

## Regional Perspectives

Source of Cover Photos Counter Clockwise:

Bridge with Water, credit SNHPC; Peeper, source [www.Animalspot.net](http://www.Animalspot.net); Workforce Housing Unit under construction from Cricket Ridge Subdivision, credit John Slavin; Windham Rail Trail in Summer, credit Mark Samsel; Traffic Jam, source [blog.seattlepi.com](http://blog.seattlepi.com); Water Image, source Fall 2013 New Hampshire Planner's Association Presentation, Elizabeth Wood; Untamed! Roller Coaster, Canobie Lake Facebook Page; Aerial View of I-93, source New Hampshire Department of Transportation Website; Windham Rail Trail Photos, credit Mark Samsel; Park and Ride Sign, New Hampshire Department of Transportation website.

# Regional Perspectives

## Introduction

**T**he purpose of this chapter is to identify and discuss the major regional perspectives that impact or shape the Windham master plan. It will also address concerns that Windham residents identified during the July 16, 2014 Visioning Workshop and 2014 Master Plan Survey. By continuing to participate in local, regional and state-wide coalitions and organizations, the Town of Windham can stay informed and have a voice in influencing the future of the broader region, thus better serving its citizens.

It is important that the Town of Windham, through its various boards and committees, monitor changes in growth and development outside of its borders to assess how these changes may impact Windham's character and quality of life. Character and quality of life are the two key factors most Windham residents state they do not want to change. Those that have lived here for decades and newcomers alike tend to state that they want Windham to remain the way it was when they moved here. The exception to this is the expression of residents and business owners stating that they would like a "town center" or "commercial development nodes" of mixed use walkable development.

Management of regional influences begins with collaborating with neighboring towns and extends to keeping track of items, such as pending legislation in Concord and appropriate funding opportunities at local, state and federal levels. It also includes participating in regional, state and federal discussions on issues of common concern.

## Land Use along Windham's Borders

The Town of Windham is located in southern New Hampshire. There are five municipalities directly surrounding the town including: Derry, Hudson, Londonderry, Pelham and Salem. Derry and Londonderry are located directly to the north and directly to the south, the towns of Pelham and Salem separate Windham from the Massachusetts state line.

In 2013, the Town of Windham decided to switch its membership from Rockingham Planning Commission, a regional planning commission comprised of mostly communities considered to be in the seacoast area, to a different regional planning commission--the

Southern New Hampshire Planning Commission (SNHPC) Region, which is comprised of 15 municipalities located within portions of Rockingham, Hillsborough and Merrimack counties.

As part of the SNHPC's 2015-2035 Regional Comprehensive Plan, a generalized existing land use map was created showing existing land use for all the municipalities in the SNHPC Region. This map is useful in comparing land use patterns between municipalities. The map also shows where various land uses match up across town lines particularly between Windham, Derry and Londonderry to the north (see Map 1-1 below).

Since map #1-1 is specific to towns that are SNHPC members, it does not display land use along Windham's borders with towns not members of that commission, which includes Hudson, Salem, and Pelham.

At first look, the SNHPC land use map gives the perception that the primary land use along Windham's Northern borders with Londonderry and Derry are rural and residential. While this is largely true, there are some other details to note along Windham's border with Derry.

In order to provide a more detailed perspective of uses in Derry and Londonderry and in order to gain an understanding of land use in areas not included on the map, the Windham Planning Board, Windham Community Development Department Staff, and Staff from other Town's planning departments collaborated in order to provide the following summaries:

### **Windham/Londonderry Border**

The town line between Londonderry and Windham is primarily residential in character with pockets of agriculture. Environmental stewardship might be something to consider in terms of Windham's relations with Londonderry as there are areas of conservation land and water resources shared by the two towns. Beaver Brook, which originates from a lake in Derry, serves as the southern border between the two towns and provides wildlife habitat including recreation for fishing. Development pressure is not currently focused along this border as the majority of the land is either dedicated as conservation or already built out.

### **Windham/Derry Border**

The area within the Town of Derry that abuts Windham is mainly residential, except for along Route 28, which is zoned General Commercial District. The General Commercial District is the Town of Derry's most permissive commercial zone which allows automobile repair, service and sales; drive-in restaurants; retail; hotels as well as other uses. As of July 2013, new housing was removed as a permitted use in its General Commercial District. In 2014, the State of New Hampshire finalized plans for the construction of a dedicated turning lane and a permanent traffic signal at the intersection of Route 28, Windham Depot Road, and Kilrea Road in Derry which is planned to be completed by the fall of 2015. In 2014,

water and sewer were extended in Derry down along Route 28 to the intersection of Berry Road, approximately two miles from the Windham town line. In 2015, zoning changes were adopted to refine the uses allowed for its General Commercial District area which abuts The Windham town line.

### **Windham/Salem Border**

The Windham/Salem town line divides Canobie Lake. The lake is designated as a water supply for the Town of Salem. Canobie Lake and Canobie Lake Park provide a recreational destination enjoyed by people across the region and beyond. The remainder of the border is residential, except for Route 28, which has experienced commercial growth.

### **Windham/Hudson Border**

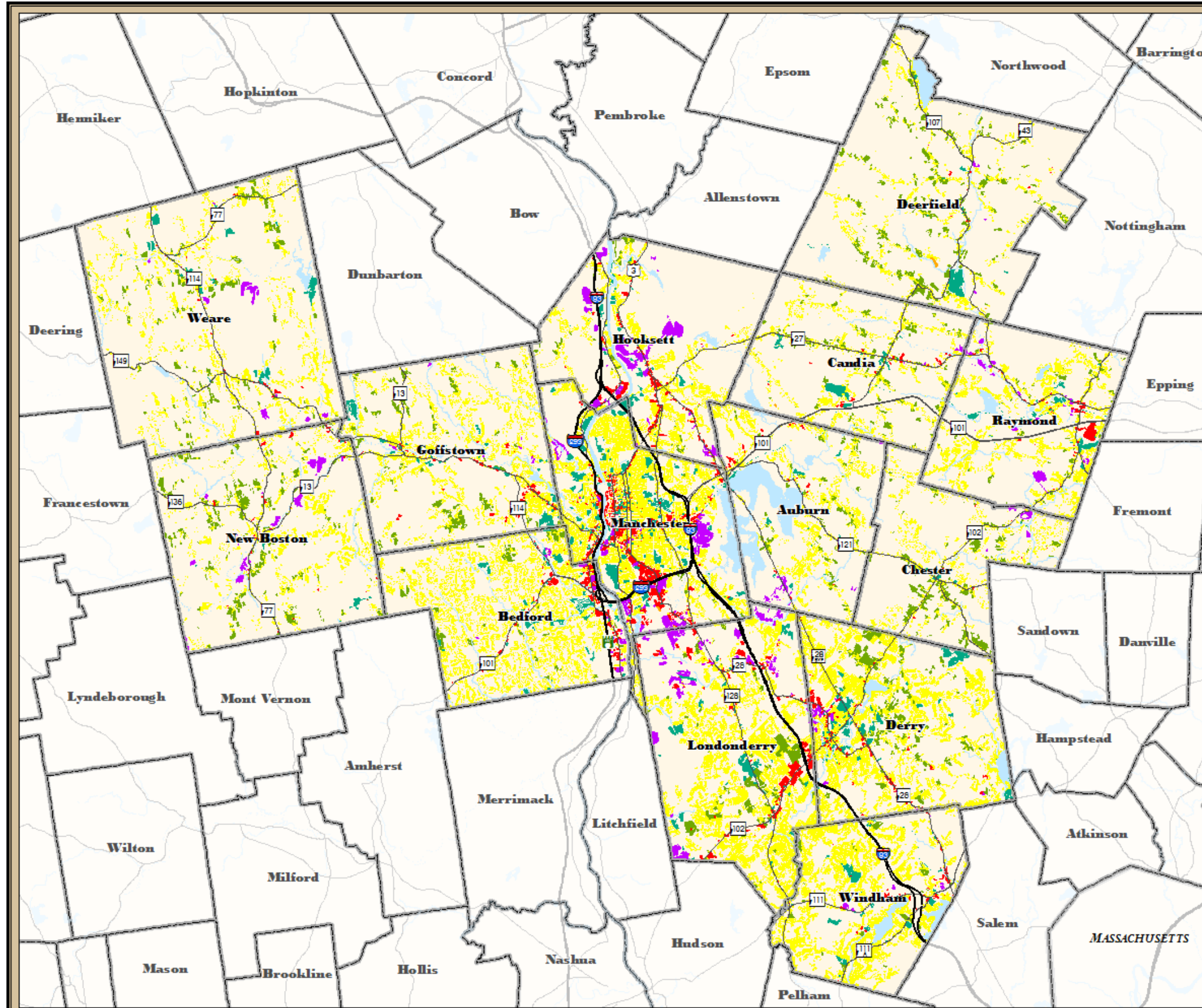
Windham shares a border with Hudson along a major artery, Route 111. Through traffic has been relatively flat over the past decade along this vital link between Nashua, Hudson and Windham. Just over the border, Benson's Wild Animal Farm was dormant for over 20 years. In 2009 the farm made its debut as 165 acre Benson Park. There has been an economic development revival of the area in recent years sharing this important part of Hudson's history including renovated offices, a museum, cultural events and eateries such as Benson's Bakery and Café.

### **Windham/Pelham Border**

Windham shares its southern border with Pelham with its industrial park on the western edge and its large, private fish and Game club near its eastern edge. The areas in-between are primarily composed of residential neighborhoods, some agricultural activity and conservation land.

Pelham's Industrial park is approximately 80% built-out with several large parcels bordering Windham representing industrial expansion opportunities. Additional residential development is predicted along the shared border. Pelham is currently focused on its recently rezoned MUZD (Mixed Use Zoning Overlay District) Town Center district and its commercial corridor along NH Route 38 for commercial expansion.





Map # 1 - 1  
**Granite State Future**  
 Land Use  
 Generalized Existing  
 Land Use in  
 Southern NH Region



**Existing Land Use\***

- Agriculture
- Residential
- Mixed Uses
- Commercial
- Industrial
- Public/Quasi Public
- Interstates
- State and US Routes
- Town Boundary
- Rivers
- Lakes

\*Existing Land Use based off 2010 aerial imagery.

Data Sources:  
 Geant Digital Data (1:24,000)  
 NH Department of Transportation  
 All SNHPC Communities

The individual municipalities represented on this map and the SNHPC make no representations or guarantees to the accuracy of the features and designations of this map.

This map is prepared for planning purposes only and is not to be used for legal boundary determinations or for regulatory purposes.

Map Produced by GIS Service SNHPC 2014  
 Contact: SNHPC, [gis@snhpc.org](mailto:gis@snhpc.org) or (603) 669-4664

0 1.25 2.5 5 Miles



## Development of Regional Impacts

Municipalities in New Hampshire are required (per RSA 36:54-58) on a timely basis to: notify, hear input from, and consider the interests of abutting or affected communities with regard to all designated Developments of Regional Impact (DRI). DRIs are defined by the state statutes as any proposal before a local land use board which in the determination of such board could reasonably be expected to impact a neighboring municipality, because of factors such as, but not limited to the following:

- Relative size or number of dwelling units as compared with existing stock;
- Proximity to the borders of a neighboring community;
- Transportation networks;
- Anticipated emissions such as light, noise, smoke, odors, or particles;
- Proximity to aquifers or surface waters which transcend municipal boundaries; and
- Shared facilities such as schools and solid waste disposal facilities.

In accordance with this statute, the Windham Planning Board has adopted regulations pertaining to DRI as part of its Site Plan (Section 900) and Subdivision Regulations (Section 1000). The SNHPC has also established guidelines for planning boards when considering and designating a DRI.

## Areas of Regional Concern

In June 2014, as part of this Master Plan Update, the Windham Planning Board conducted a community-wide Master Plan Survey among Windham residents and businesses. Residents were asked which impacts from outside Windham concerned them the most.

Survey respondents identified the following areas of major regional concern:

- |                                    |     |
|------------------------------------|-----|
| 1. State of NH School Funding --   | 65% |
| 2. Traffic --                      | 57% |
| 3. Groundwater Quality/Quantity -- | 55% |
| 4. Residential Growth --           | 51% |
| 5. Interstate 93 Expansion --      | 47% |

## State of NH School Funding

The adequacy of school funding and the formula used by the state to divide local taxes collected for statewide education distribution among communities



has been an ongoing issue in New Hampshire for many years. Windham, along with other districts, received far less adequacy aid than the town is entitled to based on current state statutes.<sup>1</sup>

65% of the master plan respondents believe State of NH School Funding is a regional concern

According to SAU 95, the Town of Windham is entitled to \$10,748,308.77 in school adequacy funding using the state formula.<sup>2</sup> However, Windham will only receive a total of \$7,858,073 in FY 2015, for a shortfall of \$2,890,235.77. This reduced funding places an additional tax burden on property owners in Windham<sup>3</sup>

Of the total 49 million dollars in town property taxes paid in 2013, \$39 million went to the schools, \$7.6 million for town expenses and \$2.2 million for the county, which shows that schools are the biggest part of the budget. There continue to be attempts to change the NH State Educational Funding formula.

## Traffic

Alleviating traffic and improving transportation options as highlighted in the 2005 Master plan remains a concern today. Heavy traffic congestion at the on and off ramps at Exit 3 and along Route 111 and Route 28 continues to be a major problem both within and outside the community. Route 111 is the only major road going east-west through Windham and is a vital link between Nashua, Hudson, Windham, and Salem.

57% of the master plan respondents believe traffic is a regional concern

<sup>1</sup> Information submitted by Adam Steele, Business Administrator, SAU 95, 2014.

<sup>2</sup> Estimated FY 2015 Municipal Summary of Adequacy Aid.

<sup>3</sup> Information submitted by Adam Steele, Business Administrator, SAU 95.



While traffic congestion is a major issue along Route 111 in Windham, recent traffic count data, collected between 2006 and 2013, suggest traffic congestion may not be a major issue at the town lines between Windham and its neighbors.<sup>4</sup>

The traffic counts collected from the NH Department of Transportation (NH DOT) and as presented in Table 2, indicate traffic volumes have remained generally the same, and actually experienced a slight decline in Hudson, Londonderry and Derry along Routes 111 and NH 28. However, traffic counts are considerably higher where these neighbors access Interstate 93, converging along Route 111 from Routes 111a, 28 and 128.

**Table 2: Traffic Counts - Surrounding Towns**

Bordering Town	Street at Windham Town line	2006	2007	2008	2009	2010	2011	2012	2013
<b>Hudson</b>	Route 111	15,000	-	-	14,000	-	-	14,000	-
<b>Pelham</b>	Route 111A	4,900	-	-	3,400	-	-	4,900	-
<b>Pelham</b>	Route 128	5,100	-	-	4,600	-	-	4,900	-
<b>Salem</b>	NH 28 – North Broadway	-	-	21,000	-	11,000	-	-	16,000
<b>Salem</b>	Range Road	-	-	12,000	12,000	-	-	12,000	-
<b>Salem</b>	North Policy Street	-	-	7400	-	-	7,800	-	-
<b>Salem</b>	NH 111	-	-	-	16,000	-	17,000	-	-
<b>Londonderry</b>	NH 128	8,600	-	-	9,500	-	-	8,800	-
<b>Derry</b>	North Lowell Road (Called Windham Road in Derry)	-	-	4,000	-	-	3,400	-	-
<b>Derry</b>	Route 28/Libby Road	12,000	11,232	11,563	11,932	12,000	11,000	10,978	11,019

Source: State of New Hampshire, Department of Transportation, Bureau of Planning, Traffic Section, Traffic Reports, 2014

<sup>4</sup> NH Route 111 Corridor and Wall Street Extension Study, 2011

Regardless of the numbers presented from the NH DOT and SNHPC, it is important to note that the data may not accurately reflect the traffic conditions at the border and within Windham. Due to the nature of traffic counting and the limited data available, it is difficult to draw accurate conclusions regarding changes in traffic counts in Windham. Traffic counts are not necessarily conducted at the same time of year, under the same weather conditions, or from the same location. Plus other factors such as road construction or a traffic accident during any given count could skew the data. As of this document's publication, this traffic count data is the best data available.<sup>5</sup>

### **Improvement of Traffic Flow**

During the 2014 Master Plan Visioning Workshop, residents suggested the timing of traffic lights on Route 111 could be improved and that roundabouts should be considered to improve traffic flow and operations. Roundabouts are a key recommendation of the Corridor Study Report for Windham NH 111 Corridor and Wall Street Extension Feasibility Study (July 2011) prepared by the Rockingham Planning Commission and the NH DOT. Despite Windham's population growth since 1970, there have been no significant capacity upgrades to Route 111 during the past forty years until the widening and rerouting of Route 111 between Rt. 28 and I-93 in 2008. By 2016, as part of the I-93 widening project, a 1.25 mile section of Route 111 near I-93 will be shifted north and will be widened between Wall Street and I-93 from two lanes to three lanes in either direction.

The increasing traffic congestion on Route 111 is causing long backups at the North Lowell Road and Route 111 intersection in the center of Windham, and it is estimated that this traffic will increase to over 30,000 average vehicles per day in the future (2035) after I-93 is improved.



In addition to these traffic issues, the Windham Planning Board has raised a concern related to “through traffic” on Route 111 (traffic which is not generated within the community) and increasing traffic related incidents that Windham Police and Fire Departments must respond to. Based upon traffic modeling data and an Origin and Destination Survey conducted by SNHPC in 2013, the following table shows the percentage of traffic on NH Route 111 along various locations which is considered to be through traffic. As the Interstate 93 widening is completed, traffic is projected to increase along Route 111. This increased regional impact is anticipated to have a proportional increase on not only traffic but some Town services as well.

<sup>5</sup> See Transportation Chapter for additional traffic count information.

**Table 3: Traffic Counts - Surrounding Towns**

Route 111 Road Segments	Percent of Through Traffic	One Direction Trips
Between Salem and Hudson Town Line	10%	700
Between Salem and Pelham Town Line at NH 111A	2.80%	196
Between Salem Town Line and Salem Town Line at I-93	20%	1400
Between Hudson Town Line and Salem Town Line at I-93	21%	1260
Salem Town Line and Salem Town Line at NH 28	39%	2730

Source: Southern New Hampshire Planning Commission (SNHPC), 2014

## Groundwater Quality & Quantity

Groundwater quality and quantity is a significant concern in Windham as most residents obtain their drinking water from private household wells or from small community water supply systems regulated by the State of New Hampshire. Groundwater quality and quantity is also a regional concern among Windham residents, particularly with respect to the quality and quantity of the ground water in adjacent towns along Windham’s borders. According to USGS estimates, 91% of residents in Pelham rely on groundwater for drinking water; 42% in Derry; 63% in Londonderry; 38% in Hudson, and 25% in Salem.<sup>6</sup>

55% of master plan survey respondents think Groundwater Quality and Quantity is a regional concern

## Regional Water Concerns in Surrounding Towns

### Windham’s Groundwater Quantity and Quality

Approximately 16% of Windham residents obtain their drinking water from approximately 60 community water systems regulated by the state of New Hampshire.<sup>7</sup> The remaining 84% of the town obtains drinking water directly from unregulated private household wells. Unlike community water systems, which are regulated by the state, many private well owners are often unaware or lack knowledge about the need for water testing. Other contaminants naturally occurring in groundwater, such as radon and arsenic, are also commonly found in drinking water in the area.<sup>8</sup>

<sup>6</sup> USGS NH Population and Withdrawals by Source by Town for the Year 2005.

<sup>7</sup> New Hampshire Department of Environmental Services, One Stop Data, Public Water Systems 2014.

<sup>8</sup> See USGS Fact Sheet 2014-3042

There are also numerous anthropogenic (man-made) sources of groundwater contamination due to rock blasting, road salt, gasoline, backwash from water softeners, septic systems and sporadic releases of other contaminants. Like many towns in our region, residents in Windham rely on privately owned septic systems for wastewater. These systems present multiple point-sources for contamination as they age. They are also subject to damage or improper maintenance since there is no town sewer service. This is a concern given the need to also protect Windham's lakes and ponds. The geological make-up of shallow topsoil and underlying bedrock act as poor filtration from surface contaminants which can impact our ground or surface waters.

### **Derry**

Like Windham, Derry experiences some concerns relative to a lack of private well capacity in some of its neighborhoods. As a result, Derry's Planning Board requires yield tests as a condition of approval, and interestingly, uses the Windham Well Ordinance as a model.

Derry also experiences bits of naturally occurring arsenic in private wells scattered around town. Petroleum related compounds were detected in private wells or groundwater near private and community water systems in several areas in town.

### **Hudson**

The Town of Hudson is not aware of any well issues along the Windham/Hudson town line. Hudson and Windham continue to discuss water from Hudson going into Windham to serve developments in the future. Hudson buys water from Pennichuck Water Company in the summer as their wells cannot meet the demand during these warmest months. At this time, Hudson is looking for more water sources to meet the Town's increasing demand for water.

### **Pelham**

Water quantity is not a problem in most areas of Pelham. There are, however, a few specific properties that have trouble finding water even with wells that are excessively deep (in excess of 1,000 feet).

Several areas of Pelham have high concentrations of naturally occurring arsenic and some radioactive contaminants. In response, Pelham has enacted tougher well regulations to address this issue.

### **Salem**

Approximately 40% of Salem is served by private wells. When a new well is installed, the Town requires a water test to ensure it is potable. Contaminants found in well water testing have included bacteria, high sodium levels (most likely due to road salt), iron and manganese (very common), radon and arsenic. The remainder of Salem's water source is municipal water from Canobie Lake and Arlington Pond.



## I-93 Widening and Groundwater Impacts



An additional regional concern related to groundwater quality and quantity in Windham is the I-93 widening project. According to the New Hampshire Department of Environmental Services, in the Exit 3 area alone, there are 1,400 private wells and 6 community water systems, 19 transient water systems and 9 non-transient water systems.<sup>9</sup> Therefore, protecting Windham's groundwater quality and quantity as part of the I-93 widening project is a high priority for the town. I-93 travels directly through the Town of Windham and adjacent communities and there are several watersheds of key significance which must be protected from a regional perspective.

The Interstate 93 project environmental impact assessments, completed in 2005, also discovered too much chloride draining into many of the drainage areas and watersheds located adjacent to the Interstate 93 corridor, including Dinsmore Brook which flows into Cobbett's Pond in Windham and the North tributary flowing into Canobie Lake. Many reports have been written over the past several years which focus on reducing the amount of chloride draining into these watersheds.

One report is the Total Maximum Daily Load (TMDL) Study for Waterbodies in the Vicinity of the I-93 corridor from Massachusetts to Manchester, NH: Dinsmore Brook in Windham, NH (2008). Section 303(d) of the Clean Water Act (CWA) and the Environmental Protection Agency's Water Quality Planning Regulations (40 CFR Part 130) require states to develop total maximum daily loads (TMDLs) for water quality limited segments that are not meeting designated uses under technology-based controls for pollution.

The TMDL process establishes the allowable loadings of pollutants for a water body based on the relationship between pollutant sources and in stream water quality conditions, so that states can establish water quality based controls to reduce pollution from both point and non-point sources and restore and maintain the quality of their water resources. The purpose of these studies is to develop a TMDL for chloride in these watersheds. The goal is to reduce chloride loads so that water quality standards for all the designated uses affected by chloride pollution are met in these areas.

In September 2009, the NH Department of Transportation also prepared an Implementation Plan to Increase the Efficiency and Effectiveness of Road Salt to meet Total Maximum Daily load for chloride for water bodies along the I-93 corridor from Salem to

<sup>9</sup> See NH DES Source Water Protection Fact Sheets numbers WD-DWGB-14-1; WD-DWGB-14-2; WD-DWGB-14-3, for definitions of transient and non-transient water systems.

Manchester, NH. The studies resulted in NH DES establishing maximum allowable chloride loads on an annual basis for each water body. The TMDL studies estimated that more than 90% of the chloride load was attributable to road salt usage for winter maintenance on roadways and parking lots. In the Dinsmore Brook and North tributary to the Canobie Lake watershed, the NH DOT road salt annual usage was estimated to contribute 50% and 84% of the total annual load, respectively.

In the Policy Brook watershed in Salem and Windham, NH DOT contributed 9% of the annual road salt load and in the Beaver Brook watershed in Derry and Londonderry, NH DOT contributed 10% of the annual salt load. While the municipal contribution to salt loading in the Dinsmore Brook watershed is relatively low (about 2%), it ranges from 9 to 37% in the other impaired watersheds. Loading from private parking lots and driveways accounts for up to 50% of the salt load, depending on the watershed.

Today major road salt users or sectors will need to reduce their annual road salt usage by roughly 24% to 40%, depending on the watershed, in order to meet the allowable annual chloride loads established by DES. To achieve these reductions, each sector, including municipalities, private parking lots and privately maintained roads, and NH DOT will need to implement more efficient salt-application practices to reduce pollutant loading and meet water quality standards.



Source: Rebuilding I-93, NHDOT

The Potential Solutions for Reducing Road Salt Use in NH: A Report to I-93 Salt Reduction Work Group<sup>10</sup> offered recommendations to reduce salt in these areas, such as creating “no salt areas” and Best Management Practices. The survey in the report concluded the best methods were training, equipment and infrastructure upgrades and behavior change. The study found that 57% of the total surface areas were being treated during winter maintenance activities.

The Town of Windham has taken action already by signing a Salt Reduction Resolution in 2009 and writing a Salt Reduction Plan in 2010. The plan incorporates best management practices and a pilot program with a goal of obtaining a .55 ton/year reduction in salt applied in the Dinsmore Brook watershed in the first year. While this is not adequate to meet the TMDL, the plan will be revised each year to change winter maintenance strategies that will achieve additional reductions. The 100 page document includes many best practice strategies, such as winter maintenance training of municipal staff and drivers, and a schedule

<sup>10</sup> February 2008, Jeffrey Taylor and Associates, Center for Environment & Plymouth State University

for implementation. According to NH DES in order to meet the TMDL reductions, privately owned roads and parking lots should reduce salt use by 55 percent or 46 tons annually. A key component of the implementation plan is achieving sector salt reduction. Toward this end, a new law passed in 2013 created a voluntary commercial salt applicator certification program (NH RSA 489-C).

## Residential Growth

Residential growth both within the Town of Windham and in surrounding communities is a major concern among many Windham residents. Most of this growth has been single-family homes.

Outside of Windham and within the SNHPC Region and abutting communities, there has also been steady and consistent residential growth. While the pace of housing growth both in Windham and the surrounding region has slowed since 2005, there are continuing new

51% of the respondents to master plan survey felt residential growth is a regional concern

housing starts and new subdivisions being planned and developed. Table 4 compares the overall increase in number of housing units, authorized by building permit, between 2000 and 2012 for the towns of Salem, Hudson, Pelham, Windham, Derry, and Londonderry

In comparison, Windham's overall rate of housing growth (74.5 units per year) of single-family housing during this time period is less than Hudson (59.9 units per year) and Pelham (59.8 units per year).

**Table 4: Housing Unit Comparison, 2000 – 2013<sup>11</sup>**

Municipality	2000-2013 Rate of Growth								
	Single Family			Multi-Family			Manufactured Housing & Other		
	Total Permits Issued	Rate <sup>12</sup>	Percent Increase <sup>13</sup>	Total Permits Issued	Rate	Percent Increase	Total Permits Issued	Rate	Percent Increase
<b>Salem</b>	564	43.4	3.3%	671	55.9	30%	120	9.2	4%
<b>Hudson</b>	799	59.9	7%	387	32.25	25%	-2	-.2	-8%
<b>Pelham</b>	778	59.8	21%	89	6.8	36%	7	.5	-100%
<b>Derry</b>	510	42.5	9%	140	10.8	5%	25	2.9	-1%
<b>Londonderry</b>	737	61.4	12%	283	21.8	20%	10	.8	26%
<b>Windham</b>	<b>969</b>	<b>74.5</b>	<b>19%</b>	<b>351</b>	<b>27</b>	<b>178%</b>	<b>5</b>	<b>.4</b>	<b>133%</b>

Source: American Community Survey: Compiled by New Hampshire Housing Authority, 2014



There are also two major projects of regional significance within the SNHPC Region that could impact residential growth in the Town of Windham in the future. The future industrial and business growth associated with land south of the Manchester-Boston Regional Airport in the Pettengill Road area, and the future development of the proposed Woodmont Commons Master Planned community, both located in the Town of Londonderry.

The Woodmont Commons (PUD Master Planned Community) consists of mixed-use development to be located on both sides of I-93 in an area bounded by Route 102 to the south; Gilcreast and Hardy Road to the west; the proposed I-93 Exit 4A to the north; and Folsom Road and Ash Street to the east adjacent to the Town of Derry. This future project is projected to consist of approximately 350 residential units, 350,000 square feet of retail space; 400,000 square feet of office space, a 200-room hotel, and 250,000 square feet of hospital space east of I-93. The project also consists of approximately 1,080 residential

<sup>11</sup> See Housing Chapter for Windham Specific Data.

<sup>12</sup> Average Number of Building Permits for Housing Unites issued per Year (Number of New Units divided by 13 Year Duration)

<sup>13</sup> Compound Annual Growth Rate (Number of Units in 2013 minus Number of Units in 2010 divided by Number of Units in 2010)



units, 532,000 square feet of retail space, 300,000 square feet of office space, and a 350-room hotel to the west of I-93.<sup>14</sup>

The proposed Pettengill Road Development is projected, at full build out, to generate approximately 3,206 new jobs for the region. Most of this employment would be in transportation and warehousing; professional and business services; and accommodation and food services. It is anticipated that most of these jobs will be filled by existing residents in the region. However, there will also be new employees and families from outside the region who will relocate to the state and will require housing. It is not known what the housing impacts and needs of this development will mean to the region at this time, or when the Woodmont Commons residential development will be completed to help absorb the housing needs resulting from this development. Regional absorption and housing studies are needed to provide area towns, such as Windham, with information that can help them plan for the future.

One of the consequences of increasing residential growth is an increase in local school enrollment.

A Build Out Analysis prepared for the Town of Windham in 2010 as part of the NH DOT's I-93 Community Technical Assistance Program (CTAP) projects that an additional 1,415 single-family homes could be built within the Town of Windham's existing Rural and Residence A zoning districts, resulting in the addition of 283 new High School students to the town's enrollment figures.<sup>15</sup>

## Interstate-93 Expansion

The NH Department of Transportation is currently widening Interstate 93 from 2 to 3 paved lanes each way twenty miles from the Massachusetts border (Exit 1) up to Manchester, NH (Exit 5). Interstate 93 runs through Windham (Exit 3). As a result, the on and off ramps from I-93 to Route 111 have been impacted now for several years and these impacts will continue through 2016.

47% of the respondents to the master plan survey believe I-93 Expansion is a regional concern

<sup>14</sup> Town of Londonderry, Woodmont Commons Planned Unit Development (PUD) Master Plan, August 2013.

<sup>15</sup> Procedure for the Computation of Impact Fees for the Windham Public School District Revision Year 2012, pg. 14.

The majority of the construction effort to date for the I-93 widening project has been focused on the area from Exit 3 south. Provided in Table 4 is a summary of many of the I-93 improvements that have been completed and are currently taking place near Exit 3 in the Town of Windham.



There has been blasting on I-93 at Exit 3 in Windham since 2010, adjacent to the southbound area. This has brought delays, temporary stops and closures on the southbound onramp and along NH 111. The work is necessary for the final northbound I-93 road alignment and northbound ramp at Exit 3 is scheduled for completion in the fall of 2016.

Source: NH DOT, Exit 3 Area, NB Off Ramp

**Table 5: Status of I-93 Improvements**

Status	Windham I-93 Project Activity
Completed in 2010	Exit 3 Southbound off-ramp
Completed in 2010	North-bound Bridge
Completed in 2012	Exit 3 Northbound mainline
Completed in 2012	2.9 miles SB I-93 widened near Exit 3
Completed in 2012	1.25 miles of Route 111 relocated and widened
Completed in 2012	New southbound on-ramp
Completed in 2014	Two new bridges for southbound over NH 111 and NH 111A
In Progress	Exit 3 – southbound mainline and southbound on-ramp and NH 111
To be Completed by 2016	Finalize Exit 3 – 2 miles of northbound mainline, reconstruct northbound on and off ramps, relocate 1.25 miles of NH Route 111 – 500 feet away from Cobbetts Pond; relocate ½ mile of NH 111A; Existing road to end in a cul-de-sac at Castlelton; and upgrade Park and Ride at Exit 3

Source: State of New Hampshire, Department of Transportation, [www.rebuildingI93.com](http://www.rebuildingI93.com)

The benefits of the I-93 project, in terms of new economic development opportunities, are positive and the project will also expand access to new public transportation options. Future plans include an upgraded Park and Ride at Exit 3, which is now planned for construction through the summer of 2016. Two new Park and Ride lots have been added at Exits 2 and 5, including bus service facilities. At Exit 4, there will be improvements and a new bus terminal. Bus service will be considerably improved along the entire Interstate 93 corridor

and there is also the potential for light rail line between Manchester and Massachusetts, which is currently being studied.

There has been concern with the recent federal DOT funding cuts that the I-93 project would have to be delayed. However, with the recent passage in 2014 of New Hampshire's 4.2 cents gas tax, funding to pay for the bonds required to finish the project will be raised and the tax is scheduled to sunset once the bonds are paid. The entire widening of three paved lanes and associated bridge and other work of Interstate 93 to the City of Manchester is estimated to be completed by 2020.

Figure #1) Exit 3 Improvements



Source: NH DOT, Exit 3 Improvements, Windham, NH