I-93 Transit Investment Study

TECHNICAL ADVISORY COMMITTEE

September 27, 2007

New Hampshire Department of Transportation

Concord, NH

HNTB

Agenda

1. Land Use Policy Report
2. Station Area Planning – Update
3. Model Preview
4. Operating Plans
5. Public Meeting Planning
6. Work Plan and Schedule

HNTB

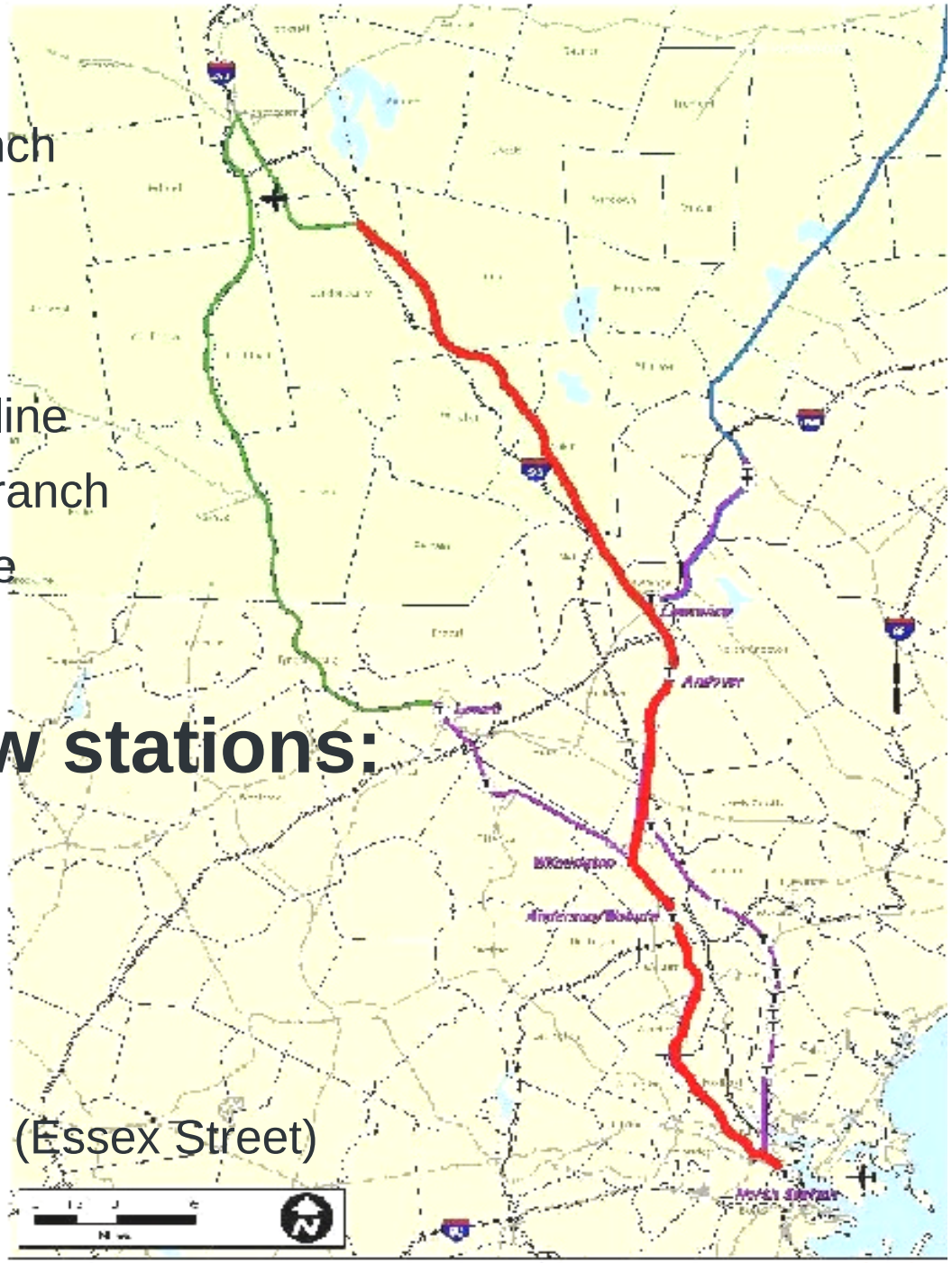
Eight Tier 1 Alternatives

- **Rail Alternatives**
  - Two Eastern Alignment
  - Two Highway Alignment
- **Bus Alternatives**
  - Two Shoulder Alternatives
  - Two Dedicated Lane Alternatives

HNTB

About the Eastern Rail Alignment

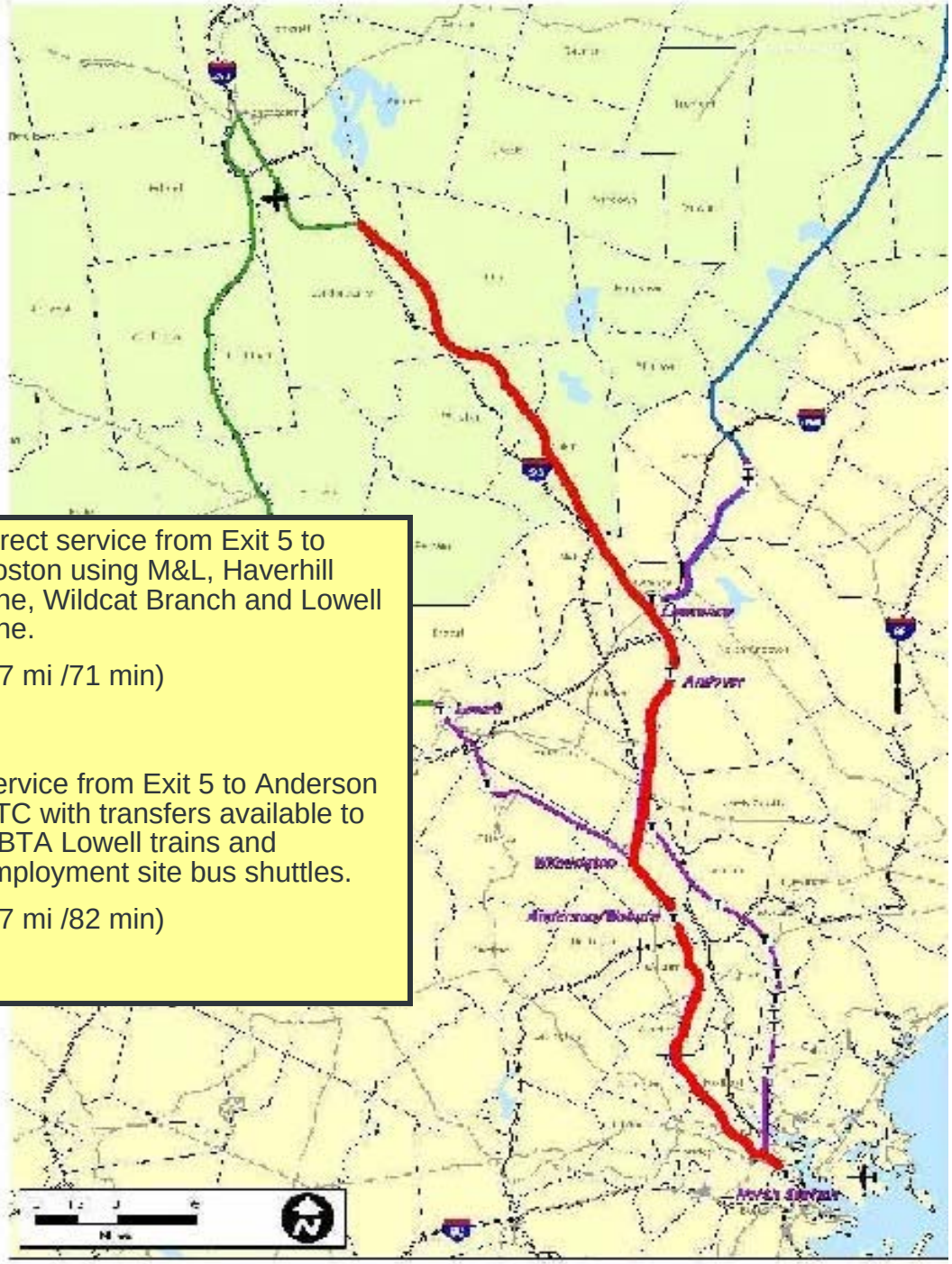
- **In NH:**
  - M&L Branch
- **In MA:**
  - Haverhill line
  - Wildcat branch
  - Lowell line
- **Five new stations:**
  - Exit 5
  - Derry
  - Salem
  - Methuen
  - Lawrence (Essex Street)



HNTB

Tier 1: Eastern Rail Alignment

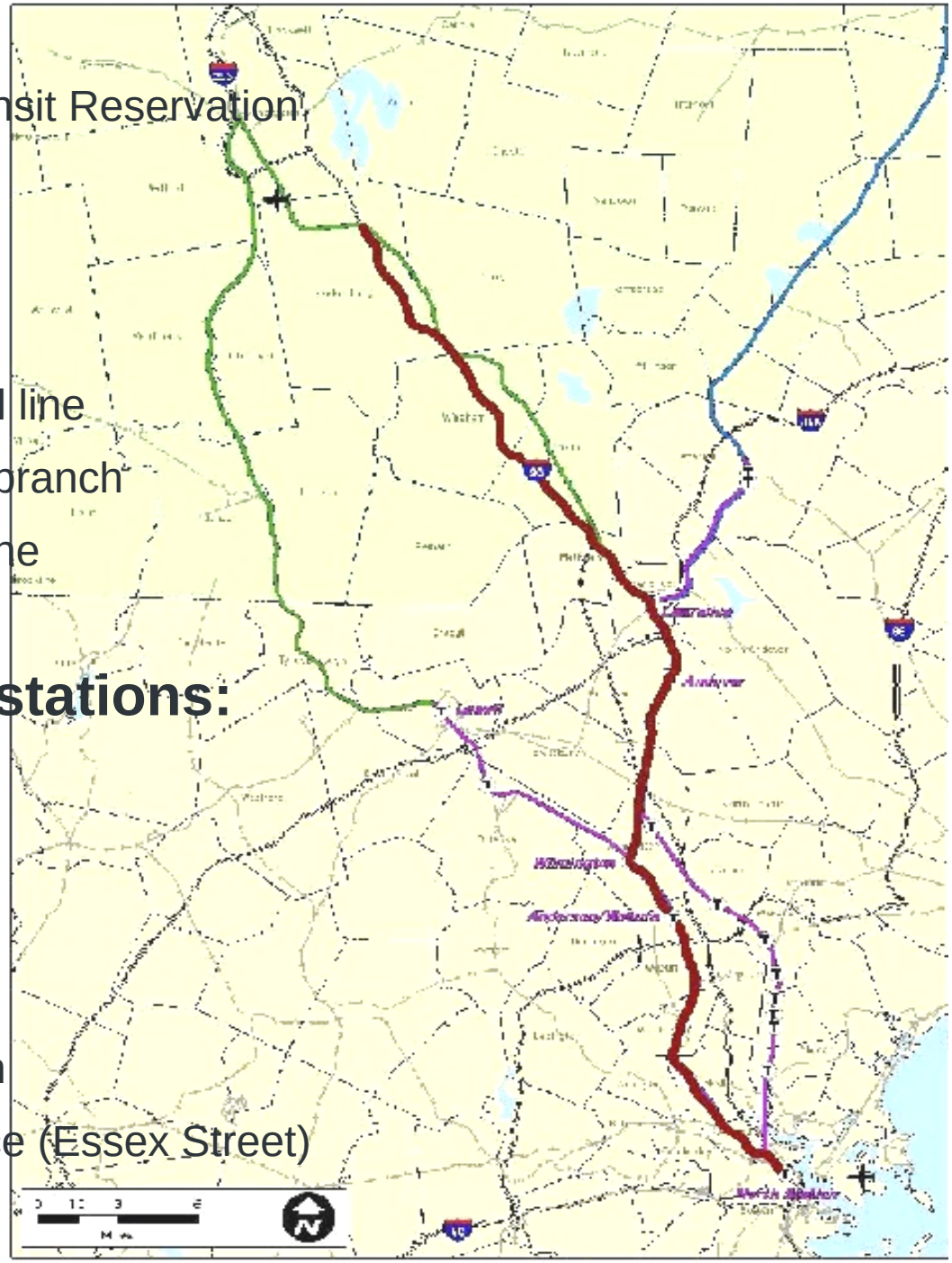
ERB	**Boston Service**	Direct service from Exit 5 to Boston using M&L, Haverhill Line, Wildcat Branch and Lowell Line. (47 mi /71 min)
ERA	**Anderson Service**	Service from Exit 5 to Anderson RTC with transfers available to MBTA Lowell trains and employment site bus shuttles. (47 mi /82 min)



HNTB

About the Highway Rail Alignment

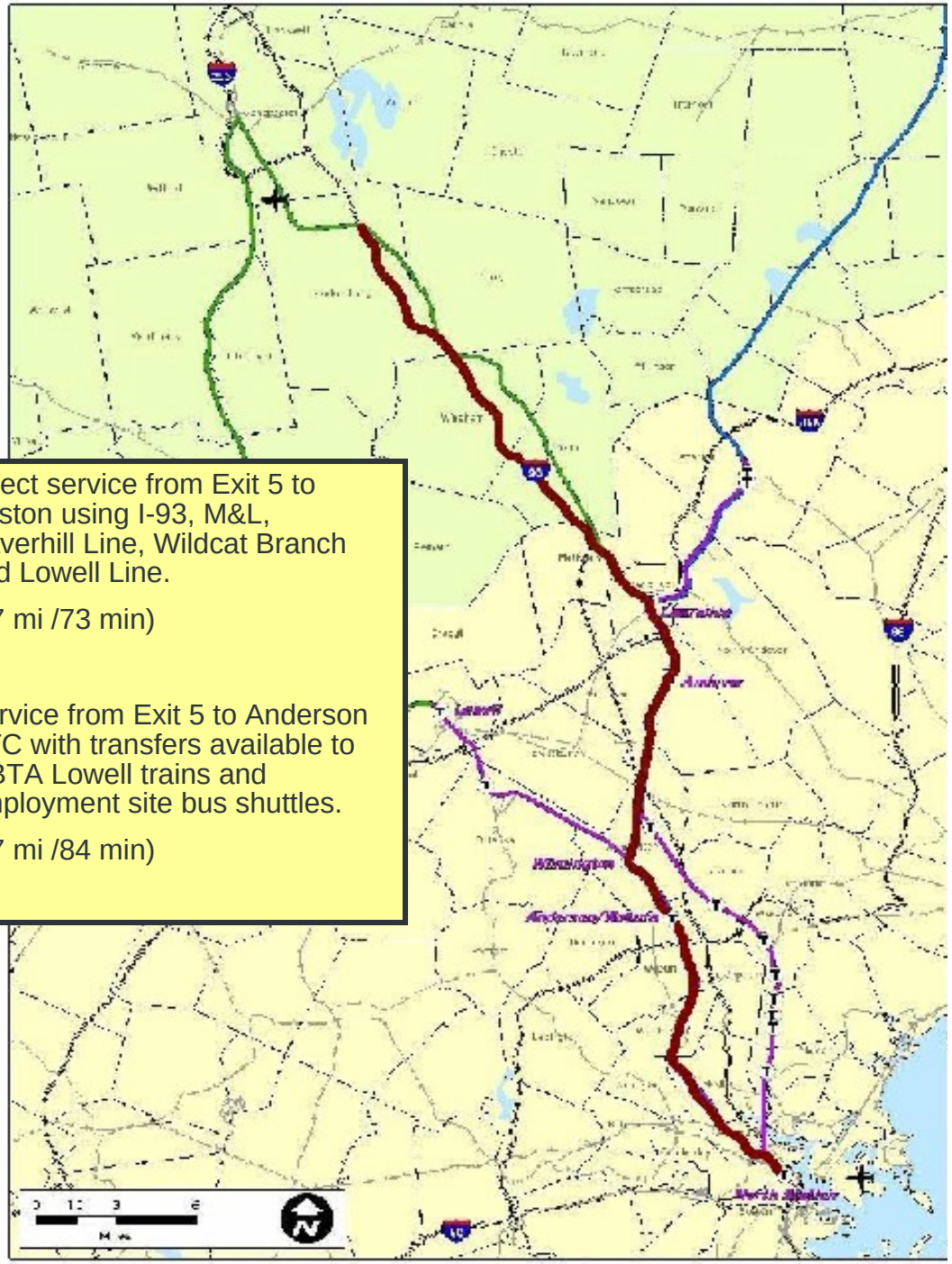
- **In NH:**
  - I-93 Transit Reservation
- **In MA:**
  - M&L
  - Haverhill line
  - Wildcat branch
  - Lowell line
- **Six new stations:**
  - Exit 5
  - Exit 4
  - Exit 3
  - Exit 2
  - Methuen
  - Lawrence (Essex Street)



HNTB

Tier 1: Highway Rail Alignment

HRB	**Boston Service**	Direct service from Exit 5 to Boston using I-93, M&L, Haverhill Line, Wildcat Branch and Lowell Line. (47 mi /73 min)
HRA	**Anderson Service**	Service from Exit 5 to Anderson RTC with transfers available to MBTA Lowell trains and employment site bus shuttles. (47 mi /84 min)



HNTB

Rail Hours of Service and Headways

- ***Weekdays***
  - Four-car trains
  - First Arrival ~ 7 am
  - Last Departure ~ 11pm
  - 30 minutes peak
  - 60 minutes off peak

- ***Saturday, Sunday and Holidays***
  - First Arrival ~ 8 am
  - Last Departure ~ 12 am
  - Direct Boston Services = 90 min
  - Anderson Connecting Service = 120 min

HNTB

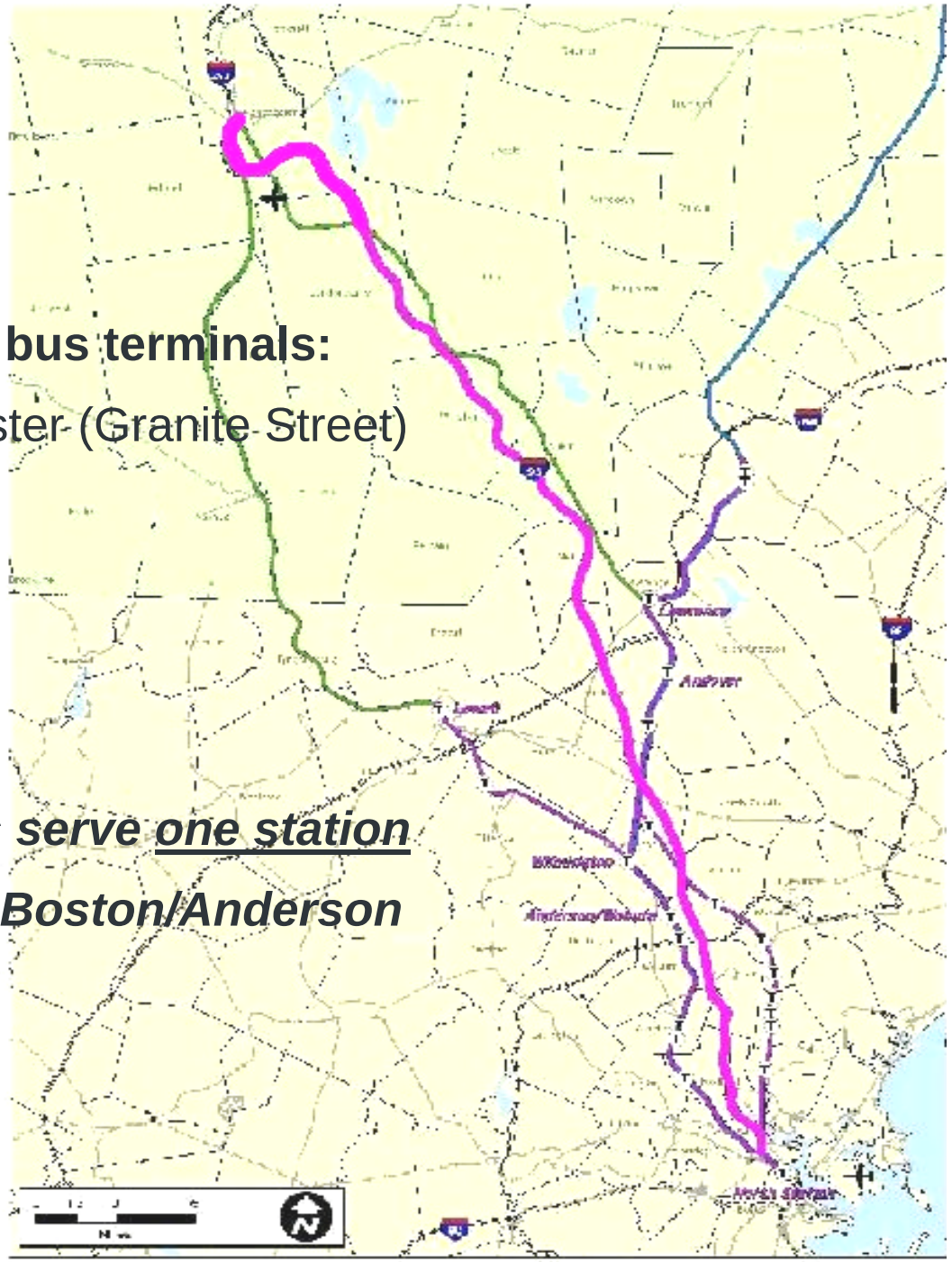
Conceptual Direct Rail Service Schedule

(ERB/HRB) Weekdays				Weekends & Holidays	
Arrivals in Boston		***Departures from Boston***		***Arr. in Boston***	***Dep. from Boston***
6:45 am	12:45 pm	7:00 am	4:00 pm	7:45 am	8:00 am
7:15	1:45	8:00	4:30	9:15	9:30
7:45	2:45	9:00	5:00	10:45	11:00
8:15	3:45	10:00	5:30	12:15 pm	12:30 pm
9:45	4:45	11:00	6:00	1:45	2:00
10:45	5:45	12:00 pm	7:00	3:15	3:30 p
11:45	6:45	1:00	9:00	4:45	5:00
	7:45	2:00	10:00	6:15	6:30
	8:45	3:00	11:00	7:45	8:00
	9:45			9:15	9:30
	10:45			10:45	11:30
Daily Round Trips = 19				Daily Round Trips = 11	

HNTB

About the Shoulder Bus Alternative

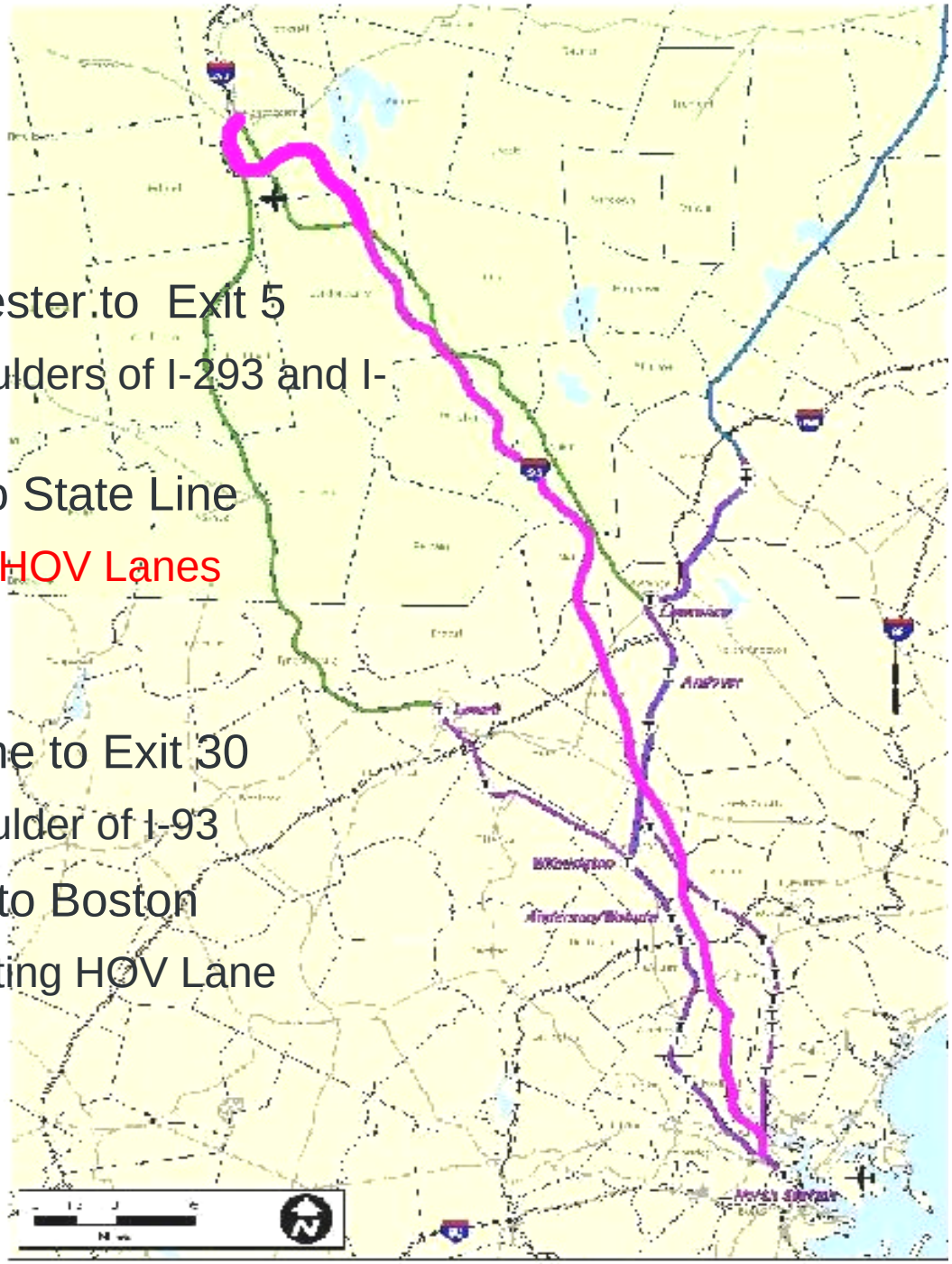
- **Five offline bus terminals:**
  - Manchester (Granite Street)
  - Exit 5
  - Exit 4
  - Exit 3
  - Exit 2
- ***Peak buses serve <u>one station</u> en route to Boston/Anderson***



HNTB

Shoulder Bus Routing

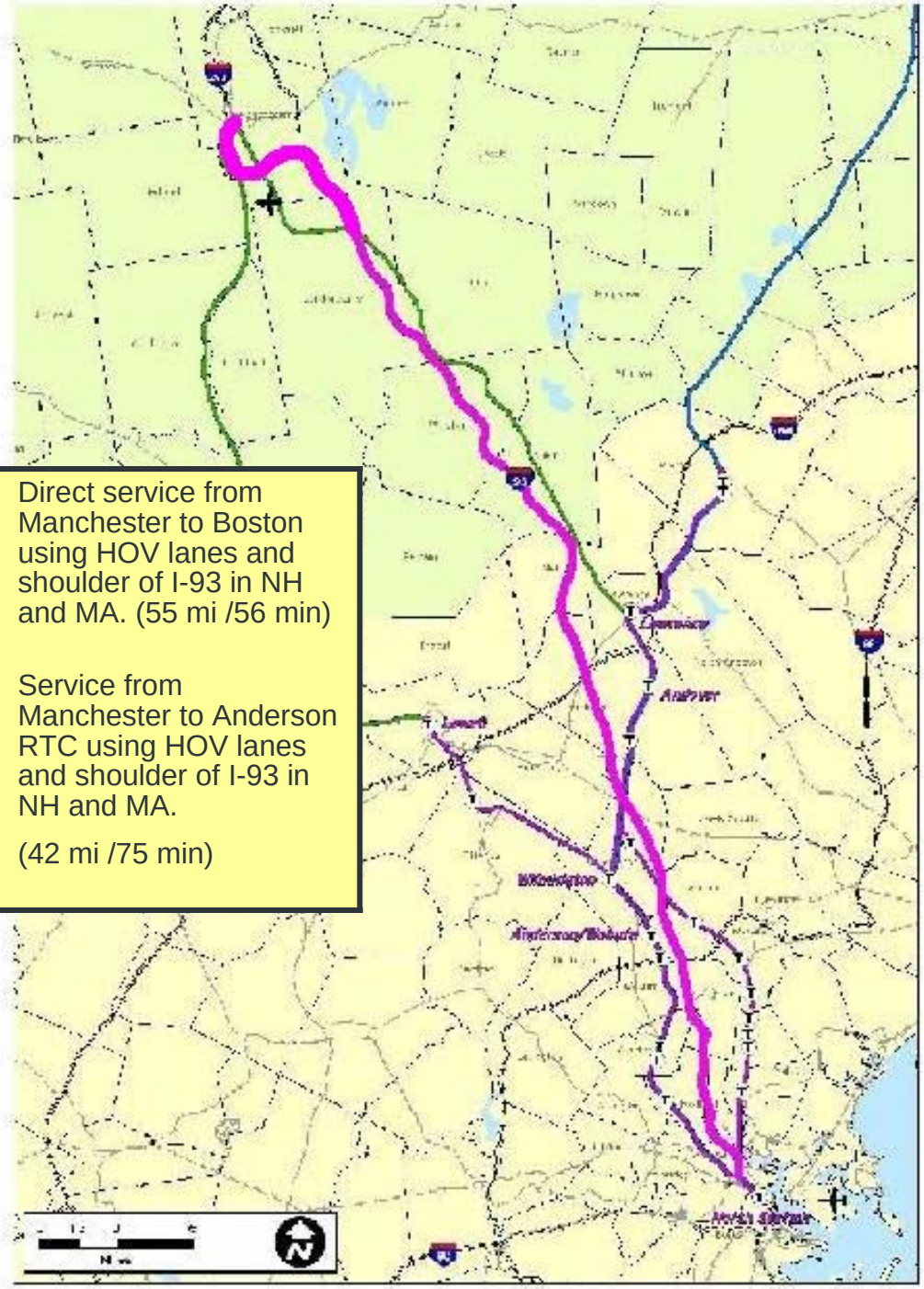
- **In NH**
  - Manchester to Exit 5
    - Shoulders of I-293 and I-93
  - Exit 5 to State Line
    - I-93 HOV Lanes
- **In MA:**
  - State line to Exit 30
    - Shoulder of I-93
  - Exit 30 to Boston
    - Existing HOV Lane



HNTB

Tier 1: Shoulder Bus Alternatives

HBBS	**Boston Service**	Direct service from Manchester to Boston using HOV lanes and shoulder of I-93 in NH and MA. (55 mi /56 min)
HBAS	**Anderson Service**	Service from Manchester to Anderson RTC using HOV lanes and shoulder of I-93 in NH and MA. (42 mi /75 min)



HNTB

Shoulder Bus Service Hours & Headways

- ***Weekdays***
  - First Arrival ~ 7 am
  - Last Departure ~ 11pm
  - 15 to 30 minutes peak
  - 60 minutes off peak

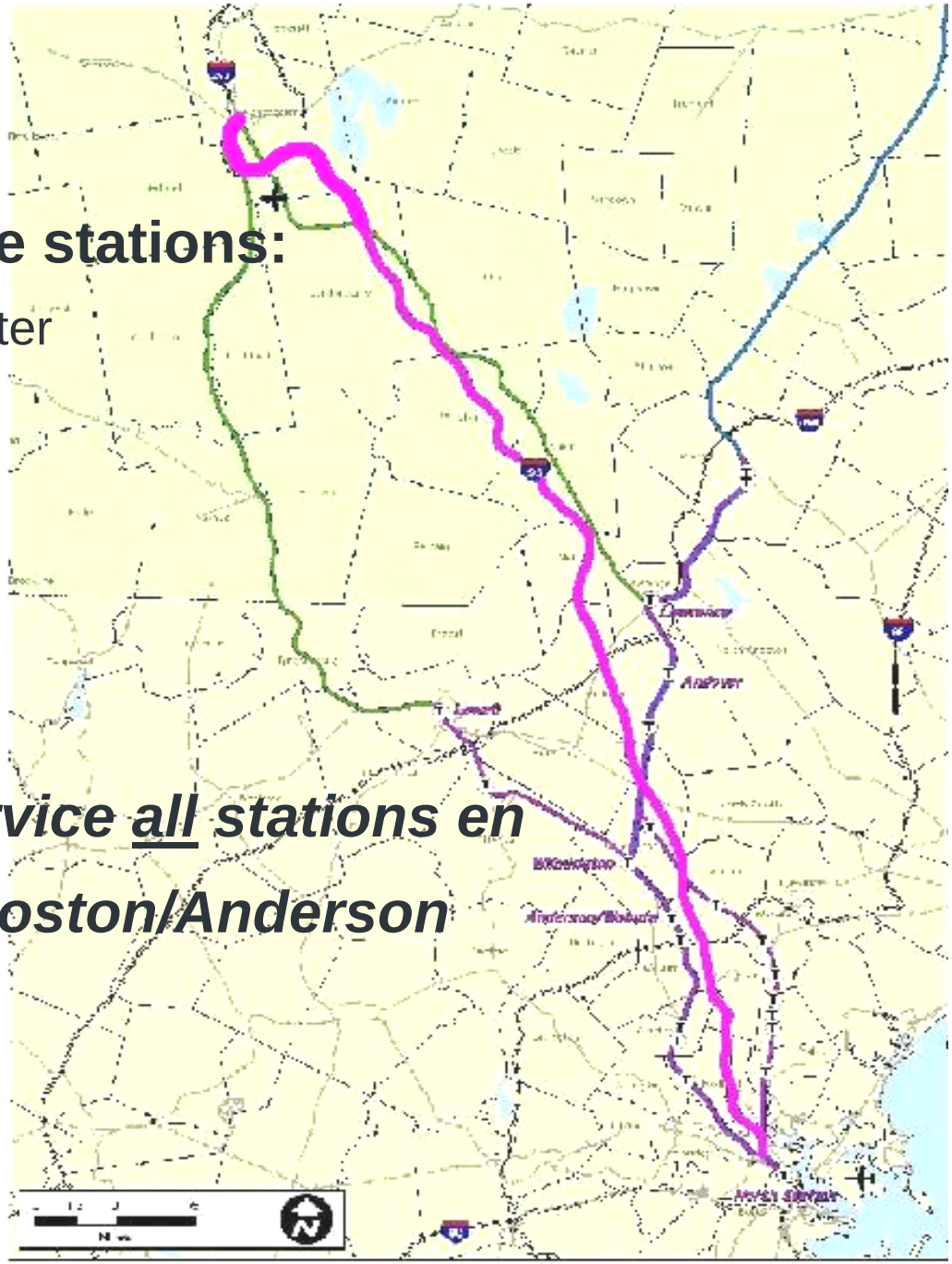
- ***Saturday, Sunday and Holidays***
  - First Arrival ~ 8 am
  - Last Departure ~ 12 am
  - Direct Boston Services = 90 min
  - Anderson Connecting Service = 120 min

HNTB

About the Dedicated Lane (BRT) Bus Alternative

- **Five online stations:**
  - Manchester
  - Exit 5
  - Exit 4
  - Exit 3
  - Exit 2

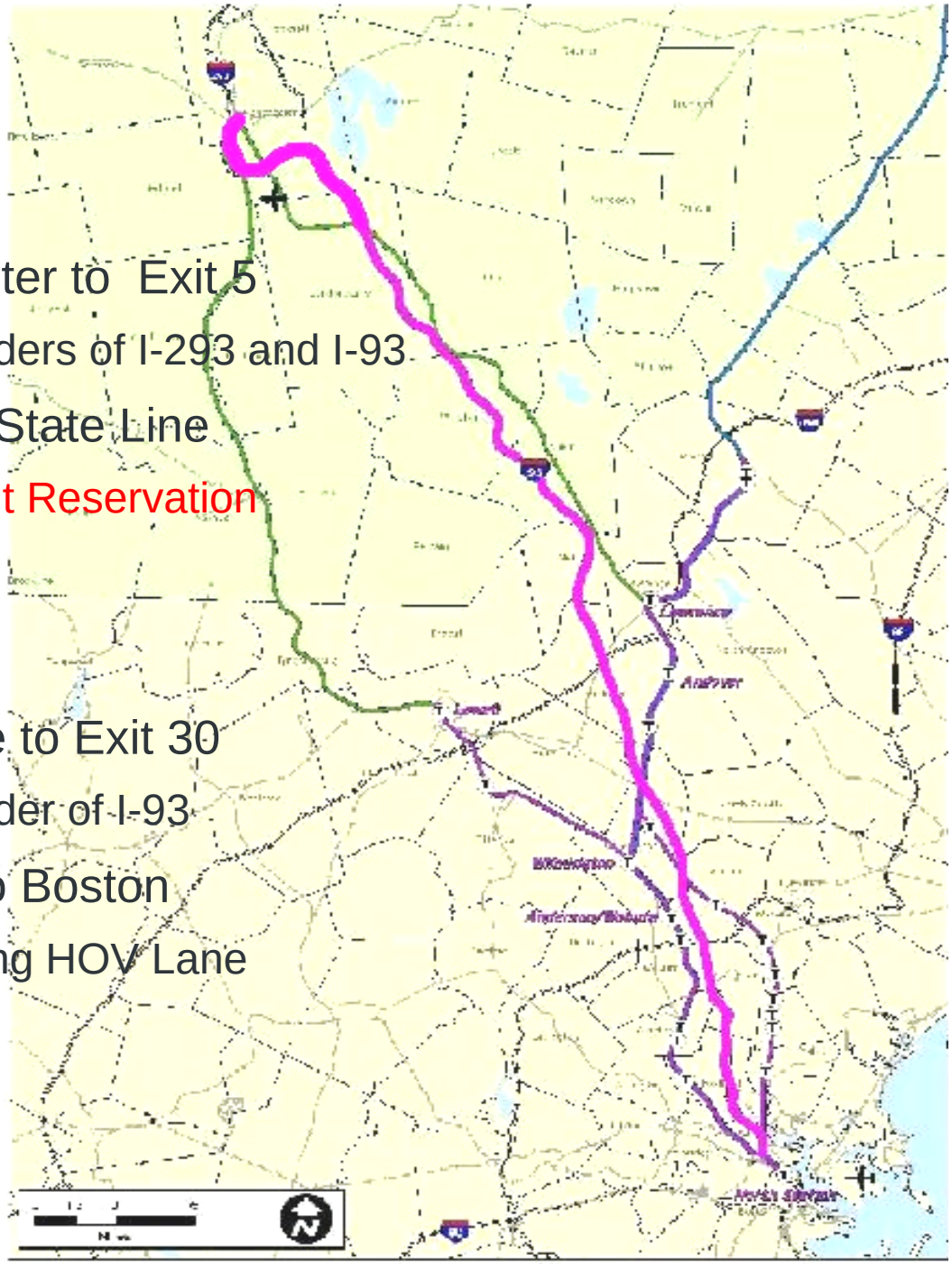
- ***Buses service <u>all</u> stations en route to Boston/Anderson***



HNTB

Dedicated Lane (BRT) Bus Routing

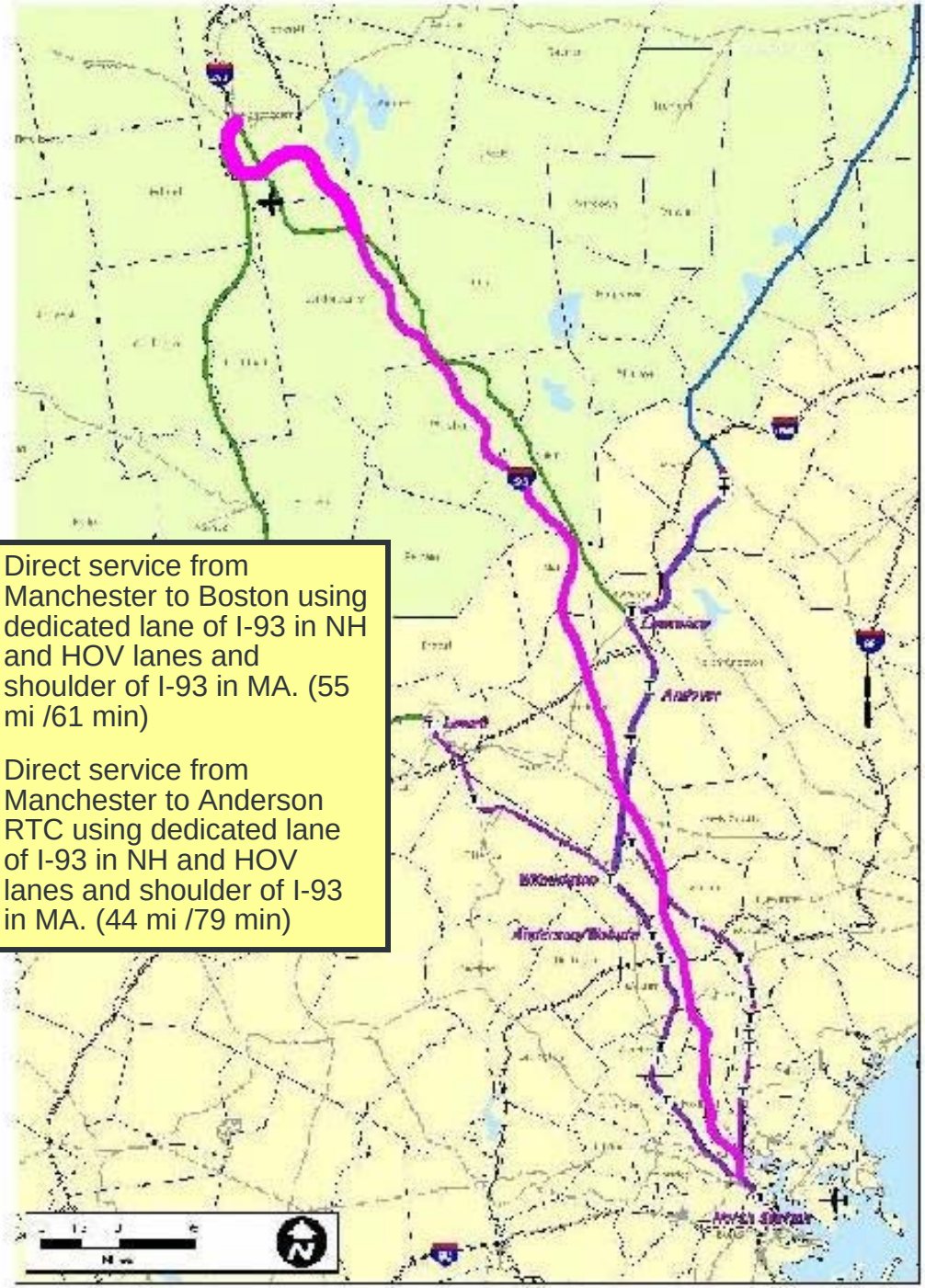
- **In NH**
  - Manchester to Exit 5
    - Shoulders of I-293 and I-93
  - Exit 5 to State Line
    - Transit Reservation
- **In MA:**
  - State line to Exit 30
    - Shoulder of I-93
  - Exit 30 to Boston
    - Existing HOV Lane



HNTB

Tier 1: Dedicated Lane Bus Alternatives

HBBR	**Boston Service**	Direct service from Manchester to Boston using dedicated lane of I-93 in NH and HOV lanes and shoulder of I-93 in MA. (55 mi /61 min)
HBAR	**Anderson Service**	Direct service from Manchester to Anderson RTC using dedicated lane of I-93 in NH and HOV lanes and shoulder of I-93 in MA. (44 mi /79 min)



HNTB

HBBR (Boston Direct)

BRT Bus Service Hours & Headways

- ***Weekdays***
  - First Arrival ~ 7 am
  - Last Departure ~ 11pm
  - ~ 4 minutes
  - ~ 15 minutes off peak

- ***Saturday, Sunday and Holidays***
  - First Arrival ~ 8 am
  - Last Departure ~ 12 am
  - Direct Boston Services ~ 30-60 min

HNTB

HBAR (Anderson Transfer)

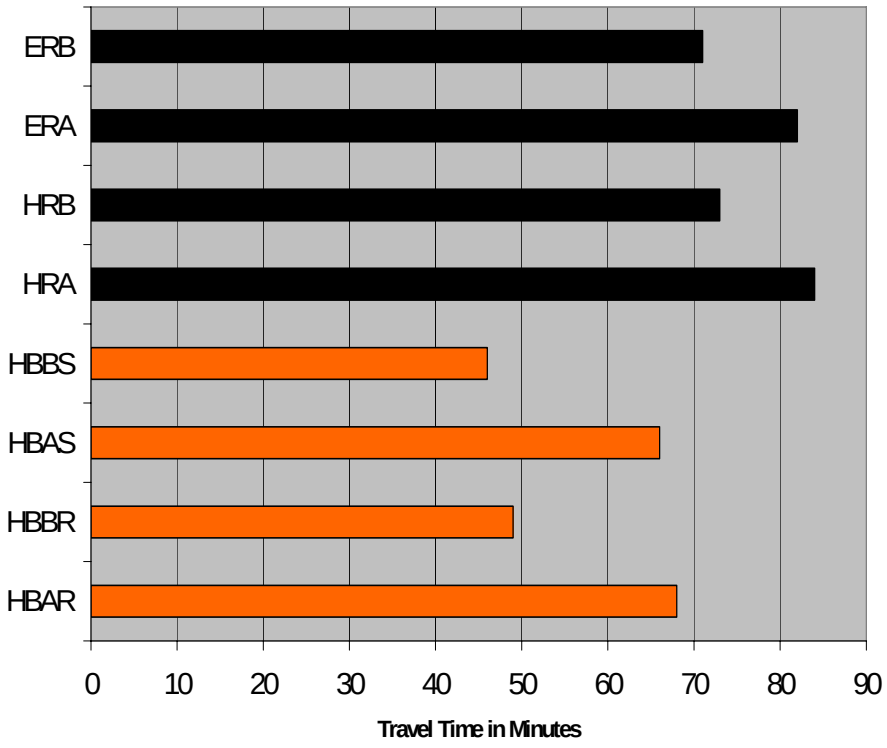
BRT Bus Service Hours & Headways

- ***Weekdays***
  - First Arrival ~ 7 am
  - Last Departure ~ 11pm
  - ~ 20 minute platoons
  - ~ 20 minutes off peak
- ***Saturday, Sunday and Holidays***
  - First Arrival ~ 8 am
  - Last Departure ~ 12 am
  - Direct Boston Services ~ 30-60 min

HNTB

Comparison of Travel Times From I-93 Exit 5 to Boston

- ERB **six stops** en route
- ERA **eight stops** en route
- HRB **seven stops** en route
- HRA **nine stops** en route
- HBBS **non stop** to Boston
- HBAS **four stops** en route
- HBBR **three stops** en route
- HBAR **seven stops** en route



HNTB

Additional Data and Clarifications

- **Bus Service Clarifications**
  - NH shoulder operations feasible (Granite Street to Exit 5)
  - Assume NH I-93 HOV lane (Exit 5 to State Line)
  - Downtown Boston distribution desired for bus service
  - Shoulder operations in MA

- **Data**
  - Transit reservation conceptual plans {track charts for grades and curvature}
  - M&L track charts (in NH)

HNTB

Alternative Analysis Next Steps

- Develop detailed operating plans for Tier 1 alternatives
- Finalize station locations
- Finalize evaluation measures for Tier 2 evaluation
- Employ evaluation measures
  - Reduce Eight Tier 1 alternatives to Four Tier 2 alternatives +TSM
- Present findings to Stakeholders
- Prepare full evaluation of Tier 2 alternatives (ridership, costs, etc.)

HNTB

Evaluation Criteria

- Capital cost
- Ridership forecasts
- Impact on I-93 travel conditions
- User benefits (travel time / cost savings)
- Mode shift
- Land use / development impacts
- Environmental impacts
- Public support

HNTB

Next TAC Meeting Topics

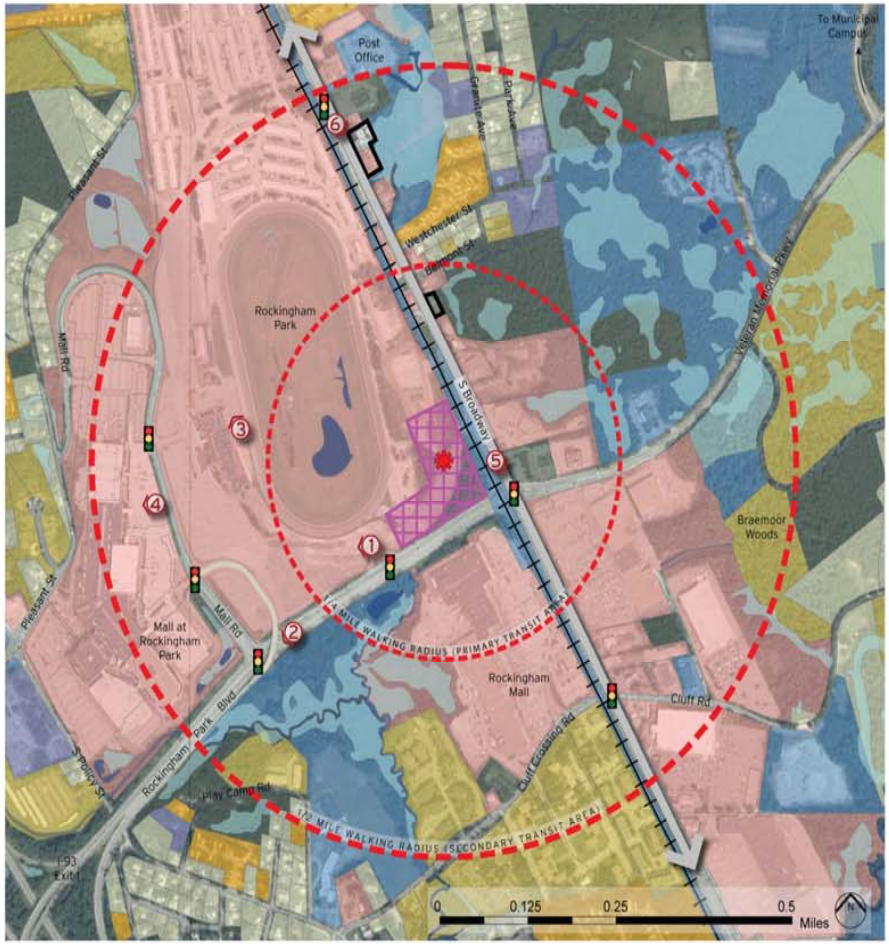
Next Steps

- M&L Branch technical review
- Public Meetings
- Initial Model Runs

HNTB

I-93 TRANSIT STUDY: STATION AREA OPPORTUNITIES AND CONSTRAINTS
Salem, NH - I-93 Bus Station with Park & Ride Alternative

DRAFT



General Station Area Comments:

- A future I-93 bus station and park-and-ride lot could potentially be located within an underutilized portion of the Rockingham Park Racetrack, which would require an appropriate lease agreement between the property owner and the NHDOT.
- A future I-93 bus station would have a minimal impact on future land uses, but nevertheless could be connected with adjacent land uses through pedestrian and bike paths and amenities.
- The Rockingham Park Racetrack may remain as an entertainment land use. Alternatively, the Racetrack could serve as a future mixed-use commercial, residential, and entertainment district.

General Station Area Analysis

Underutilized land within the Rockingham Park Racetrack property could potentially serve as a future location for an I-93 station and park & ride lot. The best options exist along Rockingham Park Boulevard, which is a secondary park entrance.

Rockingham Park Boulevard could serve as the primary access route to and from I-93 and the potential location for a bus park-and-ride lot. This location is approximately three-quarters of a mile from the I-93 interchange.

Rockingham Park Racetrack was a vibrant entertainment land use in the heyday of horse racing as an America pastime. Rockingham Park may have significant redevelopment potential in the future as a mixed-use regional center with transit supportive land uses.

The Mall at Rockingham Park is a regional suburban mall that is adjacent to I-93 Exit 1 and auto-oriented in nature. Depending on the racetrack's future use, the Mall could be unified to the racetrack site with new mixed uses and pedestrian paths.

The intersection of South Broadway and Rockingham Park Boulevard is designed for auto-accessibility to I-93 and the area's regional shopping destinations. The area's auto-oriented environment would not be transit supportive without new pedestrian amenities.

Aging commercial developments are adjacent to new modern developments along South Broadway, indicate the potential for future commercial redevelopment that would create a more unified commercial corridor.

EXISTING LAND USE LEGEND

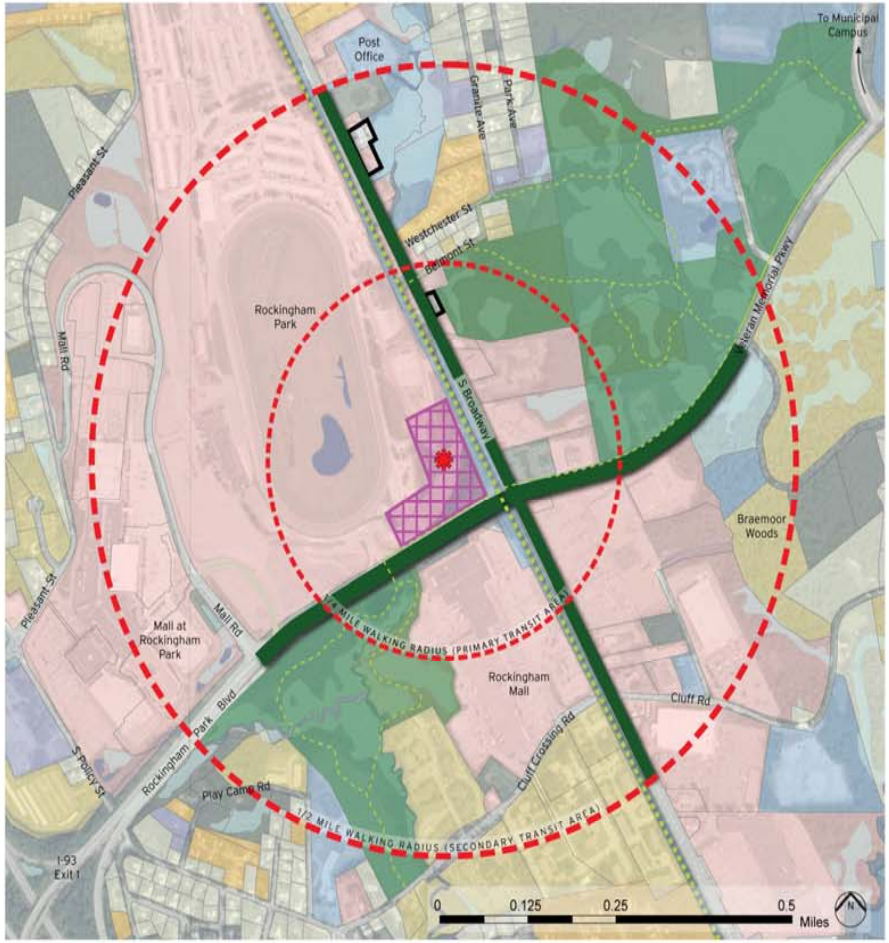
- Single Family
- Multi-Family
- Mobile Home
- Commercial
- Light Industrial
- Public/Institution
- Open Space/ Recreation
- Forested
- Agriculture
- Vacant
- Water
- Wetland

OPPORTUNITIES AND CONSTRAINTS LEGEND

- Potential Bus Station
- Potential Park & Ride Lot
- Signalized Intersection
- Auto-Oriented Streetscape
- M&L Railroad corridor
- Future Redevelopment Opportunity Site
- Station Area Photos

I-93 TRANSIT STUDY: STATION AREA PLAN RECOMMENDATIONS
Salem, NH - I-93 Bus Station with Park & Ride Alternative

DRAFT



PROPOSED RECOMMENDATIONS LEGEND

- Proposed Bus Station
- Proposed Park & Ride Lot
- Future Redevelopment Opportunity Site
- Proposed Public Open Space
- Proposed Boulevard-Type Streetscape Improvements
- Proposed Rails-to-Trail Path
- Proposed Multi-Use Path

EXISTING LAND USE LEGEND

- Single Family
- Multi-Family
- Mobile Home
- Commercial
- Light Industrial
- Public/Institution
- Open Space/ Recreation
- Forested
- Gravel Pits and Quarry
- Vacant
- Water
- Wetland

General Station Area Comments:

- A bus station and park-and-ride could be considered within the Rockingham Park Racetrack site due to its proximity to I-93 Exit 1 and its visibility from Rockingham Park Boulevard.
- Rockingham Park Boulevard and South Broadway could be reconstructed in the future to appear as landscaped boulevards with medians, sidewalks, and street trees.
- A network of multi-use paths could provide a transportation alternative for accessing the proposed bus station and connect the area's natural open spaces as a recreational amenity.

General Station Area Analysis

The new bus station constructed at the I-93 Exit 4 park-and-ride lot is a bus station prototype that could be used for the proposed I-93 Exit 1 park-and-ride lot.

New boulevard-type streetscape improvements with a landscaped median could provide an appealing "gateway" corridor along Rockingham Park Boulevard.

New boulevard-type streetscape improvements with a landscaped median could provide a more visually appealing and unified business environment along South Broadway.

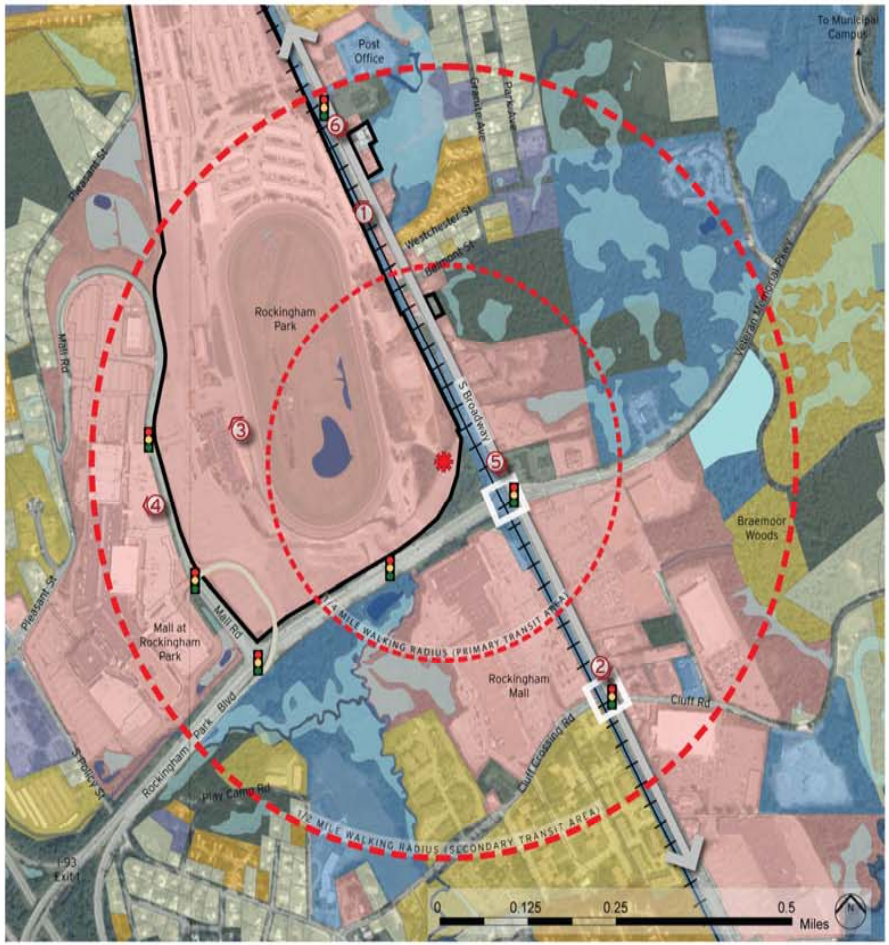
New streetscape improvements along South Broadway could include new street trees, sidewalks, and crosswalks in order to provide a more pedestrian-friendly environment.

Site development standards could be improved so that new developments provide parking lot landscaping and streetscape amenities, such as sidewalks and pedestrian lights.

Recreational multi-use paths could be constructed through the area's natural open spaces that cannot be developed based on environmental constraints, such as streams or wetlands.

I-93 TRANSIT STUDY: STATION AREA OPPORTUNITIES AND CONSTRAINTS
Salem, NH - I-93 Commuter Rail Station Alternative

DRAFT



General Station Area Comments:

- Future commuter rail service and a station along South Broadway north of Rockingham Park Boulevard could be utilized as a catalyst for the redevelopment of the Rockingham Park Racetrack into a mixed-use commercial, residential, and entertainment district.
- The existing auto-oriented street network within the proposed station area would require significant improvements, such as a landscaped boulevard environment for South Broadway, to create a transit supportive environment that encourages pedestrian activity.
- There are several underutilized properties along South Broadway that contain aging buildings and site improvements that do not represent a high quality business district, and may provide future redevelopment opportunities for more modern commercial uses.

General Station Area Analysis

1 The inactive Manchester & Lawrence railroad alignment traverses the station area and provides an opportunity for future commuter rail service and transit-oriented development if current access and land use constraints could be overcome.

2 Regional shopping malls and big-box retailers have established an auto-oriented highway environment along South Broadway that presents significant access and land use constraints for future commuter rail service.

3 Rockingham Park Racetrack was a vibrant entertainment land use in the heyday of horse racing as an America pastime. Rockingham Park may have significant redevelopment potential in the future as a mixed-use regional center with transit supportive land uses.

4 The Mall at Rockingham Park is a regional suburban mall that is adjacent to I-93 Exit 1 and auto-oriented in nature. Depending on the racetrack's future use, the Mall could be unified to the racetrack site with new mixed uses and pedestrian paths.

5 The intersection of South Broadway and Rockingham Park Boulevard is designed for auto-accessibility to I-93 and the area's regional shopping destinations. The area's auto-oriented environment would not be transit supportive without new pedestrian amenities.

6 Aging commercial developments adjacent to new modern developments along South Broadway indicate the potential for future commercial redevelopment that would create a more unified commercial corridor.

EXISTING LAND USE LEGEND

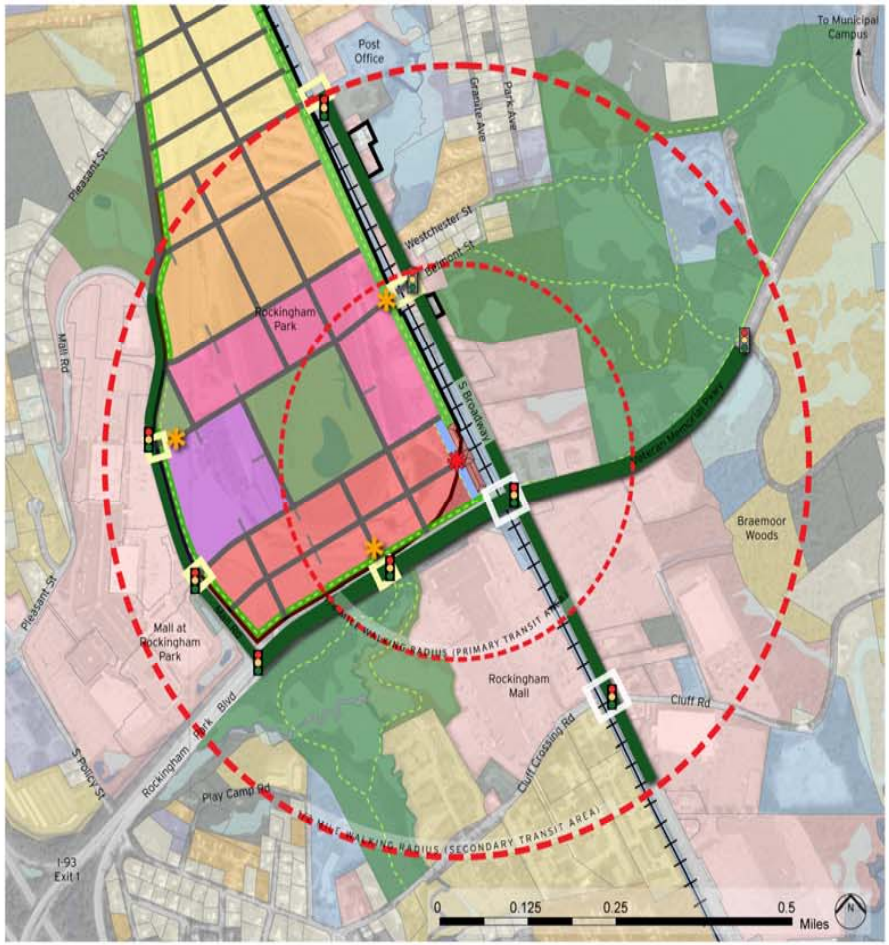
- Single Family
- Multi-Family
- Mobile Home
- Commercial
- Light Industrial
- Public/Institution
- Open Space/ Recreation
- Forested
- Agriculture
- Vacant
- Water
- Wetland

OPPORTUNITIES AND CONSTRAINTS LEGEND

- Potential Commuter Rail Station
- Potential Commuter Rail Corridor
- Signalized Intersection
- Auto-Oriented Streetscape
- Future Redevelopment Opportunity Site
- Station Area Photos
- Potential At-Grade Railroad Crossing

I-93 TRANSIT STUDY: STATION AREA PLAN RECOMMENDATIONS
Salem, NH - I-93 Commuter Rail Station Alternative

DRAFT



PROPOSED RECOMMENDATIONS LEGEND

- Potential Commuter Rail Station
- Potential Commuter Rail Corridor
- Signalized Intersection
- Future Redevelopment Opportunity Site
- Potential At-Grade Railroad Crossing
- Proposed Signalized Intersection
- Proposed Pedestrian Crossing Improvement
- Mixed-Use "Main Street" District
- Office, Hotel or Entertainment
- Mixed-Use Commercial with Residential
- Multi-Family Residential
- Single-Family Residential
- Proposed Open Space
- Proposed Boulevard-Type Streetscape Improvements
- Proposed Open Space Buffer
- Proposed Street Network
- Proposed Gateway Feature
- Existing Bike Path
- Proposed Bike Path

EXISTING LAND USE LEGEND

- Single Family
- Multi-Family
- Mobile Home
- Commercial
- Light Industrial
- Public/ Institution
- Open Space/ Recreation
- Forested
- Gravel Pits and Quarry
- Vacant
- Water
- Wetland

General Station Area Recommendations:

- Based on Salem's 2001 Master Plan, a future land use alternative for the Rockingham Park Racetrack could be the creation of a new pedestrian-oriented downtown district with mixed uses, including retail, office, entertainment, hotel, convention center, and housing.
- The proposed commuter rail station at the M&L railroad could be sited adjacent to a pedestrian-oriented downtown district within the Rockingham Park Racetrack site and provide a highly integrated transit-supportive environment.
- A network of multi-use paths could provide an alternative to access the proposed train station, unify a new downtown district at the Rockingham Park Racetrack, and connect the area's natural open spaces as a recreational amenity.

Future Development Examples

A pedestrian-friendly downtown district at the racetrack site could provide new opportunities for local and regional residents to live, work, shop, and visit.

A recent evolution in retail development is the "lifestyle" center that provides mixed uses in a pedestrian-friendly downtown environment.

The racetrack site would be appropriate for new multi-family residential uses, such as condominiums, lofts, or apartments, which are connected with a downtown district.

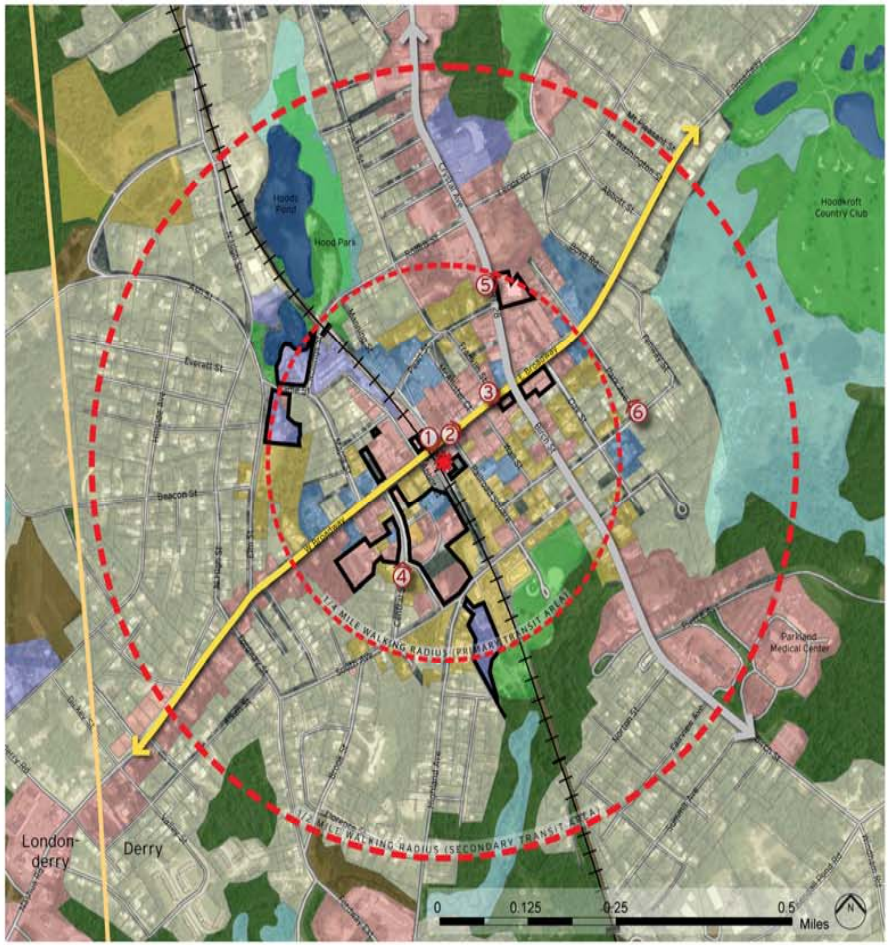
Townhouses would be another appropriate multi-family residential use at the racetrack site, and could be connected with a downtown district.

Multi-use paths could be constructed for recreational and transportation purposes throughout the station area and with the area's natural open spaces.

A portion of the Rockingham Park Racetrack could serve as a major public park or "village green" within a mixed-use downtown district.

I-93 TRANSIT STUDY: STATION AREA OPPORTUNITIES AND CONSTRAINTS
Derry, NH - I-93 Commuter Rail Station Alternative

DRAFT



General Station Area Comments:

- Future commuter rail service could potentially be re-established along the inactive Manchester & Lawrence railroad alignment if current access and land use constraints are overcome. The town's historic station location could be utilized while maintaining its current use.
- Derry could focus on future commuter rail service as a catalyst for additional infill development, revitalization and redevelopment, and adaptive reuse of historic structures. Future transit-supportive development depends on rail service, density, and walkability.
- Many communities throughout the country are capitalizing on commuter rail service to generate additional downtown development. With or without commuter service, Derry could use transit-supportive development policies to strengthen its downtown market.

General Station Area Analysis

Derry's historic train station serves as popular local restaurant. The train station could potentially retain its role as a gathering place if future commuter rail service is provided along the adjacent Manchester and Lawrence railroad alignment.

The historic train station is centrally located in Downtown Derry along West Broadway, a vibrant mixed-use downtown shopping district. Based on national and regional trends, commuter rail service could serve as a catalyst for additional mixed-use development.

Broadway contains several underutilized properties due to building age and obsolescence, site improvements, and/or parcel size. These properties could provide future transit-supportive development opportunities.

Several properties along Central Street and Central Court appear vacant and underutilized. Depending on parcel consolidation, these properties could provide future transit-supportive development opportunities.

Aging commercial buildings within a half mile of the potential commuter station could serve as future redevelopment sites that increase adjacent property values.

West of Birch Street, stable single-family residential neighborhoods are integrated within Downtown Derry through a pedestrian-friendly street and sidewalk network.

EXISTING LAND USE LEGEND

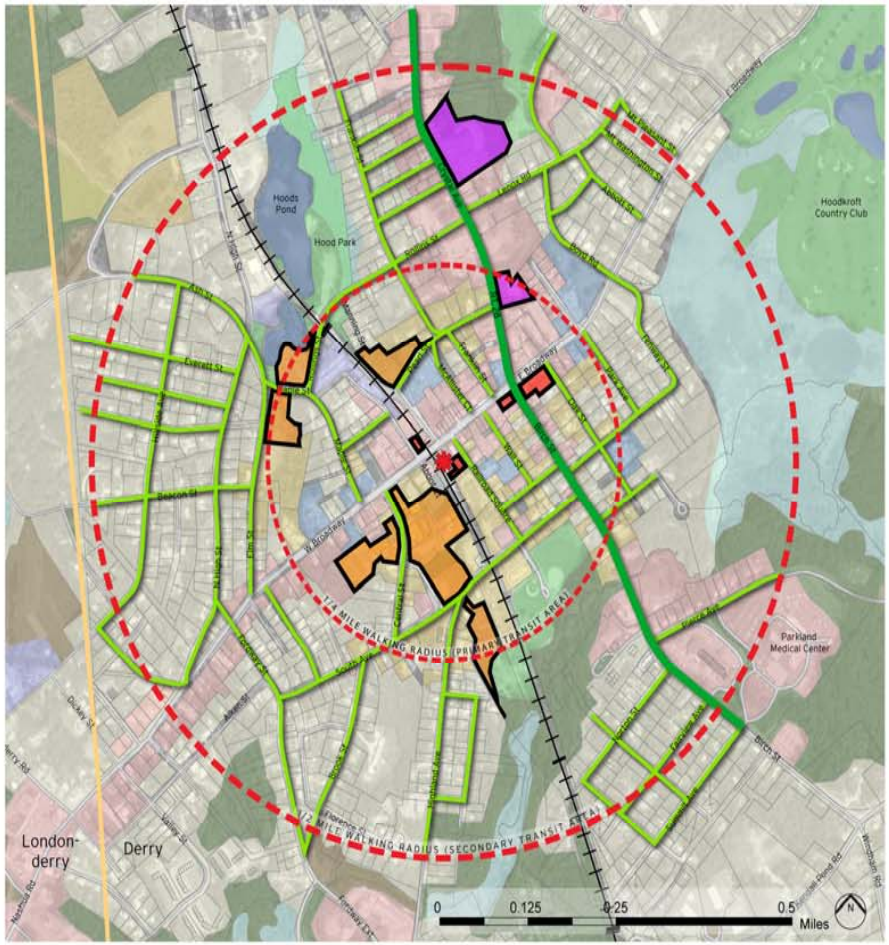
- Single Family
- Multi-Family
- Mobile Home
- Commercial
- Light Industrial
- Public/Institution
- Open Space/ Recreation
- Forested
- Gravel Pits and Quarry
- Vacant
- Water
- Wetland

OPPORTUNITIES AND CONSTRAINTS LEGEND

- Potential Commuter Rail Station
- Potential Commuter Rail Corridor
- Signalized Intersection
- Auto-Oriented Streetscape
- Pedestrian-Oriented Streetscape
- Future Redevelopment Opportunity Site
- Station Area Photos
- Municipal Boundary

I-93 TRANSIT STUDY: STATION AREA PLAN RECOMMENDATIONS
Derry, NH - I-93 Commuter Rail Station Alternative

DRAFT



General Station Area Recommendations:

- Several sites along West and East Broadway could serve future redevelopment purposes for mixed-use commercial and residential buildings, which could provide modern retail space and new housing options near the proposed commuter station.
- Based on infill residential trends in Downtown Derry, there are several larger sites that could be redeveloped for multi-family residential uses depending on the ease of parcel consolidation and any potential need for environmental remediation.
- Derry could implement new streetscape standards along Crystal Avenue and a new residential streets program within the station area to encourage walking to the proposed commuter station and downtown businesses.

Future Development Examples:

Derry's recently constructed municipal building provides a new precedent for modern architecture, construction, and design within the downtown.

Large-scale, mixed-use buildings may be appropriate for future redevelopment of primary corner sites along West and East Broadway.

Small-scale, mixed-use buildings may be appropriate for future redevelopment of mid-block infill sites along West and East Broadway.

Townhouses may be appropriate for future multi-family redevelopment sites within a five-minute walking distance of the proposed train station.

Additional streetscape improvements, such as regularly spaced street trees and landscape planters, could enhance the pedestrian-friendly atmosphere along West Broadway.

A more defined pedestrian realm with street trees, sidewalks, landscaping, and minimal building setbacks would provide a pedestrian-friendly atmosphere along Crystal Avenue.

PROPOSED RECOMMENDATIONS LEGEND

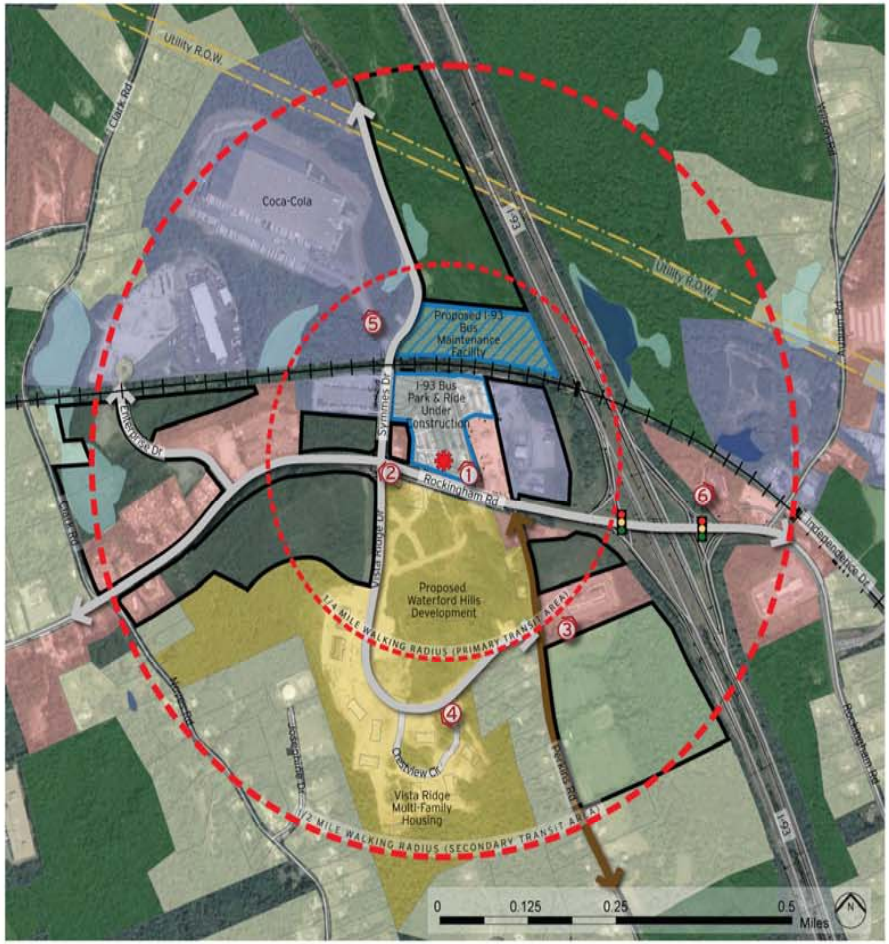
- Proposed Commuter Rail Station
- Proposed Commuter Rail Corridor
- Future Redevelopment Opportunity Site
- Future Multi-Family Residential
- Future Commercial
- Future Mixed-Use Commercial
- Proposed Business Improvements (concrete/brick sidewalks, street trees, and pedestrian lights)
- Proposed Neighborhood Improvements (one concrete or brick sidewalk per street)
- Existing Municipal Boundary

EXISTING LAND USE LEGEND

- Single Family
- Multi-Family
- Mobile Home
- Commercial
- Light Industrial
- Public/Institution
- Open Space/ Recreation
- Forested
- Gravel Pits and Quarry
- Vacant
- Water
- Wetland

I-93 TRANSIT STUDY: STATION AREA OPPORTUNITIES AND CONSTRAINTS
Londonderry, NH - I-93 Bus Station with Park & Ride Alternative

DRAFT



General Station Area Comments:

- The bus station and park & ride facility is located approximately one-half mile from the I-93 interchange. It serves as an alternative commuting option, but provides few opportunities to affect the station area's pre-existing land use patterns.
- Existing vacant properties provide opportunities for the town to continue attracting retail, service, office, and industrial uses that are auto-oriented and depend on convenient access to the interstate.
- Existing under-utilized properties along Rockingham Road contain aging buildings and site improvements that do not represent high quality development, and may provide future redevelopment opportunities for more modern uses.

General Station Area Analysis

1 NHDOT is constructing a major transit improvement–bus station and park & ride lot–to serve as a commuter alterative to driving along I-93. Commuters using this facility may provide additional demand for local retail and service uses.

2 NHDOT is widening portions of Rockingham Road to accommodate new turning lanes, interchange ramps, and bridges for the I-93 widening project. These improvements reinforce the area's existing highway-oriented environment.

3 A new hotel adjacent to exit 5 indicates the town's desire to provide highway-oriented retail and service uses for I-93 travelers. According to its 2004 Master Plan, this "gateway commercial" area should continue attracting such uses.

4 The Vista Ridge condominiums provide multi-family housing for residents whose commuting patterns likely depend on I-93 access. Although Vista Ridge has sidewalks, the area's auto-oriented environment is not conducive for walking.

5 A Coca-Cola production center is a major employment and distribution facility that utilizes convenient access to I-93. The current expansion of its facilities indicates that the area is a quality location for distribution-based land uses.

6 New professional offices provide local employment opportunities and commercial services with convenient interstate access. Based on its occupancy, there may be additional demand for quality office space near the interstate.

EXISTING LAND USE LEGEND

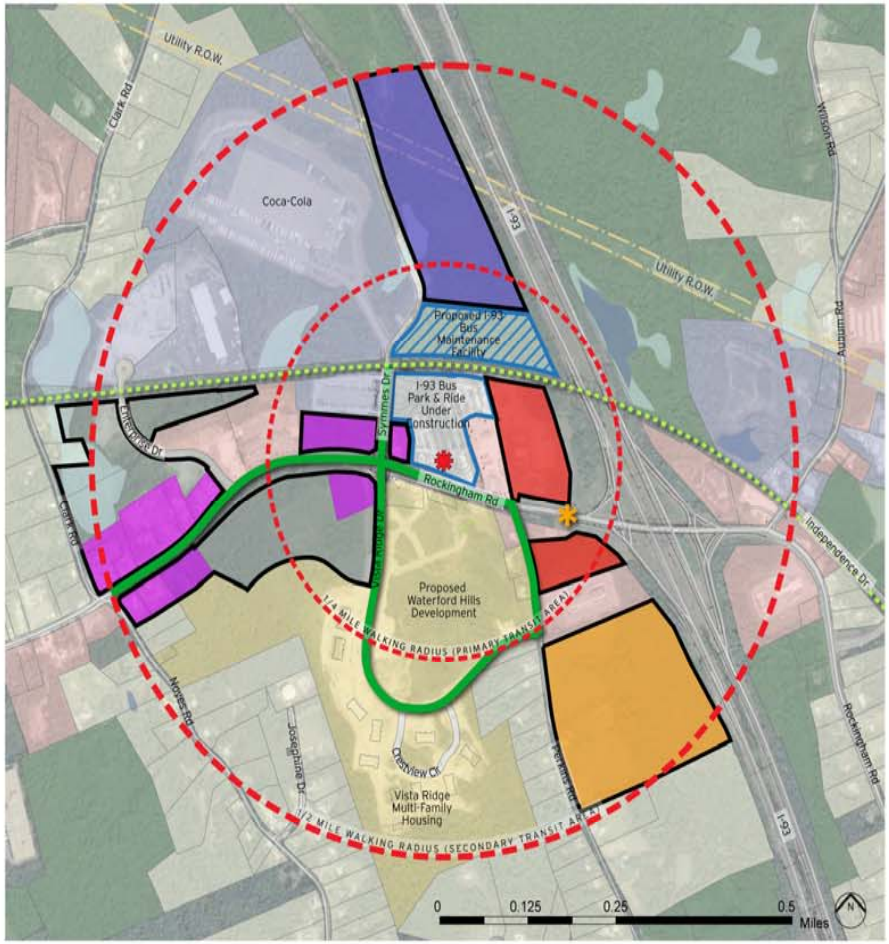
- Single Family
- Multi-Family
- Mobile Home
- Commercial
- Light Industrial
- Public/Institution
- Open Space/ Recreation
- Forested
- Agriculture
- Vacant
- Water
- Wetland

OPPORTUNITIES AND CONSTRAINTS LEGEND

- Bus Station with Park & Ride (Under Construction)
- M&L Railroad Corridor
- Signalized Intersection
- Auto-Oriented Streetscape
- Rural Streetscape
- Future Redevelopment Opportunity Site
- Station Area Photos

I-93 TRANSIT STUDY: STATION AREA PLAN RECOMMENDATIONS
Londonderry, NH - I-93 Bus Station with Park & Ride Alternative

DRAFT



PROPOSED RECOMMENDATIONS LEGEND

- Bus Station with Park & Ride (Under Construction)
- Future Redevelopment Opportunity Site
- Future Multi-Family Residential (Senior Housing)
- Future Commercial (Retail)
- Future Commercial (Office)
- Future Industrial
- Proposed Streetscape Improvement
- Proposed Rails-to-Trail
- Proposed Gateway Feature

EXISTING LAND USE LEGEND

- Single Family
- Multi-Family
- Mobile Home
- Commercial
- Light Industrial
- Public/Institution
- Open Space/ Recreation
- Forested
- Gravel Pits and Quarry
- Vacant
- Water
- Wetland

General Station Area Recommendations:

- Londonderry could adopt design standards for its gateway commercial area that encourage rural building styles, imparts a unified environment, and provides pedestrian amenities such as sidewalks, streetlamps, and landscaping.
- Additional office and retail uses would be appropriate for future redevelopment sites along Rockingham Road in order to provide local goods and services to residents and commuters.
- A "rails-to-trail" path could potentially be established along the inactive Manchester & Lawrence railroad corridor to provide recreational options for local residents, subject to protection of this right-of-way for future transit use.

Future Development Examples

The new bus station constructed at the I-93 Exit 4 park-and-ride lot is a bus station prototype that could be used for the I-93 Exit 5 park-and-ride lot.

Multiple office uses built within a village setting would provide a unique development framework for Londonderry's gateway commercial area west of the I-93 interchange.

New individual commercial buildings could mimic traditional small-town architecture and provide a quality alternative to conventional highway-oriented development.

Londonderry could encourage national retailers that use traditional small-town architecture to locate within its gateway commercial area.

Londonderry could encourage local retailers to use traditional small-town architecture by adopting design guidelines for new construction.

Senior housing that mimics farmhouse buildings could be appropriate for future redevelopment of agricultural lands that are adjacent to single family homes.