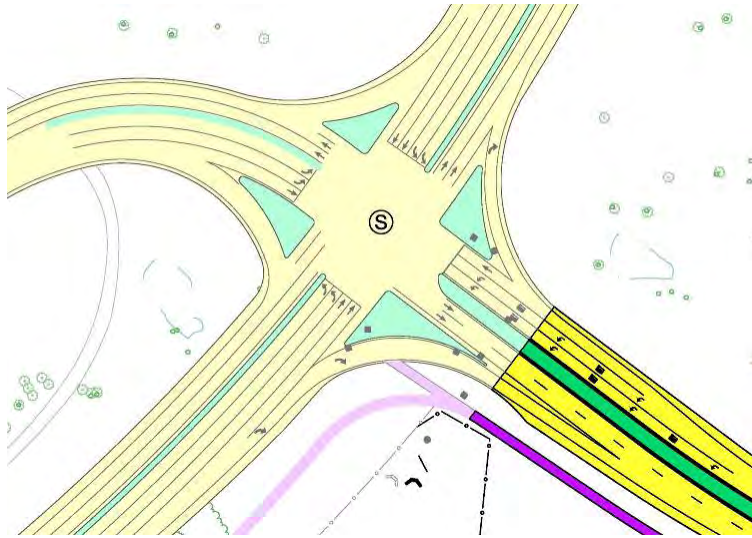
- *Purpose* – to ensure that NHDOT's Manchester Airport Access Road (MAAR) includes an intersection that provides access to northern Londonderry and surrounding industrial land

MAAR – Original Design at Pettengill Road



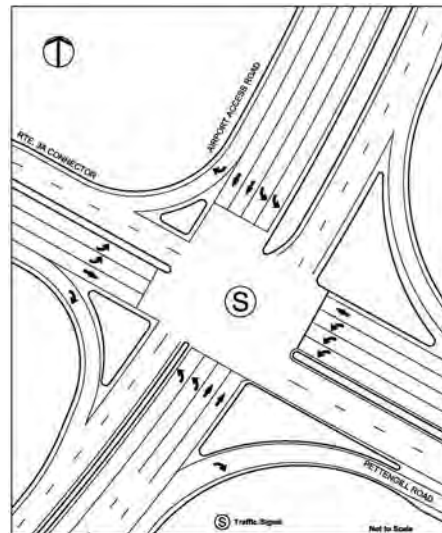
- Project design “officially” initiated in 2003
- Design Charrette conducted by the Town
- Traffic study for Pettengill Road area completed in 2004 – with potential future traffic based upon Design Charrette and purpose to justify major access to MAAR for Town of Londonderry to NHDOT
- *Result* - NHDOT providing intersection including building approximately 200' for the Pettengill Road approach

MAAR – Intersection Design with Pettengill Road



MAAR – Future Intersection Design at Pettengill Road

- **Result** - NHDOT also providing platform and capability to expand intersection for triple lefts on Pettengill Road approach in future when warranted by future traffic conditions



- Original scope of Pettengill Road project was to build 4 lane section from MAAR to Planeview Drive
- Project length was reduced by Town as cost reduction measure with limit of work just east of Industrial Drive
- Project design for Pettengill Road was completed and regulatory permits obtained in 2009

Pettengill Road



NH Department of Transportation
NHDOT
Mr. Alex Vogt, PE
Project Manager
for
Manchester Airport Access Road

Manchester Airport Access Road



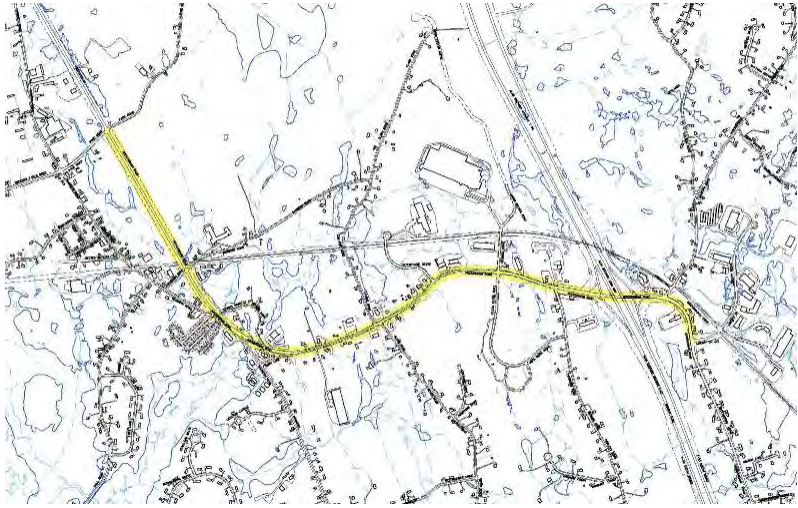
Roundabouts at Manchester Airport



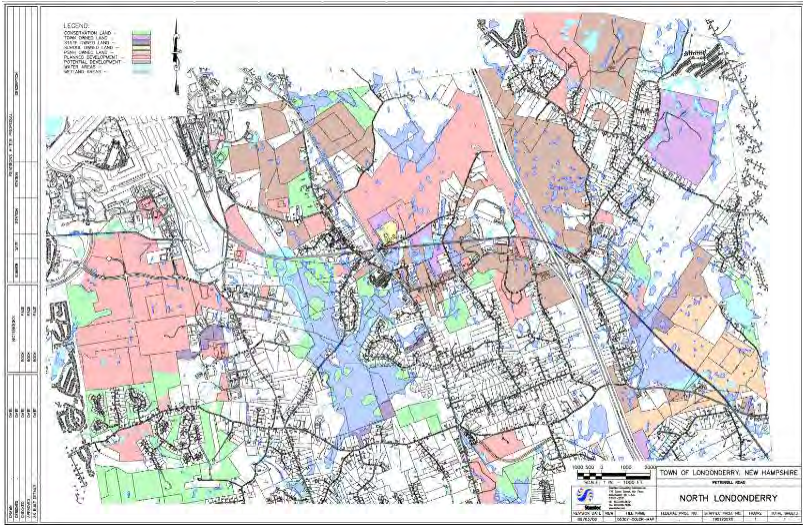
Traffic Study – Route 28 Corridor

- **Town also completed a traffic study of the Route 28 corridor in 2008**
- ***Purpose* - to provide for future planning of the Route 28 corridor**

Route 28 Corridor Study Limits



Route 28 Corridor Study Development Parcels



- **Traffic study considered potential future traffic from planned Exit 5 TIF area**
- **Provided a concept design for improvements along the entire Route 28 corridor from the intersection of Page Road at Route 28 to Exit 5 at Route 93**
- **Provides for a 5 lane section along Route 28 with turning lanes at intersections along the corridor**
- **Addresses the existing failed intersection of Page Road at Route 28**

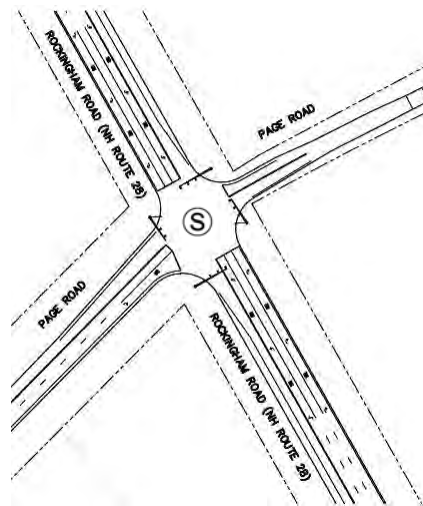
- **Provided a basis for the Community Development Department to address future improvements through traffic impact fees for the Route 28 corridor**
- **NHDOT reviewed the Town's Route 28 corridor study and the proposed design for Exit 5**
- **NHDOT providing a 6 lane section for Route 28 at Exit 5 with capability to expand to 8 lane section in future when warranted by future traffic conditions**
- **Town pursued funding from NHDOT in summer of 2008 to address failed intersection of Page Road at Route 28 with traffic study for Route 28 corridor**
- ***Result* – justified the required improvements to intersection of Page Road at Route 28 which led to Town receiving over \$1,000,000 in ARRA funding through NHDOT for the project**

Existing Page Road – Route 28 Intersection



Page Rd – Route 28 Intersection Improvements

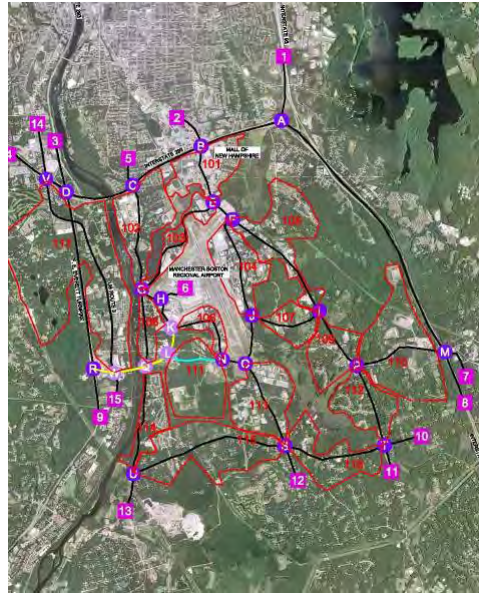
- **Result** – intersection improvements are now under construction as Town/NHDOT municipally managed project
- The project also provides capability to expand intersection in the future as the Exit 5 TIF area develops by setting back the signal mast arm poles



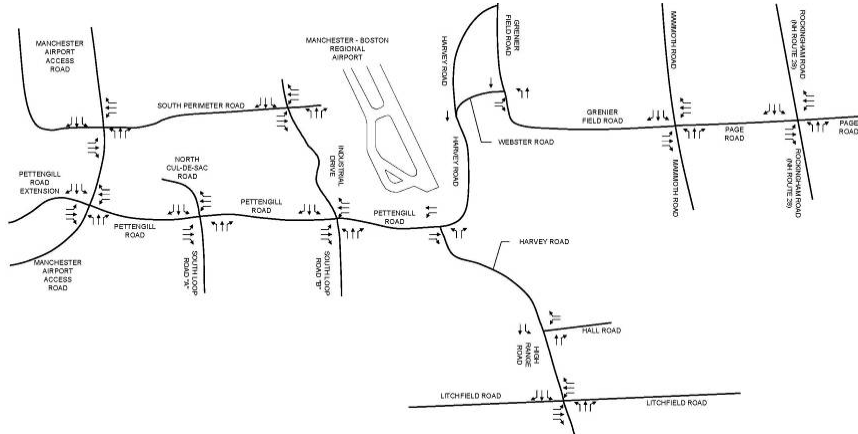
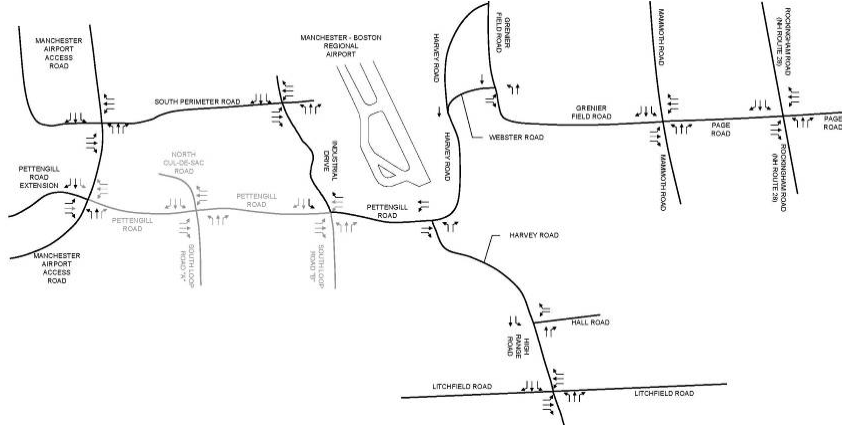
2010 – Traffic Study – Pettengill Road Area

- ***Purpose*** – to address the effects of the MAAR and Pettengill Road on secondary intersections beyond Pettengill Road on opening year 2012 and to provide a basis for the Planning Board and the Community Development Department to address future improvements through traffic impact fees for the Pettengill Road area
- Study identifies improvements to be planned for 10 to 20 years beyond the opening of the MAAR and Pettengill Road

Surrounding
Roadway
Network to
Pettengill
Road



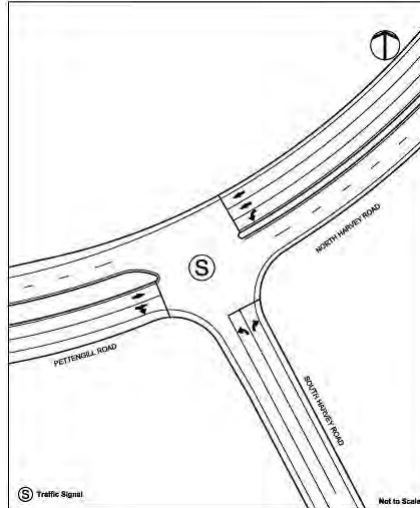
- Study indicates that for opening year 2012 the potential additional traffic resulting from constructing the MAAR (without the Pettengill Road connection) providing access via the South Perimeter Road intersection, the following may be anticipated:
 - Difficult left turn movement at Harvey Road NB at Pettengill Road
 - Difficult left turn movement at High Range Road SB at Litchfield Road
 - Difficult turning movements at intersection of Industrial Drive and South Perimeter Road



- Study indicates the opening of Pettengill Road at the MAAR intersection improves the intersection of Industrial Drive and South Perimeter Road. The left hand turn movements at Harvey Road NB and High Range Road SB remain difficult.

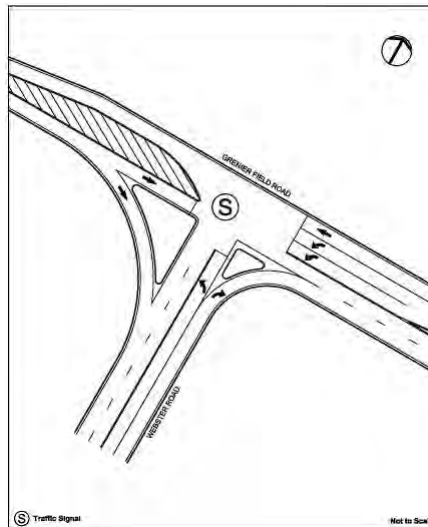
Future Improvements – Harvey Road at Pettengill Road

- The original 2004 study recommended improvements at the intersection of Harvey Road at Pettengill Road but this intersection is not in the current project
- The current study identifies recommended improvements at the intersection of Harvey Road at Pettengill Road:
 - Traffic signal to improve turning movements at Harvey Road
 - Providing additional lanes along Pettengill Road



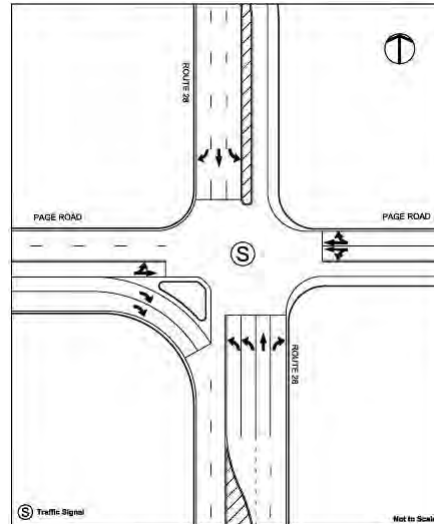
Future Improvements – Webster Road at Grenier Field Road

- The current study identifies recommended future improvements at the intersection of Webster Road at Grenier Field Road:
 - Providing additional left hand turn lane on Grenier Field Road NB
 - Providing improved right hand turn (slip type) lane on Webster Road EB
 - Provides for future right hand turn (slip type) lane on Grenier Field Road SB to allow for future elimination of Harvey Road side of Harvey/Webster/Grenier Field Rd intersection



Future Improvements – Page Road at Route 28

- The current study identifies recommended future improvements at the intersection of Page Road at Route 28:
 - Providing an additional left hand turn lane on Route 28 NB
 - Providing an additional right hand turn lane on Page Road EB
 - Providing an additional through/right hand turn lane on Page Road WB



- The Town may also consider adding a left hand turn lane on Harvey Road SB at the Litchfield Road intersection
- The current study is conducted for planning purposes only – actual improvements will be phased and will be based upon traffic conditions at the time in the future that development occurs
- **Result** – The current study provides a basis to plan for future improvements and for the Planning Board and the Community Development Department to address the future improvements through traffic impact fees for the North Londonderry area

Questions

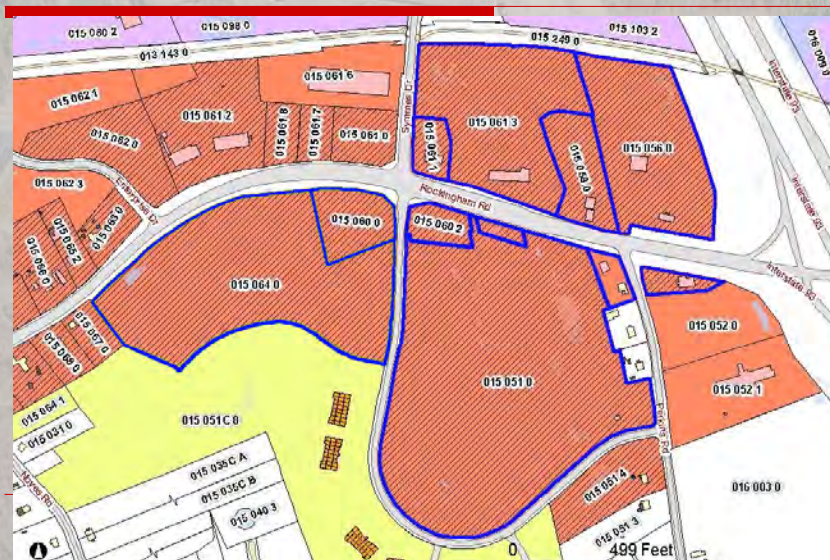


Exit 5 Zoning, Rt. 28 Performance Overlay District, Small Area Master Plan Implementation

Workshop Discussion

March 10, 2010

Parcels Included in Proposed New District:



Draft Use Table Changes for New District

- Board determined list of uses on 2/10
- Staff has taken that preliminary information, and come up with proposed changes to the use table in the Zoning Ordinance, with uses listed as either permitted uses or conditional uses

Londonberry Zoning Ordinance Use Table

	AR-1	R-III	C-I	C-II	C-III	C-IV	EXIT 5	IND-I	IND-II	GB	PUD	AD	Overlay Districts						
													POD-102 ¹	POD-28 ¹	CO	AH	AZ	FP	
RESIDENTIAL AND AGRICULTURAL																			
Agriculture	P	P										P ¹							
Assisted Living Facilities		P	P	P	P		P					P ¹		P	P				
Back Lot Development	C											P ¹		See specific district regs.					
Dwelling, multi-family	C ¹	P, C ¹	C ¹	C ¹	C ¹	C ¹						P ¹							
Dwelling, single family	P, C ¹	P, C ¹	C ¹	C ¹	S, C ¹	C ¹						P ¹							
Dwelling, two-family	P, C ¹	P, C ¹	C ¹	C ¹	S, C ¹	C ¹						P ¹							
Elderly Housing	P	P	P	P	P	P						P ¹	P	P					
Manufactured housing	P, C ¹	P, C ¹										P ¹							
Mixed use residential						P	P					P ¹							
Mobile homes	P																		
Nursing Home and accessory uses		P	P	P	P							P ¹	P	P					
Preexisting manufactured housing parks	P																		
Presite Built Housing	P																		
CIVIC USES																			
Community center			P	P		C						P ¹							
Cemetery	P																		
Public Facilities	P		P	P		C		P	P	P	P ¹	P							
Public Utilities	P	P	P	P				S	S	S	P ¹	S							
Recreational Facilities, Public	P			P							P ¹		P	P					
Religious Facilities	P		P	P	P	P							P	P					
Cultural Uses and Performing Arts							C				P	P ¹							
BUSINESS USES																			
Aeronautical Facilities													P						
Assembly, testing, repair and packing operations up to 250,000 sq. ft.								P	P	P	P ¹								
Assembly, testing, repair and packing operations 250,001 sq. ft. or larger								P	P	C	P ¹								
Bed and Breakfast Homestay	P											P ¹							

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	EXIT 5	IND-I	IND-II	GB	PUD	AD	POD - 102 ¹	POD - 28 ¹	CO	AH	AZ	FP
Business center development			P	P			P			P	P ⁴		P	P				
Conference/Convention Center							C			P	P ⁴							
Day Care Center, Adult						C	C				P ⁴							
Drive-thru window as an accessory use			P	P														
Drive-in establishments			P	P														
Drive-in theatres				P														
GB District Services																		
Financial institution			P	P			P				P ⁴							
Funeral homes			P	P	P					P	P ⁴							
Education and Training Facilities							C			P	P ⁴							
Excavation, including Temporary and Permanent Manufacturing Plants as an accessory use.	P		P	P	P			P	P			P						
Group Child Care Center				P	P	C		S	S		P ⁴		C	C				
Home Occupation	S										S							
Hotels				P						P	P ⁴							
Manufacturing, Heavy									P	P	P							
Manufacturing, Light up to 250,000 sq. ft.				P				P	P	P	P ⁴	P						
Manufacturing, Light 250,001 sq. ft. or larger				P				P	P	C	P ⁴	P						
Membership club			P	P							P ⁴							
Motels				P														
Motor Vehicle Maintenance, Major Repair and Painting									P			P						
Motor vehicle rental												P						
Motor Vehicle Station, Limited Service				P		C ²					P ⁴	P						
Recreation, commercial			P	P			P				P ⁴		P	P				
Retail sales establishment up to 75,000 sq. ft.			P	P		P	P				P ⁴		P	P				
Retail sales establishment 75,001 sq. ft. or larger			P	P		P	C				P ⁴		P	P				
Outdoor Storage of goods or materials (not to exceed 5-10% of the gross floor area) as an Accessory Use										C								
Professional office			P	P	P	P	P	P	P	P	P ⁴	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	EXIT 5	IND-I	IND-II	GB	PUD	AD	POD - 102 ¹	POD - 28 ¹	CO	AH	AZ	FP
Rental Car Terminal up to 50,000 sq. ft.										P	P ⁴							
Rental Car Terminal 50,001 sq. ft. or larger										C	P ⁴							
Repair services			P	P		P		P	P		P ⁴	P	P	P				
Research or Development Laboratories			P	P			P	P	P		P ⁴	P						
Restaurant			P	P		C	P				P ⁴	P	P	P				
Restaurant, fast food			P	P			P				P ⁴							
Sales of Heavy Equipment or Heavy Trucks as an accessory use								C	C	C								
School, Private					P						P ⁴		P	P				
Service establishment			P	P			P	P	P		P ⁴	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 ⁴	P						
Terminal, Trucking 100,001 sq. ft. or larger									P	C	P ⁴	P						
Vehicle Sales Establishment				P														
Warehouses and Storage up to 250,000 sq. ft.				P				P	P	P	P ⁴	P	C	C				
Warehouses and Storage 250,001 sq. ft. or larger				P				P	P	C	P ⁴	P	C	C				
Wholesale Businesses up to 250,000 sq. ft.				P				P	P	P	P ⁴	P						
Wholesale Businesses 250,001 sq. ft. or larger				P				P	P	C	P ⁴	P						

- 1 - Any use permitted in the underlying zoning district, which is not a permitted use in the Performance Overlay District is considered a Conditional Use
- 2 - See section 2.4.1.2.4 for additional dimensional requirements related to fuel dispensers
- 3 - See Section 2.3.3 for specific requirements (workforce housing)
- 4 - As part of an approved PUD Master Plan, See Section 2.8
- 5 - As part of an approved PUD Master Plan (where the underlying zoning is not GB), See Section 2.8

P = Permitted Use

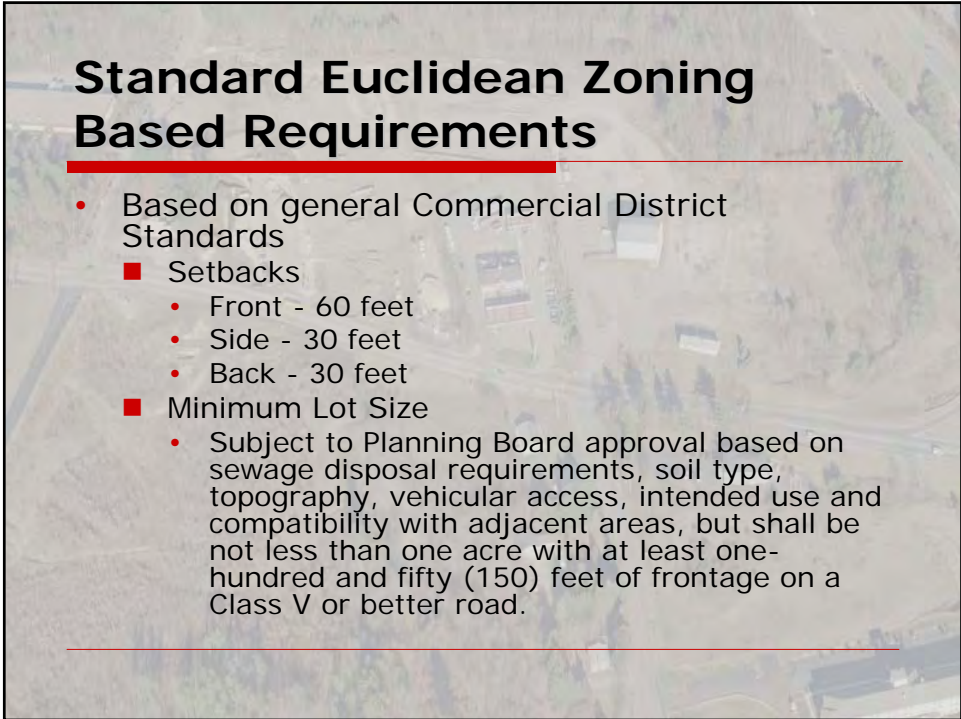
C = Requires Conditional Use Permit

S = Requires Special Exception



Tonight's Next Steps:

- Alternatives discussion of dimensional standards
 - 3 options, as recommended by Staff:
 - Standard Euclidean Zoning Based Requirements
 - Performance Based Requirements
 - Flexible Style Dimensional Requirements
-



Standard Euclidean Zoning Based Requirements

- Based on general Commercial District Standards
 - Setbacks
 - Front - 60 feet
 - Side - 30 feet
 - Back - 30 feet
 - Minimum Lot Size
 - Subject to Planning Board approval based on sewage disposal requirements, soil type, topography, vehicular access, intended use and compatibility with adjacent areas, but shall be not less than one acre with at least one-hundred and fifty (150) feet of frontage on a Class V or better road.
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Standard Euclidean Zoning Based Requirements

- Based on general Commercial District Standards
 - Building Height – 50 feet
 - Landscaping
 - Minimum green area: 33% of the total lot area.
 - Green area 15 feet except that where the area abuts a public right-of-way, such area shall be not less than 30 feet.
 - Buffers: 50' when within 200 feet of Residentially Zoned Land
-

Performance Based Requirements

- Based on a mix of C-II and POD Standards
 - Setbacks
 - Front: Based on following performance standards
 - Building footprint of 0 - 25,000 square feet: 60 feet
 - 25,001 - 75,000 square feet: 90 feet
 - 75,000+ square feet: 120 feet
 - Side - ½ of the front setback, but not less than 30 feet
 - Back – 1/3 of the front setback, but not less than 30 feet
 - Minimum Lot Size
 - Same as Previous alternative.
-

Performance Based Requirements

- Based on a mix of C-II and POD Standards
 - Building Height – 50 feet
 - Landscaping
 - Minimum green area: 33% of the total lot area.
 - Green area 15 feet except that where the area abuts a public right-of-way, such area shall be not less than 30 feet.
 - Buffers: 50' when within 200 feet of Residentially Zoned Land
-

Flexible Style Dimensional Requirements

- Utilize either, or a mix, of the standards from alternatives 1 & 2, and create a dimensional relief conditional use permit process that would allow the Planning Board to reduce dimensional standards that meet CUP criteria, similar to the process used in the GB District.
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