

Londonderry Master Plan



DRAFT
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Acknowledgements

The Master Plan Steering Committee would like to thank the many residents, business owners, and community stakeholders who participated in the Master Plan update process. Hundreds of individuals took the time to complete community surveys, attend workshops, and engage in conversations about Londonderry's future. This Master Plan reflects that collective input and represents a true community effort.

The Steering Committee extends special appreciation to the following individuals, boards, committees, and staff whose time, insight, and dedication were essential to the development of this Plan.

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Finally, special thanks are extended to the many community volunteers who participated in outreach activities, survey distribution, and public engagement events, including Old Home Day, Election Day outreach, workshops, and public meetings.

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1. Introduction

What is a Master Plan?

A Master Plan is a long-range policy document that helps guide community decision-making over time. It provides an agreed-upon vision for Londonderry’s future and identifies strategies that can be implemented through Town ordinances, capital planning, board and committee work programs, and community partnerships. In New Hampshire, municipal master plans are authorized under RSA 674:2 and are adopted by the Planning Board to guide the orderly development, conservation, and preservation of a community. While the Master Plan itself is not a regulation, it serves as an important reference for municipal boards, committees, staff, and residents when making choices about growth, redevelopment, conservation, infrastructure, and public investment.

How was this Master Plan developed?

In the summer of 2024, the Londonderry Planning Board initiated the process of updating the Town’s Master Plan. To support this effort, a **Master Plan Steering Committee (MPSC)** was established with assistance from staff at the **Southern New Hampshire Planning Commission (SNHPC)**. Early in its formation, the MPSC developed guiding principles centered on trust, accountability, transparent communication, inclusive outreach, flexibility, and respect. Consistent with these principles, Steering Committee meetings were open to the public and opportunities for public comment were provided throughout the process.

The Master Plan is grounded in extensive public input gathered through a layered engagement approach designed to “meet people where they are” and provide multiple ways to participate. Two community surveys served as the primary quantitative foundation for the Master Plan and, together, generated more than 2,000 responses.

- **The first survey** was fielded from July-September 2024 and focused on land use, housing, and Londonderry’s long-term vision for the future. It received approximately 1,370 responses, which were used to inform **Chapters 1-5 of this plan**.
- **The second survey** was fielded from August-September 2025 to gather input on natural resources, transportation, and economic development. It received 658 responses, which were used to inform **Chapters 6-10 of this plan**.

To complement survey input, the Town hosted **two community workshops** in November 2025 that allowed for nuanced dialogue around local priorities. A detailed summary of community engagement activities and the resulting vision for Londonderry’s future land use can be found

in the Plan Insert located in the middle of this document. Comprehensive documentation of survey responses and workshop input can be found in the Appendices.

Throughout the Plan, public input from surveys and workshops has been integrated with data, analyses of existing conditions, and discussions of prior planning efforts. Each chapter concludes with strategies intended to guide implementation of the Master Plan over the next several years.

Survey Response

Respondent Overview

A total of 1,398 individuals participated in the first Londonderry Master Plan Survey (July-Sept 2024), representing approximately 5% of the town's population. Most respondents were full-time residents (98%), while 3% (or 42 participants) identified as business owners.

Residential Distribution

Respondents were distributed across Londonderry, with approximately 30% residing in both North and South Londonderry, and 40% living in Central Londonderry. Most participants (89%) own their homes, while nearly 5% rent. Regarding housing types, 82% of respondents live in single-family homes, just over 7% in condominiums, and 3.5% in apartments. The remaining respondents reside in age-restricted housing (55+), townhomes, duplexes, and manufactured homes.

Longevity and Residency Plans

When asked about their length of residence in Londonderry, responses ranged from under one year (3%) to over 20 years (41.5%). Categories for 1-5 years, 6-10 years, and 11-20 years were fairly evenly distributed at approximately 18% each. About 19% of respondents are retired, and 40% expressed an interest in retiring in Londonderry. However, 9% do not plan to retire in the town, while 31% remain undecided.

Living Arrangements

Over half of respondents live with either a spouse (51.2%) or family members (49.7%), while 8% live alone. For those 65 and older, almost 20% live alone.

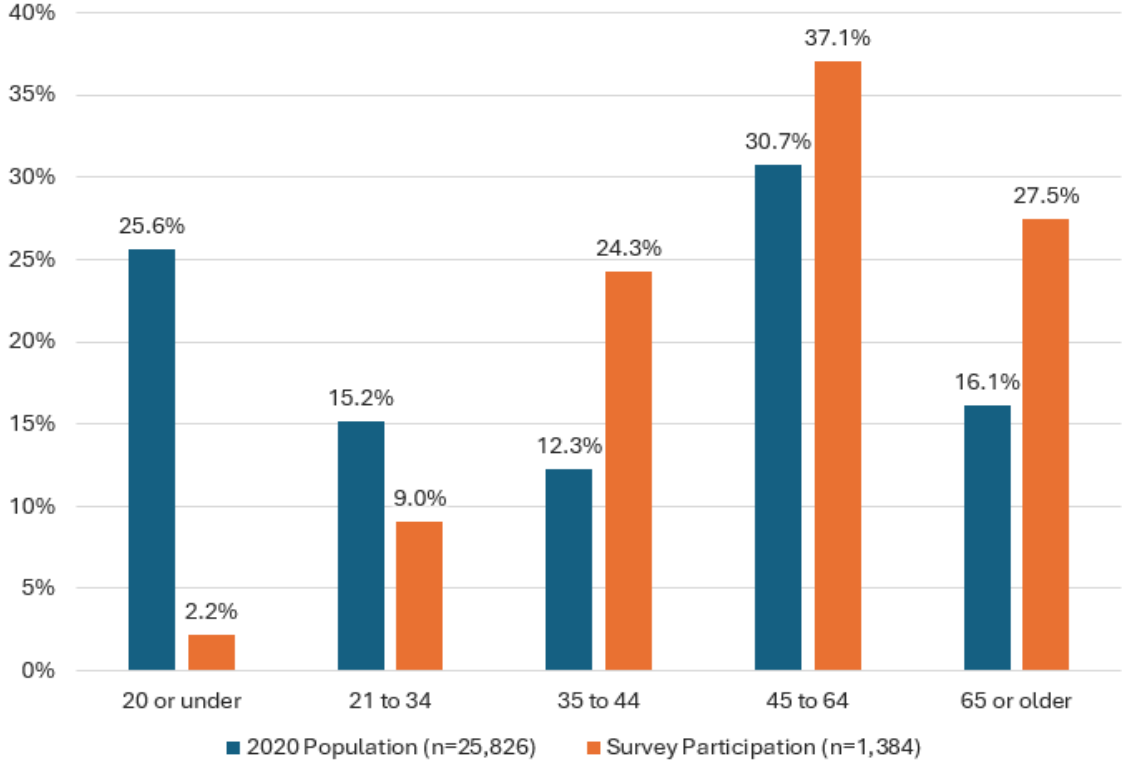
Age Distribution

The age distribution of survey respondents as shown in Figure 1.1 is as follows: 2% were 20 years old or younger, 9% were between 21-34 years, 24% between 35-44 years, 37% between 45-64 years, and 27% were 65 years or older. This survey population is skewed towards

individuals aged 35 and older. For comparison, Figure 1.1 illustrates the demographic breakdown of Londonderry’s population from the 2020 census alongside the survey participants’ age distribution.

This comprehensive participant profile offers valuable insights into the diverse makeup of Londonderry residents and their perspectives on the town’s future.

Figure 1.1: Londonderry’s population age and survey participation age comparison



Vision

Several survey questions sought participants' opinions on what they would like Londonderry to be known for, what should be preserved, and what makes the town unique. Common themes emerged from the responses, including a strong appreciation for Londonderry as a great place to raise a family. Respondents also expressed a deep respect for the town's historic charm, rural character, and apple orchards. Additionally, family-friendly community events, outdoor activities, and access to nature were highlighted as cherished aspects of life in Londonderry.

Specific themes provided insight into a Community Vision Statement, including:

- Preservation of community character, farmland, and small-town charm
- Supportive, family-friendly, and inclusive community
- Balanced growth and sustainable development
- Affordable housing and services
- Connection to nature and open space
- Community engagement and recreation, events, and outdoor activities
- Quality education and excellent facilities
- Public transportation and accessible trail network

Londonderry's Vision Statement

Looking Back

In 2013, the vision statement stated “Londonderry is a close-knit, vibrant community, set in a landscape of protected forests and farms, that provides its residents, families and businesses with efficient services, inviting public spaces, a top-tier school system, and diverse options for housing, recreation, and transportation. These qualities attract knowledge-oriented businesses drawn to Londonderry’s educated work force, access to commercial transport, and superior quality of life.” According to the MPSC, some of these elements remain, while others no longer exist. The consensus was that in **the past decade**, Londonderry has experienced a gradual shift from its rural, small-town origins. This transformation includes the development of new commercial areas near the airport and along the I-93 exit corridors, as well as the addition of multi-family housing throughout the community.

Looking Forward

After reflecting on the changes over the past twelve years and considering feedback from the resident survey, MPSC members felt the updated Vision needed to:

- Be aspirational.
- Include responsible spending.
- Recognize a growing community that has all the modern-day conveniences while maintaining its small-town charm.
- Highlight environmental stewardship and New Hampshire’s unique characteristics.

- Acknowledge the excellent quality of services provided by the Town.

The following updated Vision is a summation of this process:

Londonderry values its unique character, agricultural heritage, and natural beauty while embracing responsible growth and modern conveniences. Residents and Town officials are committed to maintaining a high quality of life while ensuring fiscal responsibility through sound investments in infrastructure, Town services, and community programs. As good environmental stewards, Londonderry fosters development while preserving its distinctive New Hampshire identity, natural resources, and ensures a thriving, inclusive community for generations to come.

Guiding Principles

Similar to the visioning process, the MPSC reviewed the 2013 Guiding Principles, considered feedback from the resident survey and participated in a work session with SNHPC to develop updated Guiding Principles. The outcome is as follows:

1. Balance residential and commercial development with responsible growth.
2. Promote efficient municipal services and high-quality infrastructure with consideration for future needs.
3. Invest in cultural heritage, historical heritage, and community engagement for all ages and abilities.
4. Support environmental stewardship.
5. Establish policies and objectives that encourage a variety of housing choices.
6. Create community transportation connections from walking to riding to driving.
7. Value education and family-friendly environment.

2. Community Profile & Demographics

Data Sources

Information presented in this chapter comes from a variety of federal, state, and local sources. Sources include the U.S. Census Bureau’s Decennial Census, American Community Survey (ACS), and Longitudinal Employer-Household Dynamics (LEHD) datasets; the NH Employment Security’s Economic and Labor Market Information Bureau (ELMI); the NH Office of Planning and Development (NHOPD); the NH Housing Finance Authority (NHHFA); the NH Department of Education (NHDOE); and the Town of Londonderry. Additional historical and geographic data were accessed through the IPUMS NHGIS database. For more detailed information on each data source, refer to Appendix A.

Population

With a population of 27,530, Londonderry is one of the larger communities in the SNHPC region. (See Figure 2.1.)

Figure 2.1: 2023 Population in SNHPC region

Manchester	116,400
Derry	34,530
Londonderry	27,530
Bedford	23,780
Goffstown	18,650
Windham	16,190
Hooksett	15,140
Weare	9,200
New Boston	6,240
Auburn	6,110
Chester	5,350
Deerfield	4,970
Candia	4,190
Francestown	1,630
SNHPC	289,920
New Hampshire	1,402,050

Source: NH Office of Planning & Development

DEMOGRAPHIC SNAPSHOT

2023 Population: 27,530
 Median Age: 42.4
 Gender Distribution: 49% Male – 51% Female
 Total Households: 9,559
 Avg. Household Size: 2.7 people

Non-Families make up 24% of households (one of every four households is made up of roommates)

Single person household with seniors has doubled over the past decade from 430 to 837.

Households with children under 18 have declined from 42% to 33% in the past decade.

Survey participants often referred to Londonderry’s growth as concerning or even excessive. Looking at Londonderry’s population growth, one can see that Londonderry experienced rapid growth between 1970 and 1990 before slowing down in recent decades. Londonderry’s population grew by 21% annually between 1960 and 2000. While growth rates have fluctuated, Londonderry remains a steadily growing community. The highest growth rates were seen between 1970 and 1980, coinciding with a regional housing boom and the opening of I-93.

Over the past seventy years, Londonderry has undergone significant population growth, marking its evolution from a small rural town into a thriving suburban center within the Southern New Hampshire region. From 1960 to 2000, Londonderry had an annual growth rate of 21%. Table #2 below illustrates a dramatic increase between 1960 and 1980, driven by expanded transportation infrastructure, regional economic growth, and housing development. The population rose more than tenfold between 1960 and 1980, from 817 to 8,252 residents, marking the town’s most rapid growth period. Although growth slowed after 1990, Londonderry has continued to steadily add residents. Between 1990 and 2000, the town added 3,455 residents (45% growth), followed by 893 residents (17%) between 2000 and 2010, and 1,697 residents (7%) between 2010 and 2020. (See Figure 2.2.)

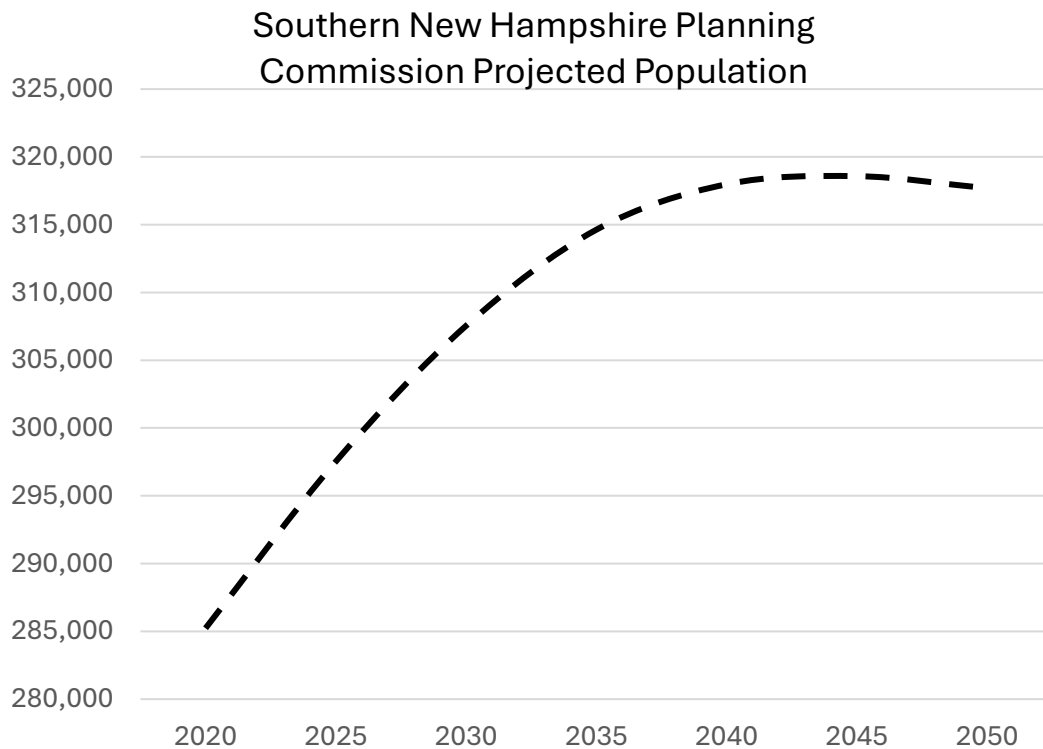
Figure 2.2: Londonderry population growth

Decade	1950	1960	1970	1980	1990	2000	2010	2020
Additional residents	211	817	2,889	8,252	6,183	3,455	893	1,697
Percentage of growth	15%	50%	118%	154%	45%	17%	4%	7%
Total population	1,640	2,457	5,346	13,598	19,781	23,236	24,129	25,826

Decennial censuses. Sources: IPUMS National Historical Geographic Information System; US Census Bureau

Population projections from the NH Office of Planning and Development (NHOPD) anticipate that the Southern New Hampshire Planning Commission (SNHPC) region will experience steady but slowing growth through the year 2050. As shown in Figure 2.3, the region’s population is projected to increase through the mid-2030s before leveling off. However, local data such as recent building permit activity suggests that Londonderry is currently growing at a faster pace than projected. Because NHOPD’s municipal forecasts are derived from broader county-level trends, they may not fully reflect local conditions.

Figure 2.3: Projected population growth for the SNHPC region



Source: NH Office of Planning & Development, 2022

Median Age

Londonderry has a median age of 42.4, which is slightly younger than the New Hampshire state average of 43.6 but older than some nearby communities. (See Figure 2.4.) As the town’s residents age, there will be increasing demand for senior housing, healthcare services, and accessibility improvements.

Figure 2.4: Median age

Manchester	37.0
Derry	40.1
Londonderry	42.4
Auburn	42.8
Windham	42.8
Bedford	44.2
SNHPC*	40.0
New Hampshire	43.6
* Weighted average based on population.	

2020 Decennial Census. Source: US Census Bureau.

Londonderry has seen significant population growth, particularly between 1970 and 1990, with the highest growth rates between 1970 and 1980 and moderate growth in recent decades.

The town's median age of 42.4 indicates a mix of young families and an aging population, highlighting the need for both senior services and family-oriented housing.

Family and Nonfamily Households

Most Londonderry households are family-based, with 76% classified as family households, slightly higher than some neighboring towns. However, nonfamily households make up 24% of the total, indicating a growing segment of single-person and roommate-based households. As demographics shift, there will be a need for a greater variety of housing options, including smaller units, rental housing, and mixed-use developments.

Average Household and Family Size

With an average household size of 2.7 people and an average family size of 3.1, Londonderry aligns with regional trends, though slightly higher than the state average. (See Figure 2.5.)

Figure 2.5: Average household and family size for Londonderry and surrounding communities

	Average Household Size	Average Family Size
Manchester	2.3	2.9
Derry	2.6	3.1
Londonderry	2.7	3.1
Bedford	2.9	3.2
Windham	2.9	3.2
Auburn	3.0	3.3
SNHPC*	2.5	3.0
New Hampshire	2.4	3.0
* Weighted average based on number of households		

Source: US Census Bureau, 2023 5-Year American Community Survey.

Census Definitions

“A **family** includes a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family.

“A **household** may contain people not related to the householder, but those people are not included as part of the householder's family in census tabulations. Thus, the number of family households is equal to the number of families, but family households may include more members than do families. A household can contain only one family for purposes of census tabulations. Not all households contain families since a household may comprise a group of unrelated people or one person living alone.”

Source: US Census Bureau

Diversity

Londonderry’s minority population is 9%, slightly below the state average of 11%. While the town remains predominantly white, increasing diversity may bring new cultural and economic opportunities. Londonderry’s foreign-born population of 4% is lower than the regional (9%) and state (6%) averages. (See Figure 2.6.) This indicates that while the town has some level of international migration, it remains less diverse than other communities in the state.

Figure 2.6: Diversity in Londonderry

	Londonderry	Region	State
Minority Rate	9%	15%	11%
Poverty Rate	2%	7%	7%
Limited English Proficiency	1%	5%	2%
Foreign Born	4%	9%	6%
Disability Status	12%	12%	13%
Veterans	8%	7%	8%

2020 Decennial Census. Source: US Census Bureau.

Poverty Rate

Londonderry’s low poverty rate of 2% suggests strong economic stability and a relatively high-income population.

Disability Status

The percentage of Londonderry residents living with disabilities has risen from 7% in 2012 to 12% in 2023, mirroring trends seen across the state and region. (See Figure 2.7.) This increase suggests a growing need for accessible housing, transportation, and public facilities that accommodate individuals with disabilities.

Figure 2.7: Disability status in Londonderry and surrounding communities

	2012	2023
Windham	6%	5%
Auburn	8%	10%
Bedford	5%	10%
Londonderry	7%	12%
Derry	9%	14%
Manchester	13%	14%
SNHPC	10%	12%
New Hampshire	11%	13%
<i>% of the civilian noninstitutionalized population. 2012 & 2023 5-Year American Community Survey.</i>		

Source: US Census Bureau

Educational Attainment

97% of adults have a high school diploma and 48% possess at least a bachelor’s degree, higher than the state average for post-secondary education. (See Figure 2.8.)

Figure 2.8: Educational attainment for Londonderry and surrounding communities

	At Least a High School Degree	At Least a Bachelor's Degree
Manchester	89%	33%
Derry	93%	35%
Londonderry	97%	48%
Auburn	95%	52%
Bedford	97%	61%
Windham	98%	66%
SNHPC	93%	41%
New Hampshire	94%	40%
<i>% of the population 25 years or older. 2023 5-Year American Community Survey. US Census Bureau.</i>		

Public Kindergarten and Elementary School Enrollment

Londonderry’s public kindergarten and elementary school enrollment has fluctuated slightly over the past decade but has generally followed a declining trend, from 1,751 students in 2013 to 1,678 students in 2023. This decline is consistent with broader regional and state trends, where birth rates have generally decreased, leading to lower elementary school enrollments.

Public Middle School Enrollment

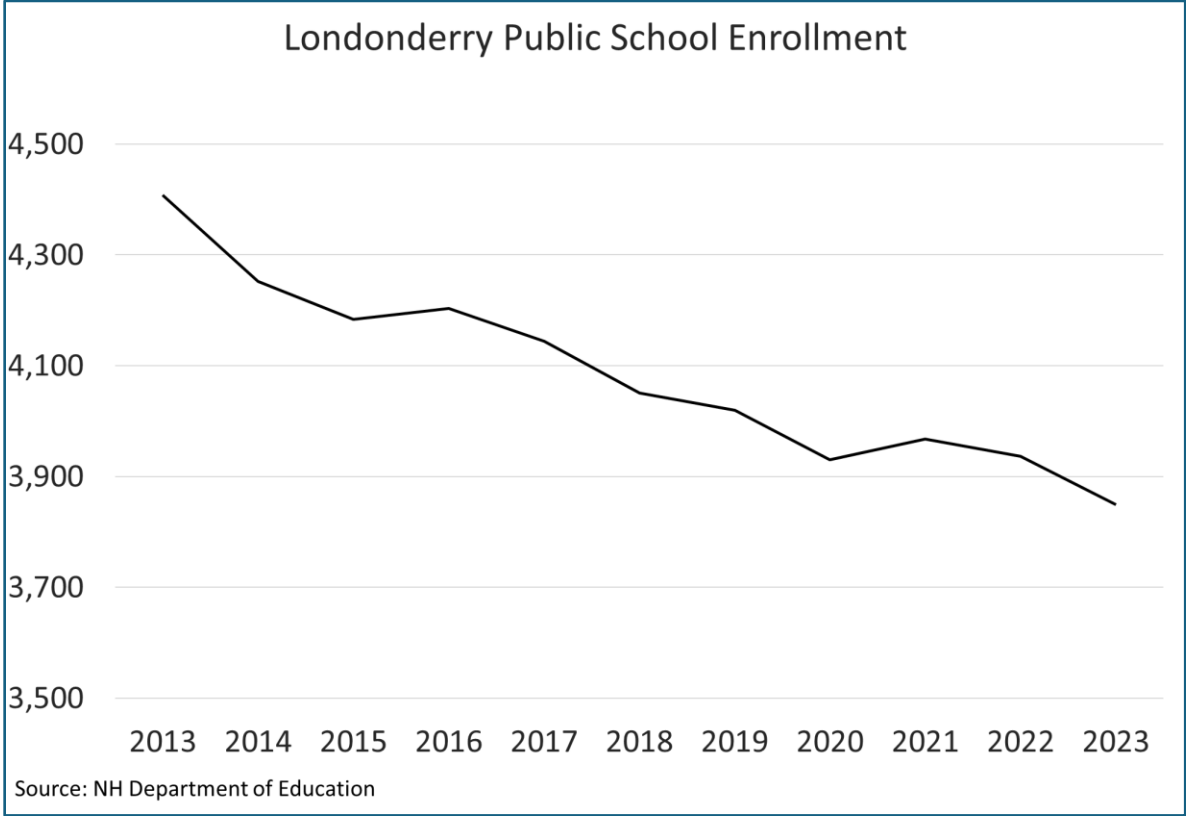
Londonderry’s middle school enrollment has also declined over the past decade, from 1,090 students in 2013 to 968 students in 2023. This decrease aligns with broader demographic trends in the state and region, reflecting lower birth rates and smaller cohorts moving through the school system.

Public High School Enrollment

Londonderry High School enrollment has seen a more noticeable decline over the past decade, dropping from 1,567 students in 2013 to 1,203 in 2023. This represents a significant reduction in student population and follows the trend observed in elementary and middle school enrollments.

Trends in total public school enrollment are shown in Figure 2.9.

Figure 2.9: Londonderry public school enrollment, 2013-2023



Enrollment Decline

School enrollments have declined over the past decade, aligning with broader demographic trends. This may impact future school planning and resource allocation, emphasizing the need to attract young families to maintain a balanced age demographic.

Income

61.3% of Londonderry households earn \$100,000 or more annually, higher than the regional average of 50.9%. This suggests that the town has a relatively affluent population, which can drive housing demand and increase property values. However, this also presents challenges in maintaining housing affordability for lower and middle-income households.

Household income is the total income of all people living in a household. **Per capita income** is the aggregate income of the town divided by the total population.

Per Capita Income

Londonderry's per capita income of \$56,034 is above the state and regional averages. (See Figure 2.10.)

Figure 2.10: Per capita income for Londonderry & surrounding communities

Manchester	\$44,220
Derry	\$49,901
Londonderry	\$56,034
Auburn	\$58,305
Bedford	\$71,137
Windham	\$79,734
SNHPC	\$50,672
New Hampshire	\$50,867

2023 dollars. 2023 5-Year American Community Survey. Source: US Census Bureau.

Approximately 29% of Londonderry households spend more than 30% of their income on housing, a threshold indicating housing cost burden. This burden is particularly significant for renters, with 51% of renting households experiencing high housing costs. Exploring affordable housing programs and promoting smart growth policies will be critical to maintaining economic diversity.

Londonderry boasts a low poverty rate of 2% and a high percentage of high-income households, with 61.3% earning over \$100,000 annually. The town's job growth of 20% between 2005 and 2023 surpasses regional and state averages. Expanding workforce housing and improving local employment opportunities could help retain more residents in town.

Real Median Household Income Growth

Londonderry’s inflation-adjusted median household income has grown significantly, from \$85,167 in 1980 to \$130,841 in 2023. This steady increase reflects economic stability and a strong local job market. However, rising incomes do not always align with the cost of living, particularly in housing, where affordability remains a concern. (See Housing Chapter for additional information regarding cost of housing.)

Figure 2.11 Higher-income households

	Londonderry	SNHPC
Households Earning \$100,000 or More Annually	61.3%	50.9%
<i>2023 dollars. 2023 5-Year American Community Survey. Source: US Census Bureau.</i>		

The benefit of looking at median household income and per capita income is that they each show information from different angles. The median household income for Londonderry is \$130,000, which is high for the region and significantly higher than the Manchester median household income of \$77,000. (See Figure 2.12.) However, when you compare the two per capita incomes for the two municipalities the gap is much lower, \$12,000. This is because Londonderry has fewer one- and two-person households. There are more families. While the typical household in Londonderry is making more money, they’re also supporting more people on that income.

Figure 2.12. Londonderry real median household income comparison over time

	1980	2013	2018	2023
Londonderry Real Median Household Income	\$85,167	\$118,064	\$123,167	\$130,841
<i>2023 Dollars. Decennial Census & 5-Year American Community Survey.</i>				

Sources: Federal Reserve Bank of St. Louis; US Bureau of Labor Statistics; US Census Bureau.

Between 2005 and 2023, Londonderry experienced 20% job growth, surpassing the regional (13%) and state (10%) averages. This indicates a strong local economy and increasing employment opportunities.

Job Growth

As shown in Figures 2.13 and 2.14, Londonderry’s 20% job growth between 2005 and 2023 notably outpaced both the Southern New Hampshire Planning Commission (SNHPC) region (13%) and the statewide average (10%). (See Figures 2.13 and 2.14.) This sustained economic expansion reflects Londonderry’s strategic location along the I-93 corridor, its access to Manchester-Boston Regional Airport, and the Town’s continued investment in commercial and industrial development areas such as Pettengill Road and Woodmont Commons.

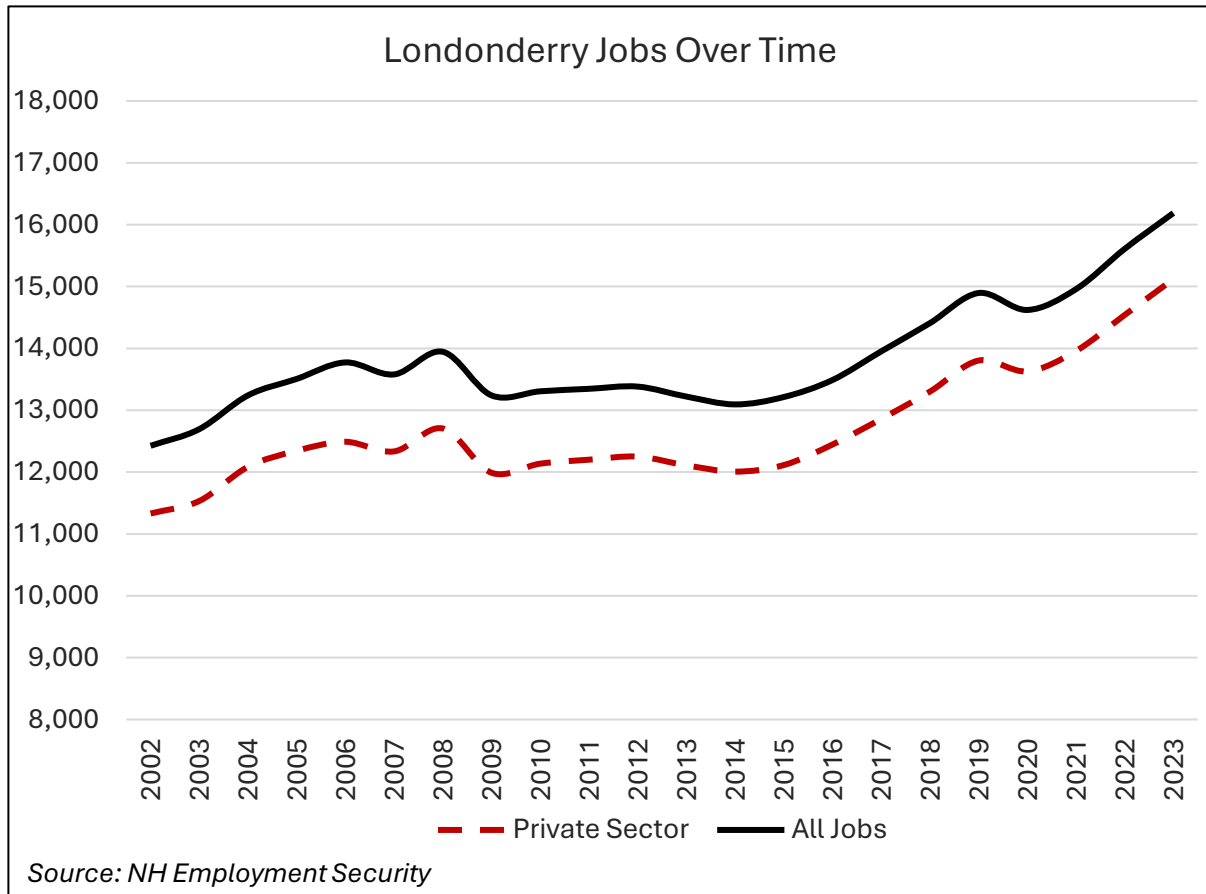
One major driver of this growth is the success of the Pettengill Road Tax Increment Finance (TIF) District. Following the construction of Raymond Wieczorek Drive, which improved connectivity between Manchester-Boston Regional Airport and the Everett Turnpike, Londonderry established the TIF district and extended Pettengill Road to support new development. The area has since become a major employment hub, home to companies such as FedEx, UPS, F.W. Webb, and New Balance. In 2023, New Balance began construction on a manufacturing facility. These developments have collectively brought hundreds of jobs to the community and significantly bolstered the Town’s commercial tax base.

Figure 2.13: Job growth comparison

	Londonderry	SNHPC	New Hampshire
2005 to 2023 Job Growth	20%	13%	10%

Source: NH Employment Security

Figure 2.14: Londonderry job growth over time



Commute Patterns

Most Londonderry residents (72.7%) drive alone to work, while 19.2% work from home. (See Figure 2.15.) With a relatively low public transportation usage rate (0.6%), the town could explore alternative transportation options such as expanded bus routes, park-and-ride facilities, or bike-friendly infrastructure.

The majority of Londonderry residents (72.7%) drive alone to work, with limited public transportation options. While many of these commuters are traveling outside of the community, exploring active transportation infrastructure, transit, and promoting mixed-use development could improve accessible and efficient transportation.

Figure 2.15: Commute mode comparison within region

	Drove Alone	Carpooled	Public Transportation	Walked	Biked	Taxicab, Motorcycle, or Other	Worked from Home
Londonderry	72.7%	5.9%	0.6%	0.6%	0.0%	1.1%	19.2%
Auburn	71.9%	4.6%	0.0%	1.4%	0.0%	0.8%	21.2%
Bedford	65.1%	5.7%	0.1%	2.4%	0.1%	0.9%	25.6%
Candia	82.6%	3.4%	0.0%	3.7%	0.0%	1.2%	9.2%
Chester	76.4%	3.9%	0.5%	0.7%	0.0%	2.2%	16.3%
Deerfield	73.8%	3.5%	0.0%	4.3%	0.3%	1.2%	16.8%
Derry	72.2%	10.7%	0.5%	1.3%	0.1%	1.1%	14.0%
Francestown	75.9%	0.9%	0.0%	0.0%	0.0%	0.9%	22.2%
Goffstown	74.4%	7.3%	0.4%	2.8%	0.2%	1.4%	13.5%
Hooksett	74.5%	10.5%	0.0%	1.0%	0.1%	0.5%	13.3%
Manchester	74.2%	9.1%	0.5%	2.4%	0.3%	1.4%	12.1%
New Boston	69.3%	8.2%	0.0%	0.0%	0.0%	0.0%	22.5%
Weare	76.1%	3.1%	0.0%	1.8%	0.0%	0.3%	18.8%
Windham	71.8%	5.1%	0.5%	0.8%	0.0%	0.9%	20.9%
SNHPC	73.1%	7.9%	0.4%	1.9%	0.2%	1.2%	15.4%
New Hampshire	73.7%	7.1%	0.6%	2.2%	0.2%	1.1%	15.1%

2023 5-Year American Community Survey. US Census Bureau.

Average Commute Time

Londonderry residents have an average commute time of 29.1 minutes, slightly above the state average of 26.8 minutes. (See Figure 2.16.) This suggests that many residents travel to job centers outside of town, increasing reliance on personal vehicles.

Figure 2.16: Average commute time for Londonderry and surrounding communities

	Avg. Commute in minutes
Manchester	23.8
Bedford	26.3
Londonderry	29.1
Windham	31.2
Derry	31.5
New Boston	35.5
SNHPC*	27.5
New Hampshire	26.8

** Weighted average based on the number of commuters. 2023 5-Year American Community Survey. Source: US Census Bureau.*

Job Inflow/Outflow

Londonderry is a net importer of jobs, with 16,842 people commuting into town for work while 12,741 residents commute out. (See Figure 2.17.) Only 2,036 Londonderry residents both live and work in town, suggesting a disconnect between housing availability and employment.

Figure 2.17: Job inflow/ outflow comparison

Employed in Londonderry, Live Outside	16,842
Employed in Londonderry, Live in Londonderry	2,036
Live in Londonderry, Employed Outside	12,741
<i>Source: US Census Bureau, 2022 data.</i>	

Commuting Destinations

Residents in Londonderry commute to a diverse number of towns. It may be contrary to popular belief, but only one out of four residents commute to Massachusetts. The remaining 3 out of 4 workers are traveling to places right here in New Hampshire as seen in Figure 2.18.

Figure 2.18: Commuter destinations for workers living in Londonderry (2020-2022 averages)

	Percent commuting
Manchester	14.3%
Londonderry	13.4%
Nashua	8.2%
Salem	4.5%
Bedford	3.8%
Derry	3.7%
Boston, MA	3.3%
Merrimack	3.2%
Hudson	3.1%
Concord	2.8%
Andover, MA	2.1%
Windham	1.6%
Hooksett	1.5%
Lowell, MA	1.5%
Portsmouth	1.4%
Lawrence, MA	1.2%
Methuen, MA	0.9%
Chelmsford, MA	0.8%
Wilmington, MA	0.8%
Pelham	0.8%
Exeter	0.7%
Haverhill, MA	0.7%
Goffstown	0.7%
Cambridge, MA	0.7%
Plaistow	0.7%
Tewksbury, MA	0.7%
Woburn, MA	0.7%
Billerica, MA	0.7%
North Andover, MA	0.7%
Burlington, MA	0.6%
All Other Towns	20.4%
<i>LODES Data, released annually. US Census Bureau.</i>	

3. Regional Considerations

Many of the local issues identified were reiterated as regional concerns, such as available housing and the lack of housing options, traffic safety and congestion, and growth and its impact on available resources and infrastructure. Other key regional issues that both the MPSC and survey participants shared included concerns about available and safe drinking water and concerns about addressing the needs of an aging population.

Regional Context

Londonderry’s growth and development are closely tied to broader regional trends shaping Southern New Hampshire. As part of the Southern New Hampshire Planning Commission (SNHPC) region, the town plays a key role in a rapidly evolving corridor characterized by a mix of suburban expansion, economic diversification, and shifting land use dynamics. Between 1985 and 2023, Londonderry saw its share of developed land increase from 27.1% to 45.3%, one of the largest proportional increases in the region, reflecting its transformation into a regional hub for both housing and commerce. (See Figures 3.1)

Land Use Efficiency and Growth Pressure

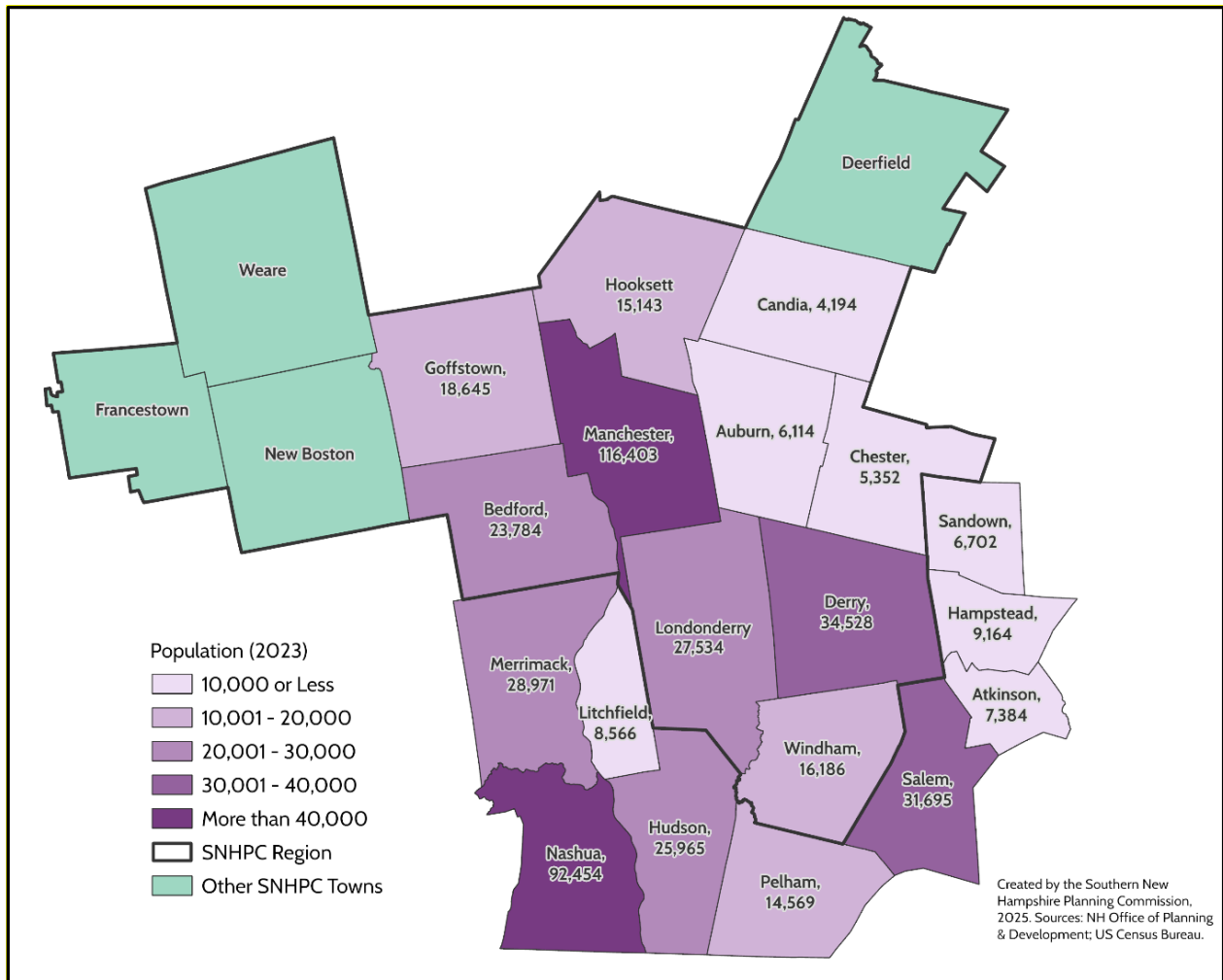
Between 2000 and 2020, Londonderry added nearly 7,000 new residents and jobs while developing an additional 2,390 acres—an average of 0.34 acres per new person or job. This is aligned with the regional average, but higher than more urbanized areas like Manchester and lower than more rural towns like Candia and Frankestown. (See regional population map in Figure 3.2.) The town’s relatively moderate land consumption rate indicates a semi-suburban development pattern, driven largely by single-family residential growth and industrial development near the airport.

While the region overall saw developed land rise from 17.5% to 24.9% during this same timeframe, Londonderry’s increase outpaced most of its neighbors. As the town approaches full build-out of its existing residential areas and industrial zones, future land use decisions will need to focus on redevelopment, infill, and optimizing land near existing infrastructure.

Figure 3.1: Percentage of Area Developed

	1985	2023
Manchester	68.9%	76.6%
Bedford	29.2%	46.0%
Londonderry	27.1%	45.3%
Windham	20.6%	39.4%
Derry	27.4%	36.7%
Hooksett	17.7%	27.8%
Goffstown	15.4%	21.8%
Auburn	10.7%	17.0%
Chester	6.9%	12.2%
Candia	9.3%	12.0%
Weare	6.9%	9.8%
New Boston	6.1%	9.6%
Deerfield	4.5%	6.6%
Frankestown	5.0%	6.2%
<i>Sources: US Census Bureau; US Geological Survey.</i>		

Figure 3.2: Population in the SNHPC region and beyond



Housing and Affordability Challenges

Like many communities in the SNHPC region, Londonderry faces housing affordability challenges linked to regional supply constraints. From 2010 to 2020, the region added just over 7,000 housing units—a growth rate of less than 1% annually—while housing demand has continued to rise. Of the 7,000 units, 15% were built in Londonderry. Regionally, housing production has not kept pace with population and workforce needs, contributing to sharp increases in home prices and rental costs. Between 2010 and 2024, the median home price in the region increased by over 300%, while household incomes grew by less than half that rate.

Within this context, Londonderry’s predominantly single-family housing stock may limit access to affordable and various housing options for new households, young professionals, and aging residents. Regional trends support expanding housing typologies, including townhomes,

duplexes, and small-scale multifamily developments, particularly in areas with access to utilities and transportation corridors.

Transportation and Economic Connectivity

The regional transportation system is critical to Londonderry's economic and residential growth. The town's proximity to major highways (I-93 and Route 102), Manchester-Boston Regional Airport, and the Pettengill Road TIF District have positioned it as a strategic node for freight logistics, commercial development, and employment growth. Regional transportation data also reveals that a significant portion of vehicle trips passing through Londonderry are part of broader inter-regional commuting patterns, underscoring the need for coordinated planning along highway corridors.

Additionally, Londonderry's continued investment in shared-use paths, rail trail network and safe road design will help the town align with the regional multi-modal transportation network that serves as a transportation, recreation, and economic development asset at the local and regional level.

4. Land Use and Growth

Feedback from the first community survey indicated that the top priorities for town-wide initiatives are to maintain a low tax rate, preserve historic properties, enhance school facilities, and sustain active community spaces. Other initiatives identified as important, though not as high a priority, included fostering a thriving business community, investing in town facilities and infrastructure, and improving communication infrastructure.

According to survey participants, Londonderry’s assets include agriculture, the town's historic New England character, recreational opportunities such as the trail network, proximity to healthcare, and access to highways and the broader road network. On the other hand, residents identified concerns about growth, potential threats to the community included watershed contamination, the loss of agriculture and farms, environmental pollution, increased traffic, and urban sprawl.

Londonderry’s Land Use & Development Trends

Londonderry's evolving land use pattern reflects its transition from a historically agricultural town into a growing suburban community with strong regional economic ties. Over the past fifty years, the town has welcomed steady development while preserving key aspects of its rural character. As the community plans for its future, understanding current land use conditions, challenges, and opportunities is essential to ensuring that growth remains thoughtful, resilient, and reflective of community values.

Figure 4.1: Current land use

Land Use Type	Acres	% of Total Land
Single-Family Residential	11,048	41.0%
Vacant Land	4,001	14.8%
Open & Recreational Space	3,856	14.3%
Road ROW	1,930	7.2%
Industrial	1,679	6.2%
Commercial	1,010	3.7%
Civic/Institutional	1004	3.7%
Multi-Family Residential	894	3.3%
Agricultural	773	2.9%
Airport	516	1.9%
Manufactured Housing	233	0.9%

Sources: Town of Londonderry, University of NH, US Census as of Feb. 2025.

Current Land Use Distribution

Londonderry encompasses a broad mix of land uses, though its tax base and development patterns remain heavily weighted toward single-family housing. (See Figure 4.1.) The following section offers a snapshot of land use distribution.

Observations from Land Use Data

A Tax Base Weighted Toward Housing

According to the NH Employment Security, for Londonderry, residential properties account for nearly 68% of all property tax revenue. Compared to its immediate community neighbors within the region, only Londonderry and Manchester have rates below 70%. (See Figure 4.2.) Bedford and Derry are both around 80%. What’s driving the lower rate? Londonderry has a commercial and industrial tax base similar to Bedford, but it also has the gas power plant.

Although Londonderry’s tax rate may be somewhat lower than its neighbors, this also illustrates a challenge: the cost of public services—particularly education and infrastructure maintenance—often outweighs the revenue generated by new homes. Commercial and industrial properties, though limited in footprint, contribute 22.3% of the tax base.¹ Future land use policies should continue exploring ways to diversify the town’s fiscal structure without compromising its character.

Figure 4.2: Residential property tax value as a percentage of total property tax value

Manchester	63.8%
Londonderry	68.0%
Bedford	82.7%
Derry	82.8%
Auburn	90.4%
Windham	92.2%
Chester	92.6%
<i>2023 tax data. Source: NH Employment Security</i>	

Vacant Land Presents Opportunity—and Responsibility

With more than 4,300 acres of vacant land, Londonderry retains some flexibility in shaping future development. This may seem substantial, but not all of this land is developable. Subtracting wetlands or poorly drained soils, steep slopes, lands under conservation management, and flood zones this amount is reduced to 2,706 acres. There may be additional barriers such as limited access to water and sewer infrastructure and regulatory restrictions. Future land use decisions must weigh growth potential against infrastructure limitations and environmental impacts.

Open Space and Conservation Support Community Identity

Roughly 13% of Londonderry’s land is protected through conservation. These efforts not only preserve natural resources but help define Londonderry’s sense of place. Continued investments in open space—particularly those that provide public access or create greenway connections—will be important for quality of life as the town grows.

¹ Economic & Labor Market Information Bureau, NH Employment Security, June 2024
<https://www2.nhes.nh.gov/GraniteStats/SessionServlet?SID=1&city=000820&cityName=Londonderry&page=Community.jsp>

Housing Mix is Limited

As reported in Figure 4.1, single-family homes account for more than 40% of all land use. In contrast, multi-family housing occupies just 3% of the land area. While preserving neighborhood character is important, this imbalance may constrain efforts to provide housing for a broad range of ages, incomes, and household types. Opportunities for infill, accessory units, and mixed-use residential developments could provide small to medium scale opportunities within the existing developed areas.

Zoning Framework and Development Patterns

According to Figure 4.3, the Agricultural-Residential (AR-I) zoning district currently comprises 79% of the town's land area. While named for agricultural uses, this district functions primarily as a low-density residential zone. Multi-family zoning (R-III) covers just 1.4% of land, and the Mixed Use Commercial (MUC) zones are concentrated near I-93 interchanges.

Figure 4.3: Zoning district allotment comparison

Zoning District	Acres	% of Total Land
Agricultural-Residential (AR-I)	19,795	79.1%
Industrial (IND-I & IND-II)	2,891	11.6%
Commercial (C-I, C-II, C-III, C-IV, MUC)	1,354	5.4%
Gateway Business (GB)	630	2.5%
Multi-Family Residential (R-III)	356	1.4%

Source: Town of Londonderry

Lot Size and Infrastructure Influence Density

Development density in Londonderry is largely determined by the availability of municipal water and sewer. Much of the town does not have full utility access, resulting in varying minimum lot size requirements. For example, single-family dwellings with both municipal water and sewer require a minimum lot size of 35,000 square feet (see Figure 4.4), while those reliant on private well and septic systems must meet a minimum of one acre. In areas without municipal sewer, lots must also comply with additional public health and safety requirements, including a High Intensity Soil Survey (HISS), which can increase the required lot size to as much as 3 acres. Multifamily developments are subject to separate density and design calculations that depend on the type of wastewater system serving the property. As a result, suburban-style development dominates much of the town's landscape. Extending infrastructure strategically may open up opportunities for more compact development in designated areas.

Figure 4.4: Minimum lot size by dwelling type

Minimum Lot Size			
Dwelling Type	Bedrooms	Frontage Requirements	Minimum Lot Size
Single Family	1 – 2	100 LF	35,000 SF
Single Family	3 or more	150 LF	40,000 SF
Duplex	2 – 4 (total of both dwelling units)	150 LF	52,500 SF
Duplex	5 or more	200 LF	60,000 SF

Source: Excerpt from Londonderry Zoning Ordinance

Land Use Feedback

As part of the planning process, the Master Plan Steering Committee gathered input from residents to better understand how they prioritize different land use strategies that will help shape Londonderry’s future.

Preserving wooded areas and maintaining the Town’s rural character emerged as the most important priority by a significant margin. This strong preference highlights the community’s desire to retain the natural landscape and traditional qualities that contribute to Londonderry’s distinct sense of place.

Several other strategies were identified as moderate priorities, including:

- Creating walkable neighborhoods
- Promoting a vibrant, mixed-use village center
- Providing incentives for age-friendly housing
- Allowing mixed-use development in and around the airport
- Incorporating on-site amenities such as playgrounds and multi-use trails in new residential developments to reduce demand on town facilities

Overall, the feedback reflects a desire to thoughtfully guide growth while preserving valued aspects of the community’s character and ensuring future development serves residents of all ages and lifestyles.

When asked which land use issues should be a focus for Town departments and boards, respondents consistently emphasized the importance of maintaining Londonderry as a welcoming and livable community. Key themes that emerged from public input are shown in Figure 4.5.

Figure 4.5: Londonderry land use themes

Community Character and Culture	Preservation of Open Space
Balanced Growth and Regulatory Concerns	Affordability and Varied Housing Choices
Infrastructure Concerns	Resistance to High-Density Housing
Traffic and Safety	Walkability

Source: Community Survey #1

This input will serve as a guiding foundation for future land use policy and planning decisions, ensuring that community values remain central to Londonderry’s long-term vision.

Age-Specific Concerns



Within the context of land use and growth, several issues were identified by specific age groups.

Environmental Sustainability: The 45-64 and 65 and older age groups are concerned with protecting water sources and addressing pollution.

Transit Options: (34 and under) A recurring concern within this age group is the lack of alternative transit options.

Civic Engagement and Planning: 65 and older respondents feel that local governance has not adequately addressed their concerns.

Land Use Strategies

In 2013, land use strategies included such elements as open space development, reducing impervious surface, introducing form-based codes, encouragement of active living and walkable neighborhoods, promoting sustainable development, and retrofitting underutilized buildings.

The MPSC conducted a series of work sessions reviewing land use strategies from the last Master Plan update in 2013, the 2024 survey results and resident feedback, and existing demographic changes. After careful consideration and much discussion, the following land use strategies were agreed upon.

1. Coordinate land use boards and committees in the review of recommended zoning revisions and process strategies recommended by the current review and assessment of the Londonderry zoning ordinance.
2. Support coordinated review and update of PUD ordinance by Planning Department and town staff as well as land use boards/committees.
3. Support town staff review of reduced impervious surface and ground water protection in all land use development applications.
4. Identify north/south & east/west corridors for roadway improvements to reduce traffic congestion.
5. Work to identify, preserve, and invest in historical and cultural properties.
6. Update open space, landscape, and screening regulations promote preservation of forested areas, vegetated open space, street trees and improved landscape planting plans.
7. Work with the Conservation Commission, Planning Department, and Londonderry Trailways to map out potential connections to the Londonderry Rail Trail.
8. Reimagine Londonderry as a walkable community. Promote new residential developments that have on-site amenities including multi-use paths or walkways, and establish strategies for future walkable/bikeable connections on existing roadways when feasible.

5. Housing

According to the 2020 US Census, Londonderry is home to approximately 9,559 households, with the vast majority residing in owner-occupied, single-family homes. As of the latest estimates, 83% of households own their homes—well above the state average of 71%. While this reflects the community’s long-standing suburban character, demographic shifts and rising housing costs have introduced new challenges and expectations. The housing stock is aging, the cost of housing is increasing, and residents of all ages are calling for a more diverse mix of housing options.

With 9,559 households, Londonderry's housing market is primarily composed of owner-occupied, single-family homes. However, there is a growing demand for more diverse housing options, including smaller homes on small lots, rentals and multi-family units, to accommodate single-person households and seniors.

Recent Development Trends

While Census data provides a useful baseline for tracking long-term housing growth, recent development activity in Londonderry highlights a steady continuation of residential development, from application to construction and permitting. It should be noted that some proposed units may not yet be fully reflected in Census figures. Over the past several years, the Planning Board has approved new housing developments across a variety of housing types, including single-family homes, condominiums, two-family homes, and multi-family apartments. A notable example is the Woodmont Commons Planned Unit Development (PUD), which includes a total of 1,430 residential units in its Master Plan. Of these, 165 units are currently occupied, and 264 are under construction.

Housing Supply & Development Patterns

Structure Types

The town’s housing inventory is predominantly single-family detached homes, which account for 69% of all units. Comparatively, multifamily structures with five or more units make up just 12% of the housing stock. Manufactured homes represent another 2%, and attached units or smaller multifamily buildings (2–4 units) comprise the remaining portion. (See Figure 5.1.)

Figure 5.1: Housing types as a percentage of total housing units

	Single-Family Detached	Single-Family Attached	2 Units	3 or 4 Units	5 or More Units	Manufactured Home	Other
Londonderry	69%	13%	3%	1%	12%	2%	0%
Auburn	94%	4%	1%	1%	1%	0%	0%
Bedford	80%	4%	0%	0%	15%	0%	0%
Derry	53%	12%	5%	2%	26%	2%	0%
Manchester	36%	5%	12%	13%	33%	1%	0%
Windham	89%	8%	1%	0%	2%	0%	0%
SNHPC	56%	7%	7%	7%	22%	1%	0%
New Hampshire	63%	5%	5%	5%	15%	5%	0%

2023 5-Year American Community Survey. Source: US Census Bureau

Residential Building Permits

According to the NH Office of Planning and Development, since 2000, Londonderry has added over 3,000 new housing units through residential building permits. Construction peaked in the 2010s, with 1,072 units permitted, which is up from 881 units in the 2000s. From 2020-2024, 1,070 units have already been permitted, indicating a steady pace of development despite land constraints and infrastructure limitations. This recent activity may reflect increasing housing demand as well as evolving policies related to land use development. Still, the relatively modest production over the past two decades highlights the importance of identifying locations and zoning tools that can support long-term sustainable housing options. (See Figures 5.2 and 5.3.)

Figure 5.2: Londonderry annual building permits (1990-2023)

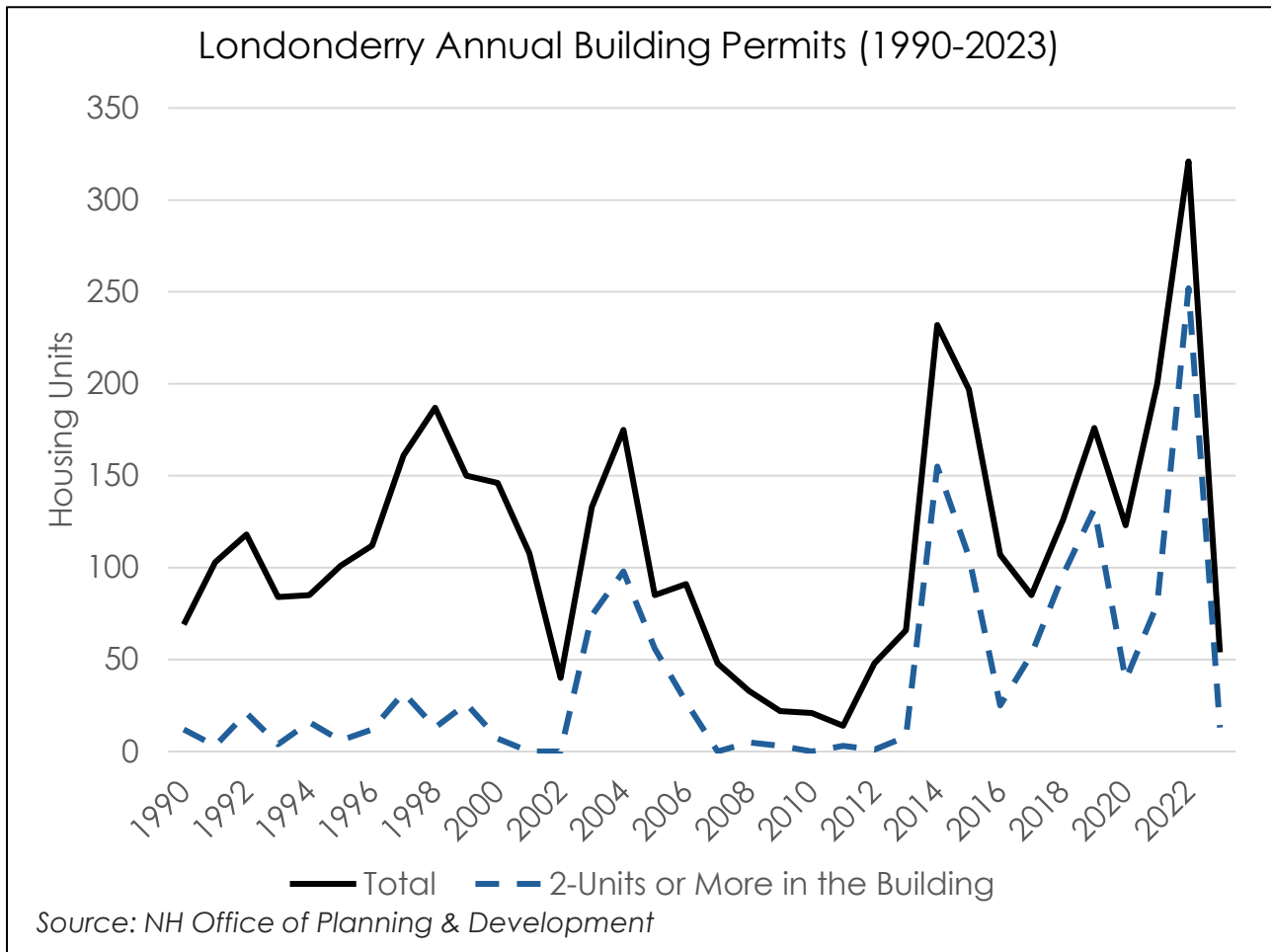


Figure 5.3: Londonderry annual building permits (2014-2024)

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total	232	197	107	85	126	176	123	200	321	54	372
2-Units or More in the Building	155	106	25	53	96	132	39	80	252	13	333

Source: NH Office of Planning and Development

Age of Housing

As shown in Figure 5.4, only 2% of Londonderry’s housing units have been built since 2020, and more than half were constructed between 1970 and 1999. The slowdown in housing construction may be contributing to supply constraints and reduced housing turnover. It should be noted that current construction projects were likely in the design and permitting process in 2021-2023. Also, regarding the “year the housing unit was built,” shown in Figure

5.4, this may include homes that weren't ready to be occupied, but qualified if exterior elements such as windows, doors, roof, etc. were complete and could be sealed.

Figure 5.4: Age of housing

	Year Housing Units Were Built (as a % of total housing units)									
	2020 to 2023	2010 to 2019	2000 to 2009	1990 to 1999	1980 to 1989	1970 to 1979	1960 to 1969	1950 to 1959	1940 to 1949	1939 or earlier
Londonderry	2%	13%	10%	13%	24%	26%	7%	2%	1%	3%
Auburn	2%	6%	12%	15%	20%	15%	10%	1%	5%	14%
Bedford	1%	8%	14%	27%	22%	16%	4%	5%	1%	4%
Derry	1%	3%	7%	14%	31%	21%	6%	5%	2%	9%
Manchester	2%	13%	10%	13%	24%	26%	7%	2%	1%	3%
Windham	1%	16%	28%	15%	14%	11%	6%	3%	2%	4%
SNHPC	1%	6%	10%	12%	20%	15%	7%	7%	4%	18%
New Hampshire	1%	6%	12%	10%	19%	15%	8%	7%	3%	19%

2023 5-Year American Community Survey. Source: US Census Bureau

Lot Sizes

As per the Town of Londonderry's Assessing Department, approximately 29% of single-family parcels are under one acre in size, accounting for 14% of total land in single-family residential use and 6% of the town's total land area. Parcels in the 1 to 1.9 acre range represent the largest share, comprising 56% of all single-family parcels and 46% of the land allocated to this housing type. Together, these two categories make up a significant portion of the town's single-family development. Larger parcels—ranging from 2 to 4.9 acres—make up 12% of single-family homes and represent 21% of land in single-family use. Parcels between 5 and 9.9 acres account for 2% of single-family parcels and 8% of the land area within this category. Homes on lots between 10 and 19.9 acres comprise 1% of parcels and 5% of land, while those on lots of 20 acres or more make up less than 1% of parcels, using 6% of single-family residential land. (See Figure 5.5.)

Figure 5.5: Existing single-family home parcel size comparison

	Parcels with SFH	As a % of Parcels with SFH	Total Acres for size category	As a % of acres of the size category of SFH	As % of Total Town Area
<1 acre	2,044	29%	1,539	14%	6%
1-1.9 acres	3,944	56%	5,026	46%	19%
2-4.9 acres	827	12%	2,326	21%	9%
5-9.9 acres	121	2%	824	8%	3%
10-19.9 acres	37	1%	513	5%	2%
=>20 acres	20	0%	616	6%	2%

Source: 2024 Parcel Data Town of Londonderry

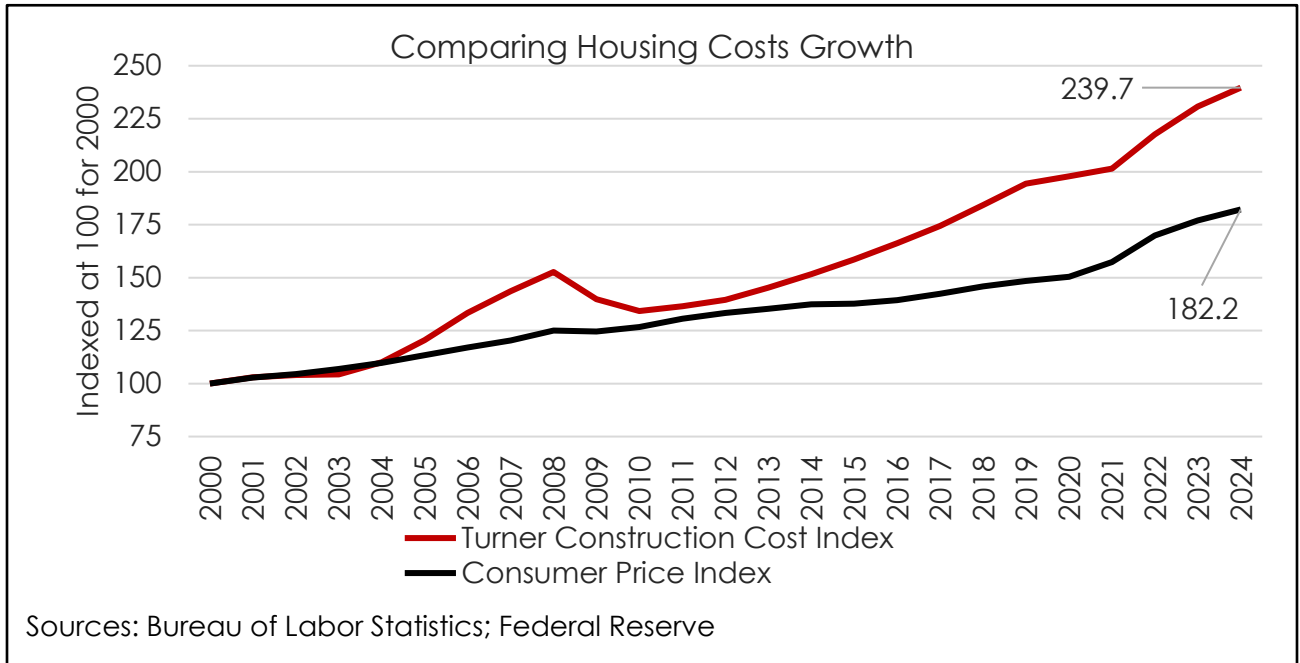
Barriers to New Development

Zoning regulations and infrastructure availability play a significant role in shaping the housing supply. The AR-I zoning district, which covers over 75% of town land, generally supports low-density, single-family housing. In areas without public water or sewer, minimum lot sizes can range due to the soil-based lot sizing, but as a minimum must be at least one acre.

Costs in Building

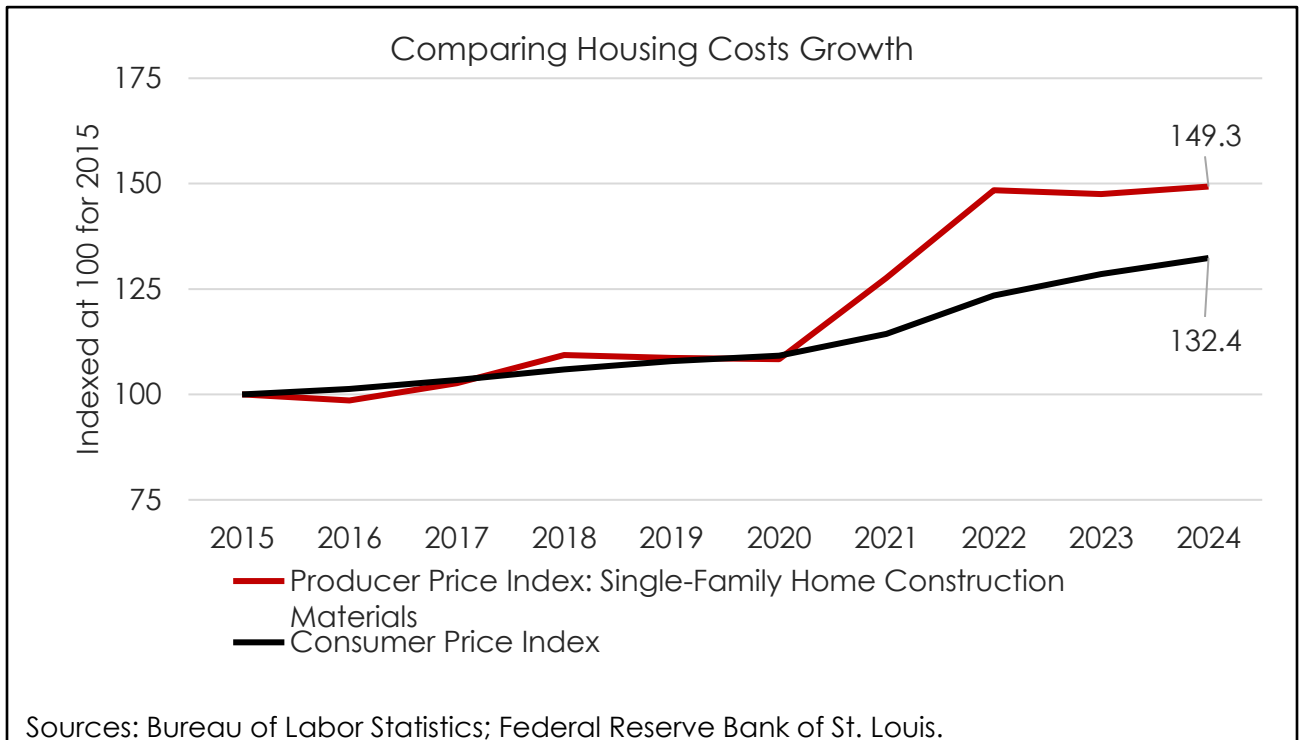
For some time, housing costs have risen at an alarming rate. There is much that contributes to the cost in housing, land prices, labor and materials, as well as financing costs. Looking at the construction cost index put out by Turner Construction, a century old multibillion dollar international construction company, construction costs have increased faster than general inflation, by about 32% faster. (See Figure 5.6.)

Figure 5.6: Growth in housing costs (2000-2024)



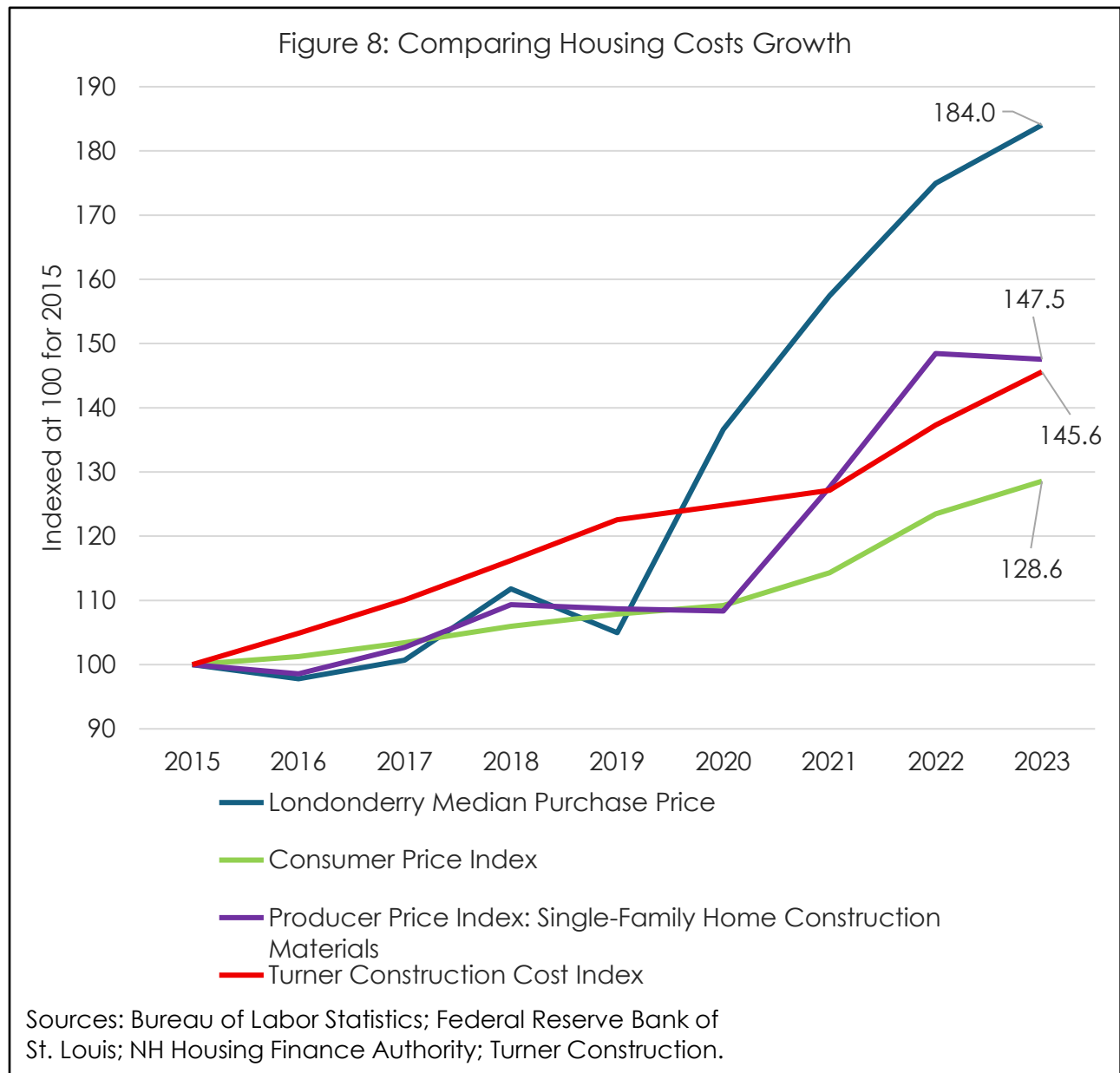
The Bureau of Labor Statistics provides an index for measuring the cost of materials for building a single-family home. This indicates that construction materials increased 13% faster than inflation. (See Figure 5.7.)

Figure 5.7: Growth in construction materials costs (2015-2024)



The last graph puts all this in context of Londonderry’s housing prices. Since 2015, the median purchase price for a home in Londonderry grew 43% faster than inflation, 26% faster than construction costs, and 25% faster than materials costs. (See Figure 5.8.) General inflation and construction inflation costs are part of the cause of the increase in home prices in Londonderry, but certainly not all of it.

Figure 5.8: Growth in Londonderry housing costs (2015-2023)



Affordability & Cost Burden

Many survey participants commented on the lack of affordable housing, about the limited supply of housing and the need for more supply and more variety. As mentioned in the Visioning section, housing is considered affordable if the total costs of housing account for less than 30% of a household’s pretax income.

Cost-Burdened Households:
Households that pay 30% or more of their income towards housing costs.

While Londonderry has a relatively high median household income of \$130,841 (2023), rising home prices and limited housing variety are making it difficult for many households—particularly first-time buyers—to enter the market. With a per capita income of \$56,034, even individuals earning above-average wages report being priced out of homeownership.

One performance measure that highlights housing costs is the percentage homeowners pay towards their housing costs. For Londonderry, 29% of households are considered cost-burdened, and over half of all renters (51%) spend more than 30% of their income on housing. (See Figure 5.9.) This disconnect between income and housing opportunity highlights the need to expand housing choices that are financially accessible to both younger residents and households with moderate incomes.

Figure 5.9: Cost-burdened households in Londonderry

	Londonderry Households that Pay 30% or More on Housing Costs
All Households	29%
Households with a Mortgage	25%
Households without a Mortgage	25%
Renting Households	51%

2023 5-Year American Community Survey. Source: US Census Bureau.

Demographic Drivers of Housing Demand

Londonderry’s median age is 42.4, slightly younger than the state average but trending older over time. As shown in Figures 5.10 and 5.11, between 2010 and 2020:

- Households with children under 18 declined from 42% to 33%.
- Households with someone 65+ increased from 19% to 30%.
- Single-person households rose from 13% to 19%.

This demographic shift indicates a need for housing types that serve both aging residents, first-time home buyers, younger households, and smaller households—such as townhomes, accessory dwelling units, and smaller, lower-maintenance homes.

Figure 5.10: Changes in household demographics

	Households with Someone Less than 18 Years Old		Households with Someone 65 Years or Older	
	2010	2020	2010	2020
Londonderry	42%	33%	19%	30%
SNHPC	34%	29%	20%	28%
New Hampshire	31%	26%	24%	33%

Source: US Census Bureau, Decennial censuses.

Figure 5.11: Changes in single-person households as a percentage of total households

	2000		2020	
	Count	Percentage	Count	Percentage
Londonderry	985	13%	1,795	19%
SNHPC	22,198	24%	28,285	26%
New Hampshire	115,831	24%	150,726	27%

Source: US Census Bureau, Decennial censuses

The growing number of single-person households, especially in Londonderry, is in part attributed to an aging population. But that isn't the whole picture. Londonderry is building more multi-family, which tends to have smaller households. Most of, if not all the multi-family is being rented, not owned. As shown in Figure 5.12, rental units as a percent of total housing is up 5% since 2000.

Figure 5.12: Owner and renter-occupied housing as a percentage of total households

	Owner-Occupied		Renter-Occupied	
	Count	Percentage	Count	Percentage
2000	6,637	87%	986	13%
2020	7,434	82%	1,612	18%

Decennial Censuses. Sources: IPUMS National Historical Geographic Information System; US Census Bureau.

Community Perspectives

Survey responses indicate that residents recognize the value of a more diverse housing mix, though preferences vary by age group. Overall, there was broad support for smaller homes on smaller lots, accessory dwelling units (ADUs), and age-friendly housing. In contrast, options such as multi-family housing, manufactured homes, and planned unit developments received less overall support. (See Figure 5.13.)

Younger respondents tended to favor increased zoning flexibility, reflecting a desire for more varied and affordable housing choices. Meanwhile, older adults prioritized accessibility and showed greater support for condominiums, two-family homes, and assisted living options. Some respondents also expressed concern that 55+ developments may reduce opportunities for intergenerational living.

Aging residents further emphasized the importance of support services—such as in-home care, transportation, and social engagement—as essential to their ability to remain in their homes. This underscores the important connection between housing types, available services, and the ability to age in place within the community.

Figure 5.13: 2024 Londonderry Master Plan Survey - Responses for preferred housing type

Housing Type Preferred	% Favorable Response
Single-Family Homes	54.5%
Affordable Housing	38.3%
No Additional Housing Needed	38.3%
Accessory Dwelling Units (ADUs)	36.3%
Age-Friendly / Universal Design	36.2%

Source: Community Survey #1

Housing Strategies

The Master Plan Steering Committee held a series of work sessions to review and evaluate housing strategies in the context of several key inputs: the 2013 Master Plan recommendations, the 2024 community survey and resident feedback, and current demographic trends.

Following thoughtful discussion and analysis, the committee identified the following housing strategies to guide future planning efforts.

1. Promote small development by making it easier to subdivide single family lots such as smaller road frontage requirements, allowances for back lot development (porkchop lot), and two-family conversions.
2. Promote zoning (land use regulations) that allows greater housing choice to meet the needs of new and existing residents.
3. Allow mixed-use development in commercial zones.
4. Coordinate land use boards and committees in the review of recommended zoning revisions and process strategies recommended by the current review and assessment of the Londonderry zoning ordinance.
5. Update soil-based lot sizing to reflect NH DES or other state agency's most updated recommendations.
6. Tie into regional and/or state-wide initiatives on housing.

Engagement Overview &



Vision for Future Land Use

Community Engagement Overview

The Londonderry Master Plan update incorporated a layered public engagement process designed to gather input from a broad cross section of residents and community stakeholders. Engagement was structured to meet people where they are, provide multiple ways of participating, and inform the plan’s vision, guiding principles, future land use map, and implementation strategies. This section describes the outreach methods and engagement activities that were foundational to the development of the Master Plan.

Multi-faceted Outreach

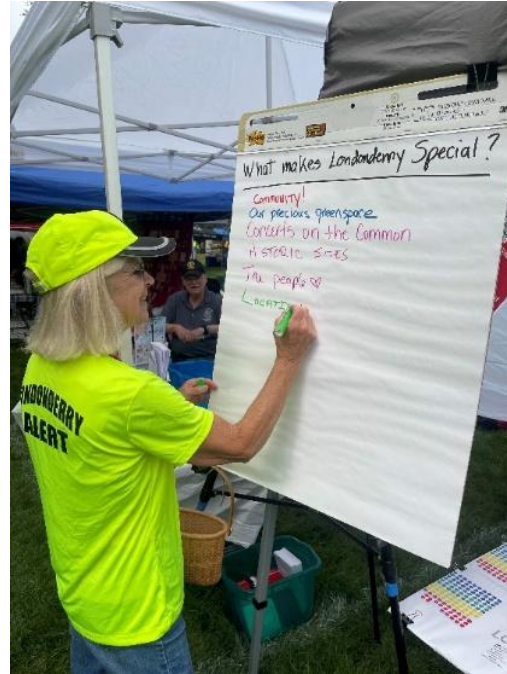
The Master Plan Steering Committee adopted principles to guide the planning process centered on open communication, transparency, and bringing information directly to residents. Outreach occurred at 2024 Old Home Day and the September Election event, at the Senior Center, and through digital platforms including the Town website and social media channels. Informational displays and in-person conversations supported awareness of the process and encouraged participation in the community surveys and workshops.

Community Surveys

Two community surveys served as the primary quantitative input into the Master Plan. Together they generated more than 2,000 responses.

First Master Plan Survey (2024)

The first survey focused on land use, housing, and Londonderry’s long-term vision. It was fielded from July to September 2024 and promoted at Old Home Day, the September Election at the High School, the Senior Center, and through digital platforms. A total of 1,370 individuals participated, representing roughly five percent of the Town’s population. Participants provided demographic information as well as perspectives on community character, land use priorities, and growth considerations. This survey established baseline community values that informed the vision and guiding principles. Complete results from the first survey can be found in Appendix B.



Second Master Plan Survey (2025)

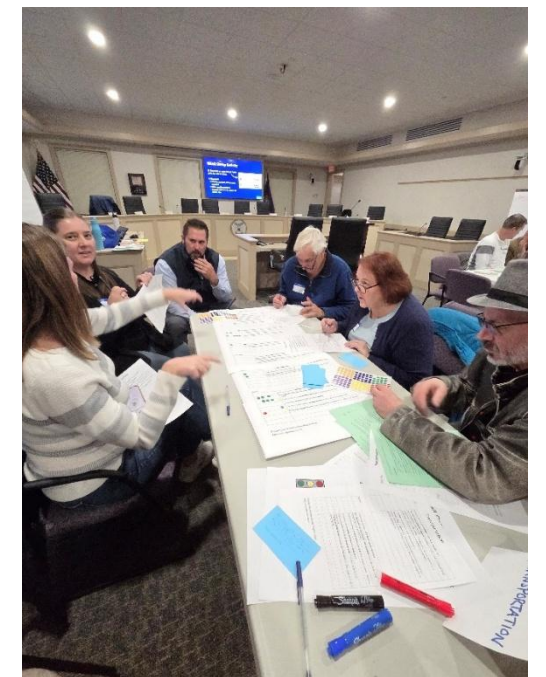
The second survey, which was fielded from August to September 2025, gathered input on natural resources, transportation, and economic development. This survey received 658 responses and followed similar outreach methods, with continued promotion through Town communication channels and Steering Committee outreach. The results provided insight into topic areas not addressed in the first survey and offered direct community feedback related to resource conservation priorities, transportation needs, and business climate considerations. Complete results from the second survey can be found in Appendix C.

Future Land Use Workshop

To complement the survey data, the Town hosted an in-person Future Land Use workshop on November 6, 2025. Approximately 35 participants took part in facilitated small group mapping exercises. Participants used color coded dots to identify areas appropriate for different land use types, areas that should remain unchanged, and areas where compact development, local business activity, or conservation should be prioritized. Facilitators recorded the discussion at each table using flip charts. This workshop provided spatial feedback that could not be captured through surveys alone, and helped test the community’s appetite for various development patterns. SNHPC staff aggregated workshop results to create the future land use map found on the next page. Detailed workshop documentation can be found in Appendix D.

Content Development Workshop

Following the Future Land Use workshop, the Steering Committee hosted a public content development session to begin shaping implementation strategies related to natural resources, transportation, historic and cultural resources, and economic development. This working session synthesized survey input with stakeholder expertise to identify implementation priorities, including updated tools, regulatory improvements, and overarching planning needs. Participants weighed in on draft themes and their insights were used to refine the proposed strategies found at the end of each chapter. Detailed workshop documentation can be found in Appendix D.

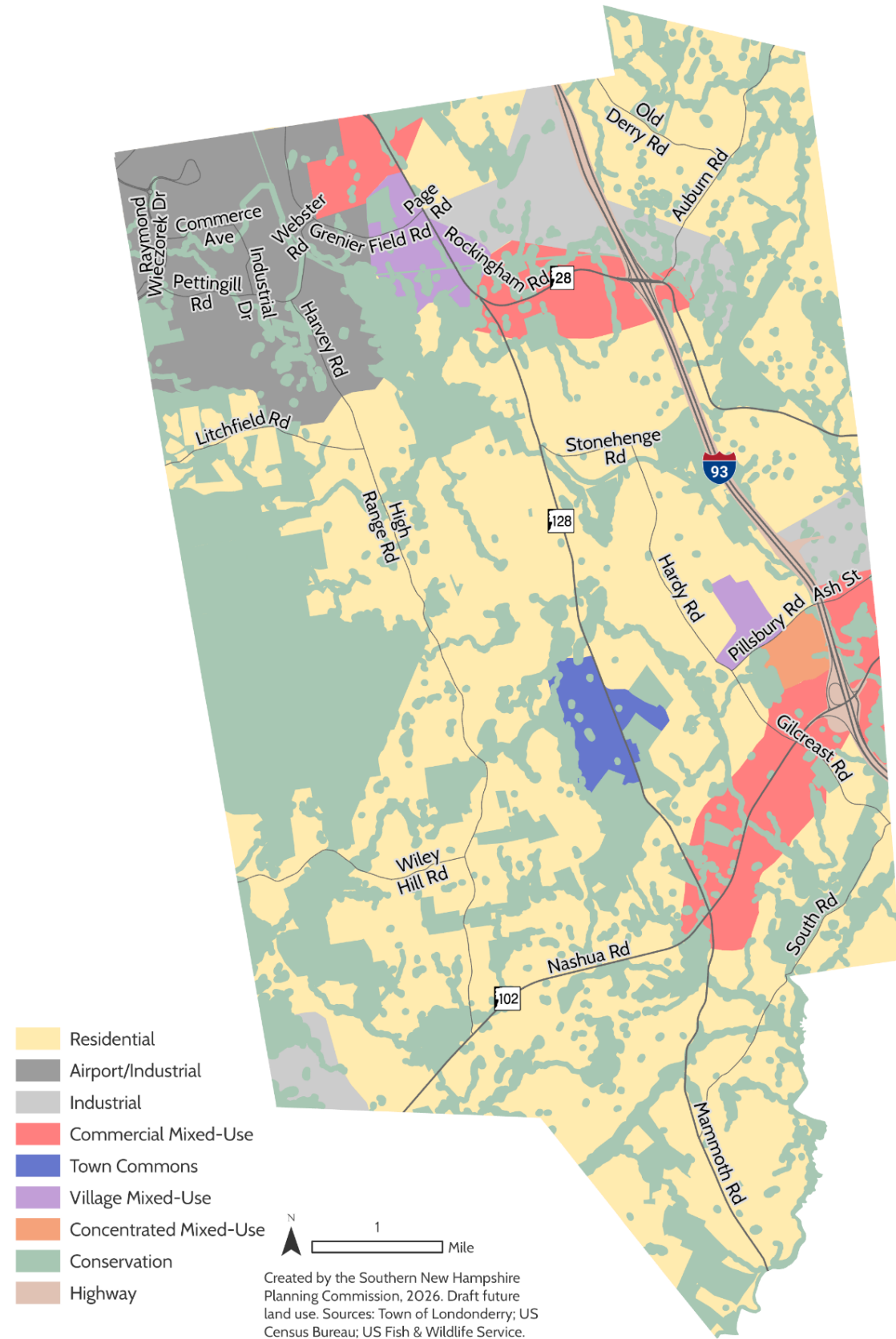


Londonderry's Vision for Future Land Use

A future land use map provides a visual representation of the community's vision. It illustrates collective aspirations for development, redevelopment, and conservation over the next 20 years. The future land use map shown in Figure A was developed by SNHPC using input from the Future Land Use Mapping workshop held on November 6, 2025. The following spreads summarize specific priorities for each land use area, drawing upon community input gathered throughout the planning process via surveys and workshops.

Appendix D shows how workshop input was aggregated to create this map.

Figure A: Londonderry Future Land Use Map

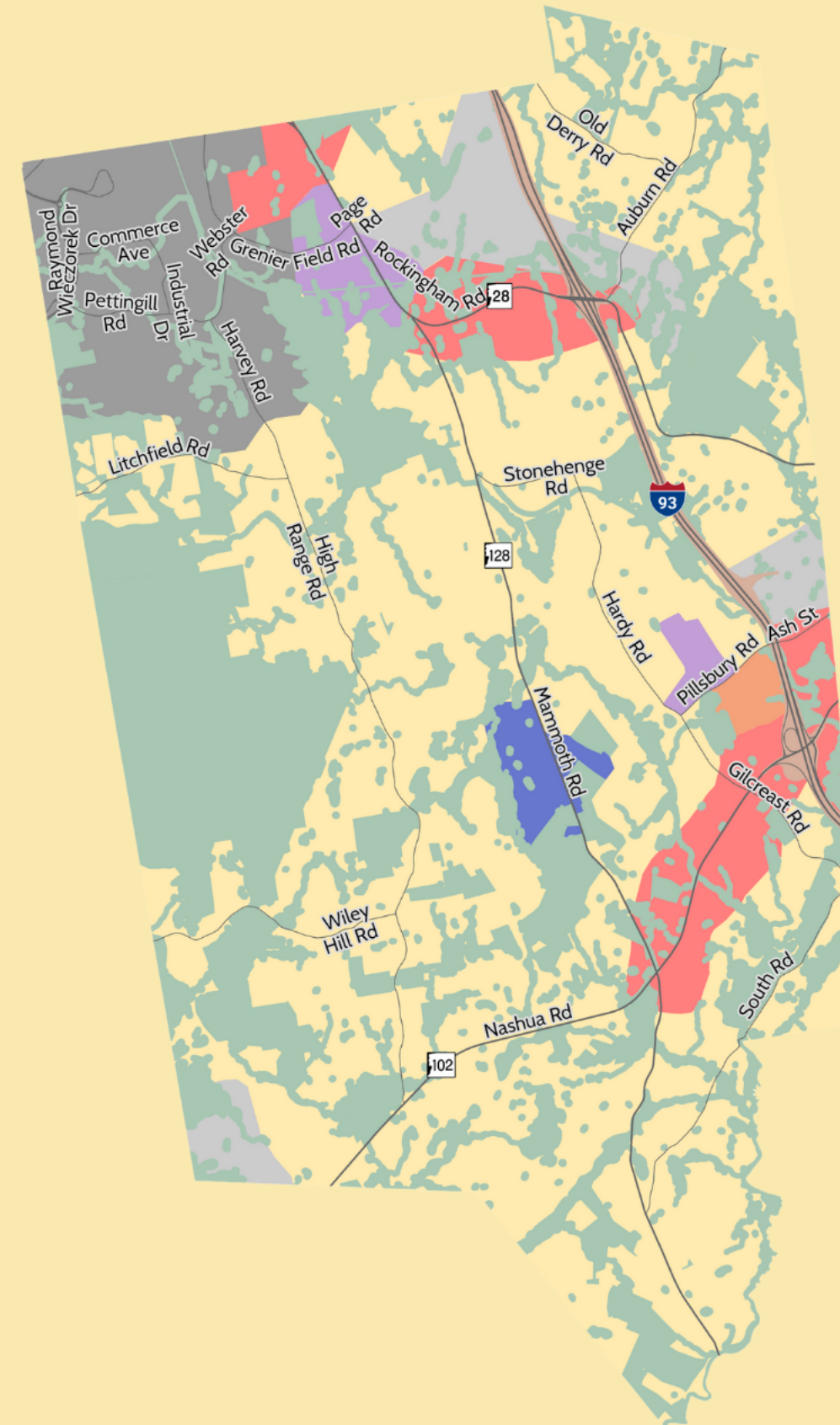


Residential

The predominant pattern across Londonderry continues to be low-density residential neighborhoods, represented extensively on the map. These areas contain established subdivisions, rural roads, and a mix of lot sizes shaped by topography, natural resources, and historic development patterns.

Future Land Use Priorities

- Maintain the primarily residential character while allowing limited infill and redevelopment that fits the surrounding neighborhood form.
- Support a broader mix of housing types where appropriate, such as cottage courts, duplexes, and accessory dwelling units, to accommodate changing household needs and aging in place.
- Allow small-scale, neighborhood-serving commercial uses in select locations where they can be integrated into the neighborhood pattern without altering the overall residential feel.
- Encourage open-space subdivision design where it can protect groundwater recharge areas, wildlife habitat, and scenic landscapes.
- Improve pedestrian and bicycle connections between neighborhoods, schools, civic spaces, and village-scale mixed-use areas.
- Ensure new residential development is coordinated with infrastructure capacity, particularly roads, water availability, and stormwater systems.

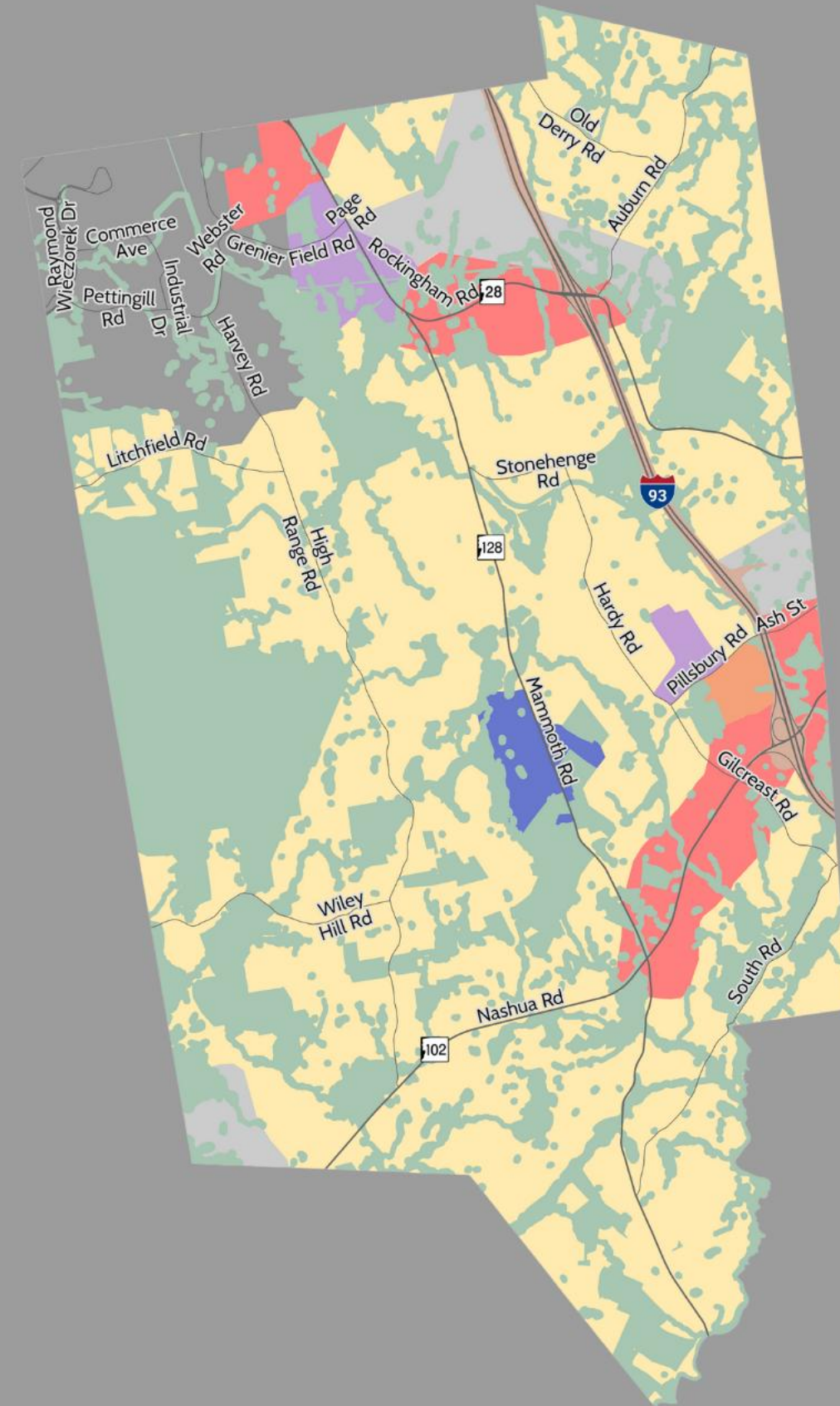


Airport Industrial

The Airport/Industrial designation encompasses the Gateway Business District and the industrial areas located adjacent to Manchester–Boston Regional Airport. These areas operate at a significantly larger scale than Londonderry’s traditional industrial districts and serve a regional economic function.

Future Land Use Priorities

- Support airport-related and logistics-oriented industries that benefit from the district’s unique location and infrastructure.
- Encourage master-planned development within the Gateway Business District, including coordinated access points, internal circulation networks, and multimodal improvements.
- Promote high-quality site and building design that reflects the district’s role as a regional employment center.
- Ensure freight mobility and safe truck movements by coordinating with regional and state transportation agencies.
- Minimize impacts on nearby residential areas through buffering, traffic management, and appropriate land use transitions.
- Integrate green infrastructure and landscaping to soften the visual impact of large buildings and manage stormwater effectively.

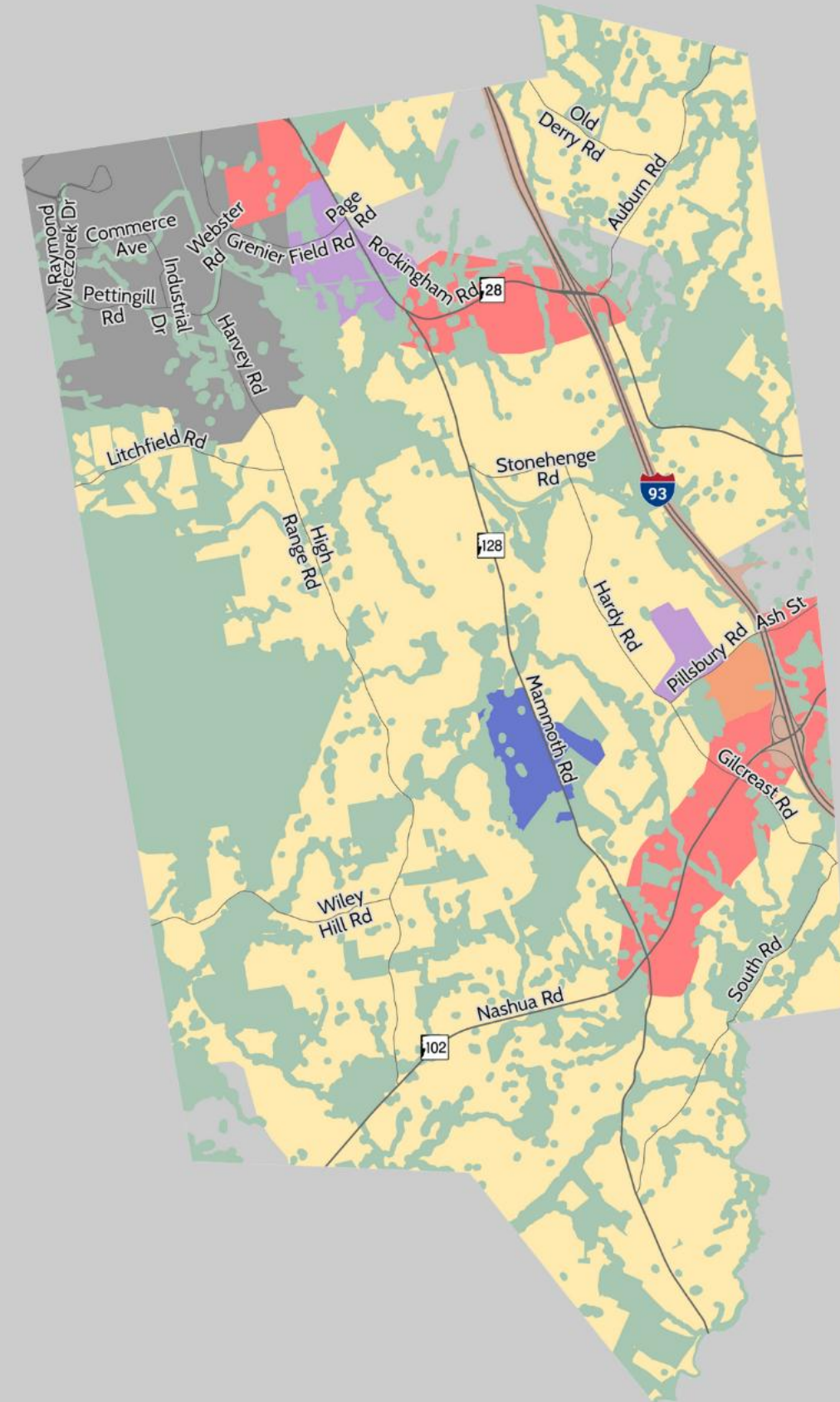


Industrial

The Industrial designation identifies Londonderry's traditional industrial districts, which support a diverse mix of light manufacturing, trades, service-oriented industrial operations, and small- to mid-scale commercial industrial uses.

Future Land Use Priorities

- Support a broad range of light industrial, manufacturing, and service uses that provide local jobs and economic stability.
- Encourage reinvestment, redevelopment, and modernization of existing sites to improve site circulation, energy efficiency, and environmental performance.
- Maintain compatibility with nearby residential neighborhoods through landscaping, buffering, screened outdoor storage, and careful site design.
- Coordinate roadway, utility, and stormwater infrastructure to ensure that these districts can accommodate ongoing industrial activity.
- Protect groundwater and surface water resources, particularly in areas not served by municipal water or sewer.

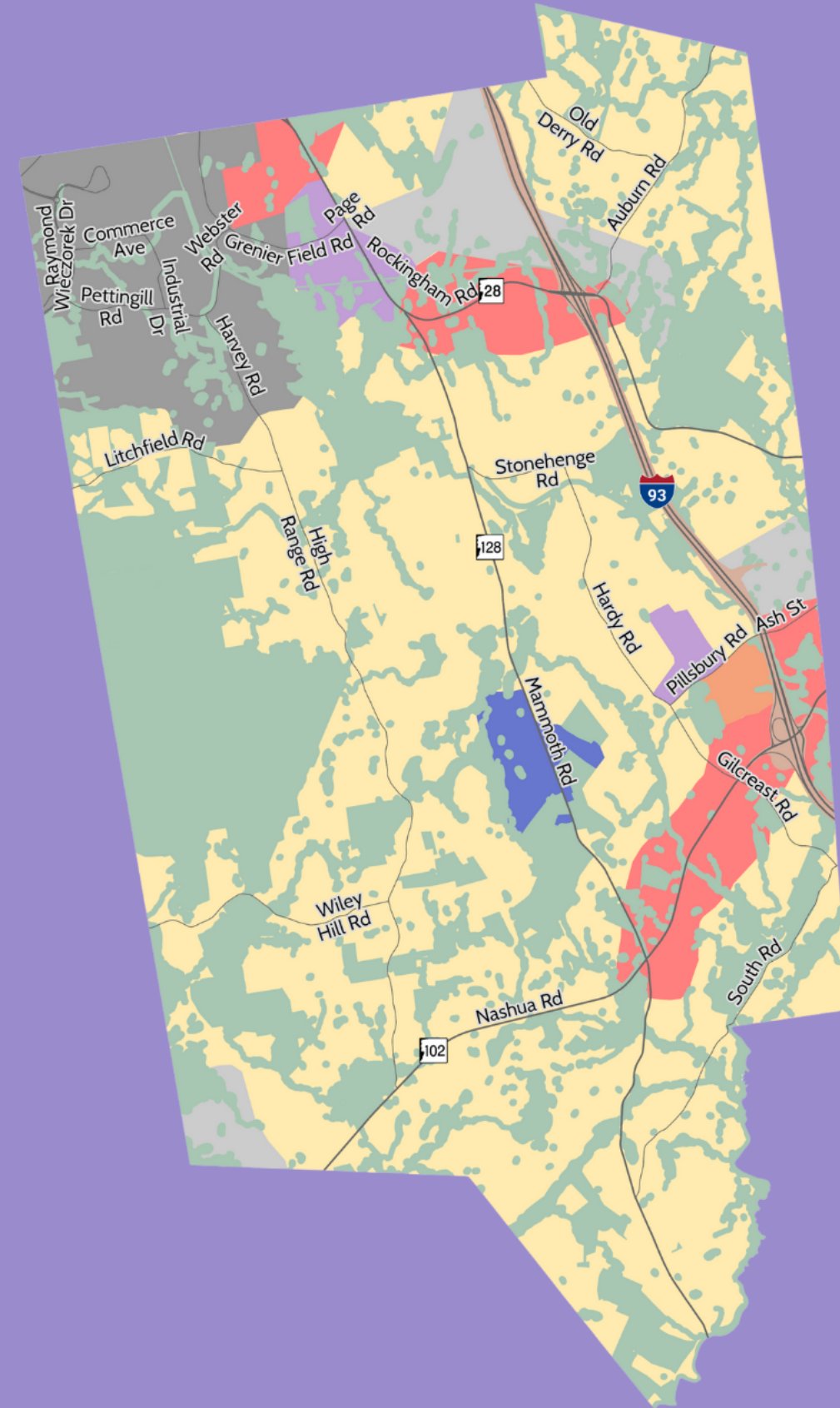


Village Mixed-Use

Village-scale mixed-use areas on the map identify places where Londonderry can support compact, walkable development that integrates small-scale commercial uses and diverse housing types. These areas can serve as local gathering places and neighborhood-serving commercial nodes supported by transportation infrastructure that prioritizes pedestrian safety, comfort, and connectivity consistent with a village setting.

Future Land Use Priorities

- Encourage a balanced mix of residential, retail, office, and community uses at a scale that complements surrounding neighborhoods.
- Support housing diversity, including townhouses, duplexes, and small multifamily buildings.
- Design streets and transportation infrastructure to support a safe, comfortable, and accessible pedestrian environment, including slower vehicle speeds, safe crossings, and connected pedestrian walkways.
- Reinforce walkability with connected pedestrian walkways, safe crossings, village greens, and integrated trail access.
- Apply design standards that preserve character, human-scale architecture, and transitions to adjacent residential areas.
- Strengthen multimodal connectivity by linking village centers to the regional trail system and to key transportation corridors.

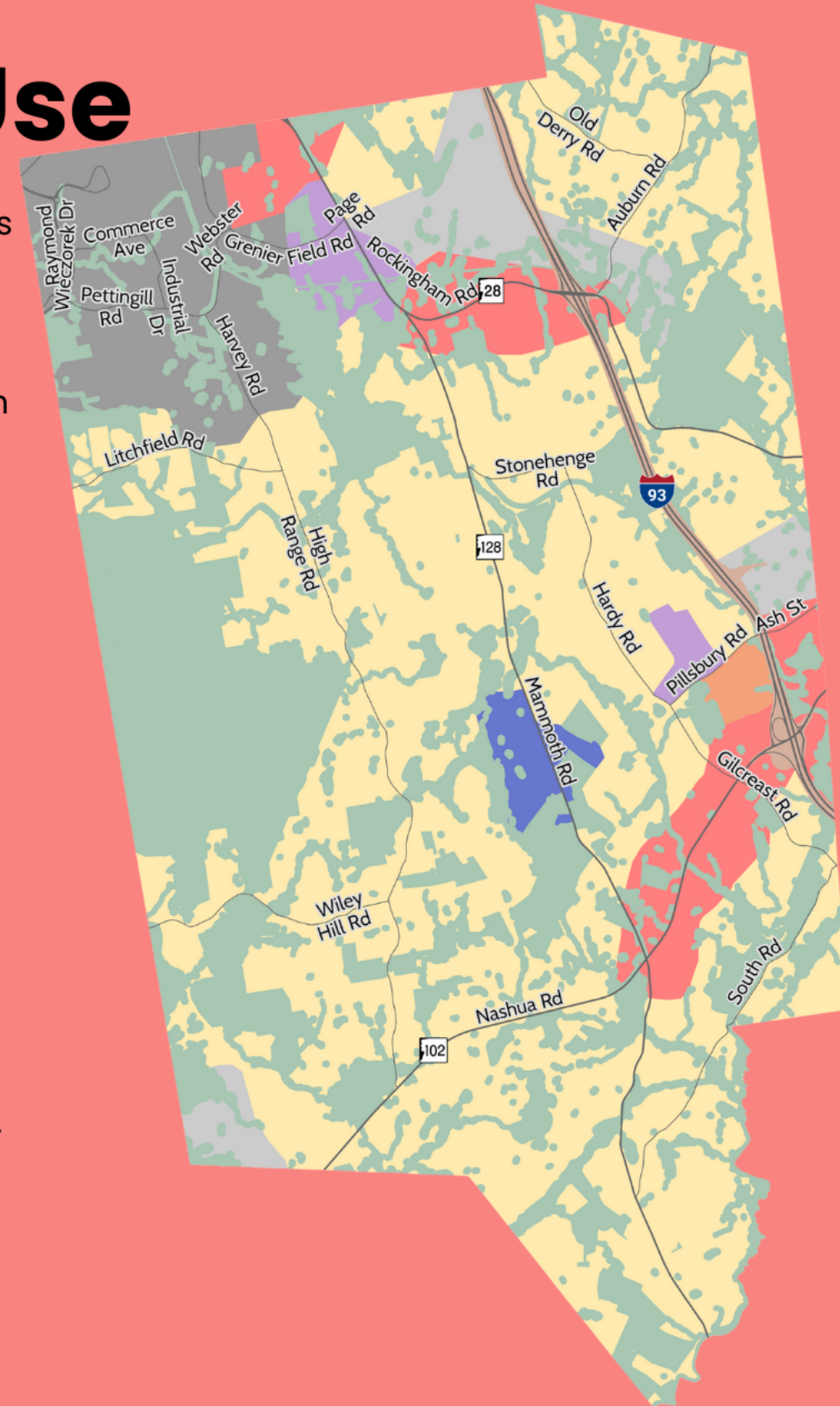


Commercial Mixed-Use

These areas identify corridors and nodes where commercial activity is already concentrated and where Londonderry seeks to encourage continued economic development in a coordinated, efficient, and visually cohesive manner. Commercial uses will remain the primary focus in these areas. The areas also accommodate residential uses in limited locations where infrastructure capacity, access, and surrounding land uses can support mixed-use development that complements existing commercial activity.

Future Land Use Priorities

- Support redevelopment and infill that increases the intensity and mix of commercial uses where infrastructure capacity already exists.
- Allow residential uses as part of mixed-use development in appropriate locations, particularly where utilities, access, and transportation infrastructure can support additional housing.
- Improve multimodal access along commercial corridors by adding pedestrian walkways, crosswalks, and access-management strategies.
- Encourage shared parking, interconnected driveways, and consolidated curb cuts to enhance safety and reduce congestion.
- Promote building and site design that enhances corridor identity and supports a more walkable environment over time.
- Expand opportunities for small businesses and services that meet local demand.

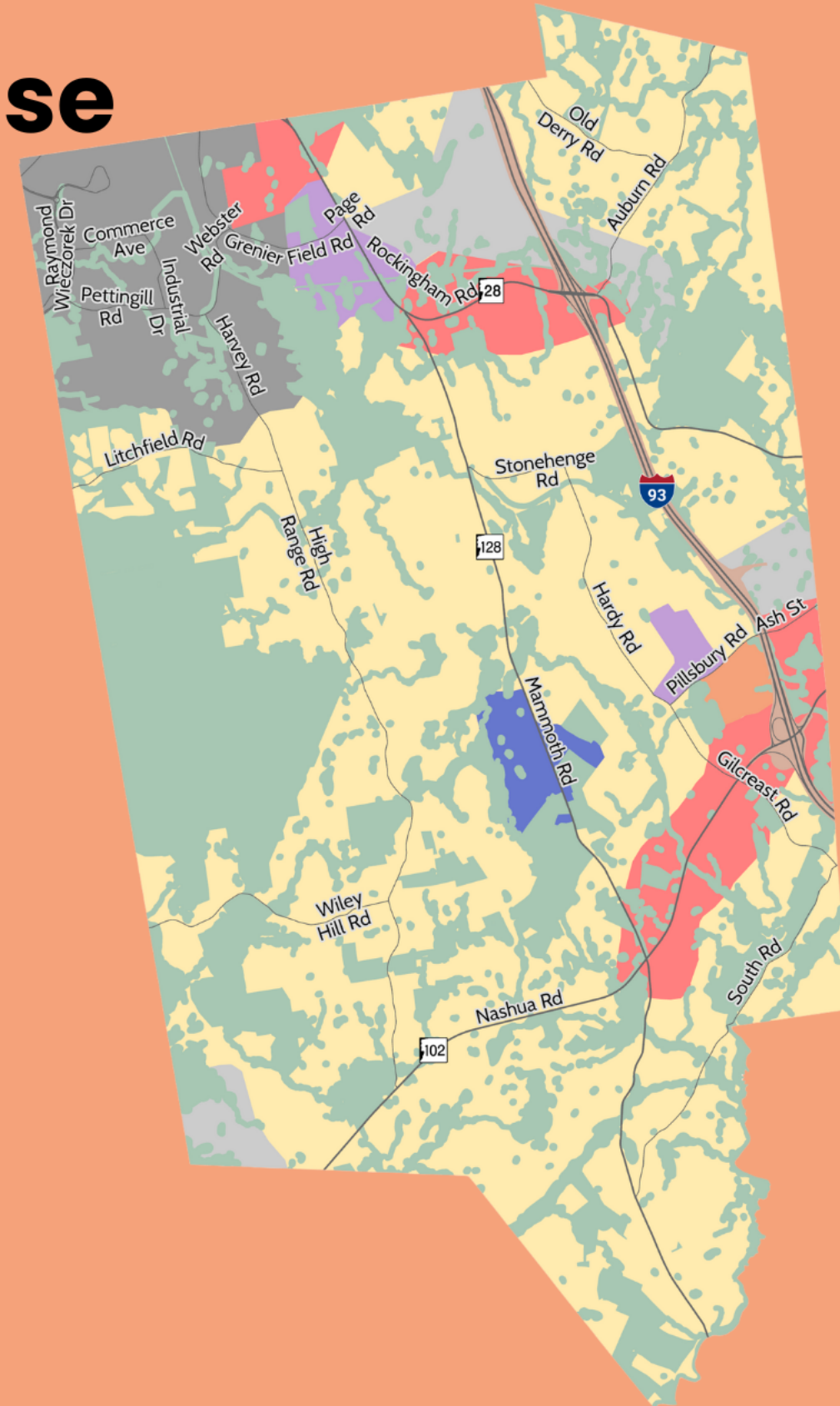


Concentrated Mixed-Use

The map designates more concentrated mixed-use area along the I-93 corridor suited for higher-density development and regional-scale commercial uses.

Future Land Use Priorities

- Support vertically mixed uses and higher-density multifamily development in appropriate locations near transportation infrastructure.
- Encourage redevelopment of underutilized parcels, particularly near Exit 4A, to create coordinated mixed-use districts with strong internal circulation.
- Promote employment uses and services that benefit from highway access.
- Require cohesive site design that includes internal street networks, transit accommodation, and pedestrian/bicycle mobility.
- Manage access to high-volume roadways to improve safety and maintain corridor function.

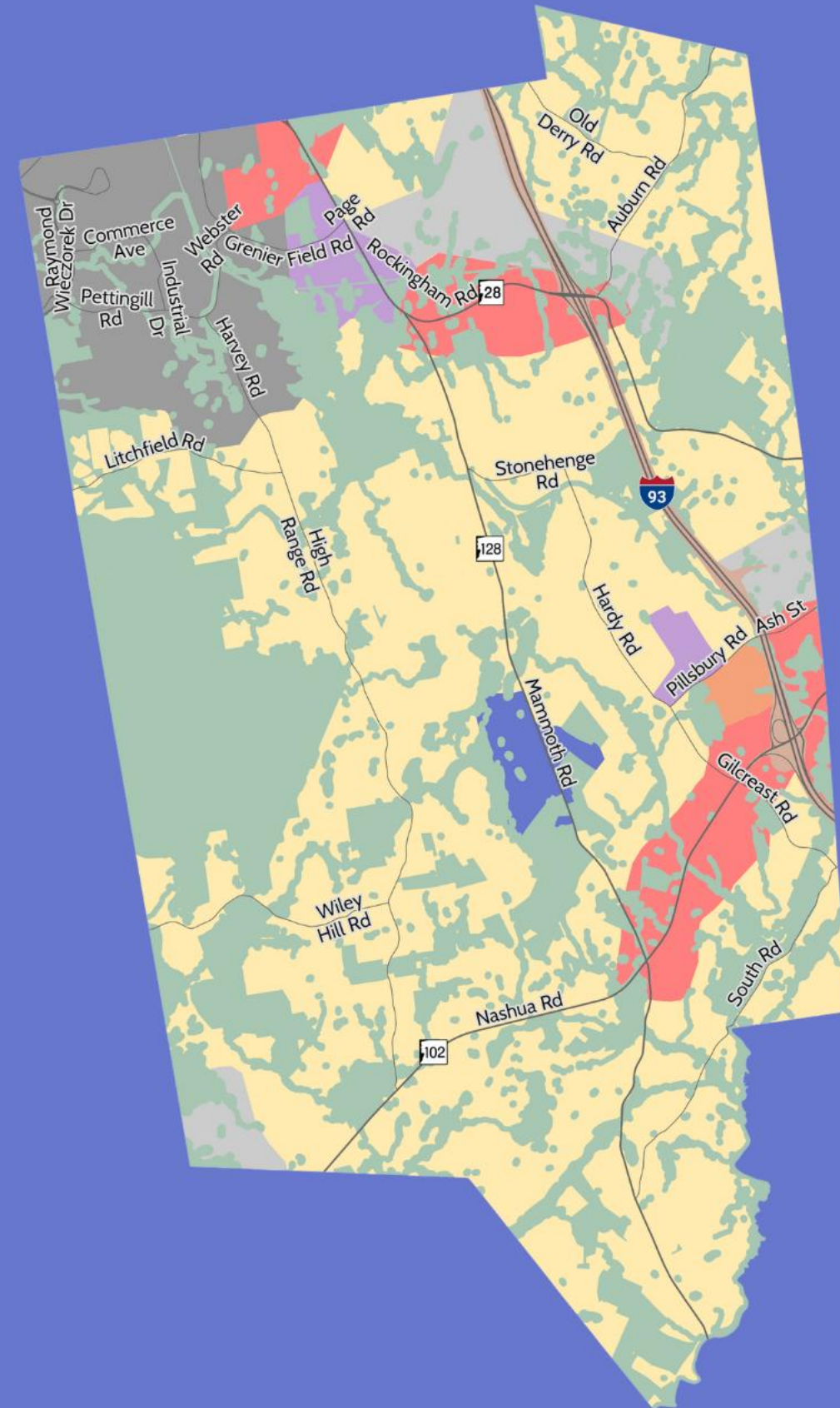


Town Commons

The Town Commons designation on the map represents Londonderry's civic and cultural heart: an area that includes municipal facilities, historic district, and community gathering spaces.

Future Land Use Priorities

- Preserve and protect historic structures and resources within the Historic District, including buildings, sites, and features that contribute to the Town Commons' historic character.
- Preserve the traditional civic character of the area, including open lawns, civic buildings, cultural landscapes, and orchards.
- Strengthen the Commons as a focal point for community events and public life.
- Improve pedestrian access between civic buildings, schools, and adjacent neighborhoods.
- Support compatible civic and institutional uses that serve the community while maintaining the area's historic form and scale.
- Enhance connections to the trail network to reinforce the Town Commons as a gateway to Londonderry's natural and recreational assets.

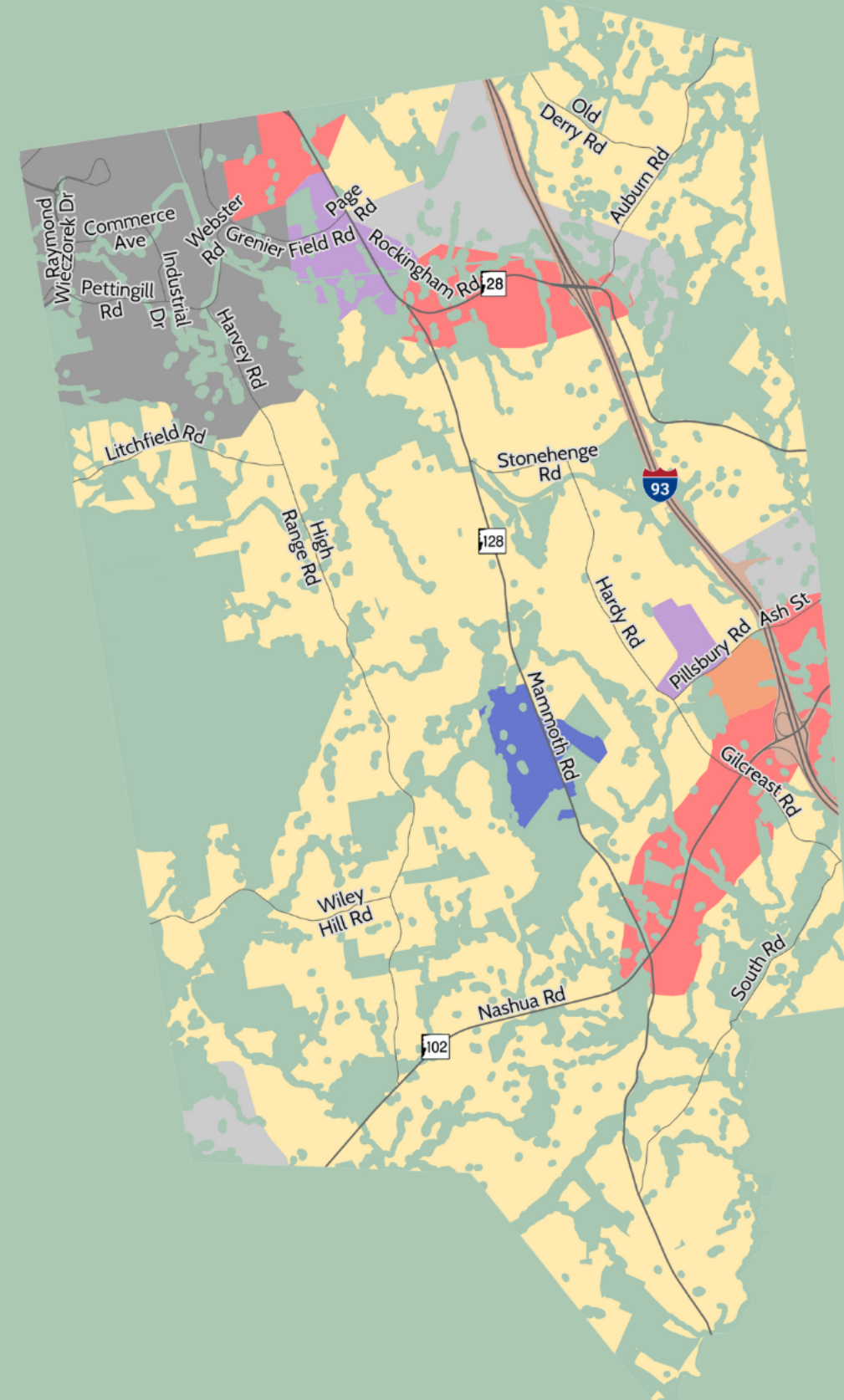


Conservation

The map identifies significant blocks of permanent and priority conservation land that support Londonderry's natural resources, rural character, and recreation network. These areas include forests, wetlands, riparian corridors, and other sensitive environmental features that provide important ecological functions. Several of these areas also contain longstanding working agricultural landscapes such as orchards, fields, and farms.

Future Land Use Priorities

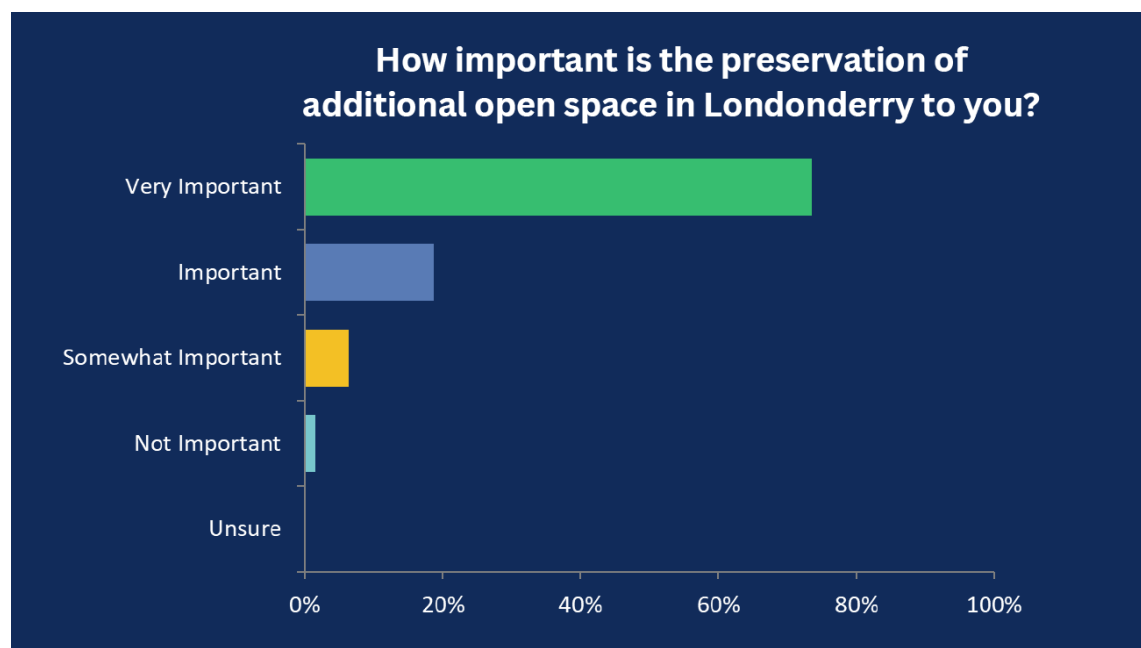
- Permanently protect core forest blocks, wildlife corridors, riparian areas, wetlands, and aquifer recharge zones.
- Support conservation-subdivision design that preserves connected open space and minimizes fragmentation.
- Recognize and support the continued presence of working agricultural lands where they contribute to scenic quality and open space character, while respecting landowners' flexibility for future decisions.
- Expand the town's greenway and trail system by linking conserved parcels and recreational destinations.
- Integrate nature-based solutions, such as flood mitigation and stormwater buffers, into conservation planning.
- Maintain scenic rural qualities that define much of Londonderry's identity.



6. Natural Resources

The phrase “natural resources” encompasses a wide array of land and water resources, working lands such as farms and forests, and wildlife habitats. Throughout the planning process, community members have consistently emphasized the importance of preserving and stewarding Londonderry’s natural resources, particularly in light of increasing development pressures. Figure 6.1 illustrates this clearly, with more than 90% of survey respondents noting that the preservation of additional open space is “important” or “very important” for Londonderry.

Figure 6.1: Survey findings – Open space preservation



Source: Community Survey #2

Existing Resources, Data & Trends

Changes in Land Cover

Over the past 40 years, Londonderry’s total developed land area has increased by about 18%, from 27% to 45%. Given the community’s historic rural identity this represents a significant change, reflecting a 66% relative increase in developed land cover since 1985. (See Figure 6.2.) In the SNHPC region, the only communities outpacing Londonderry’s relative growth rate are Windham and Chester.

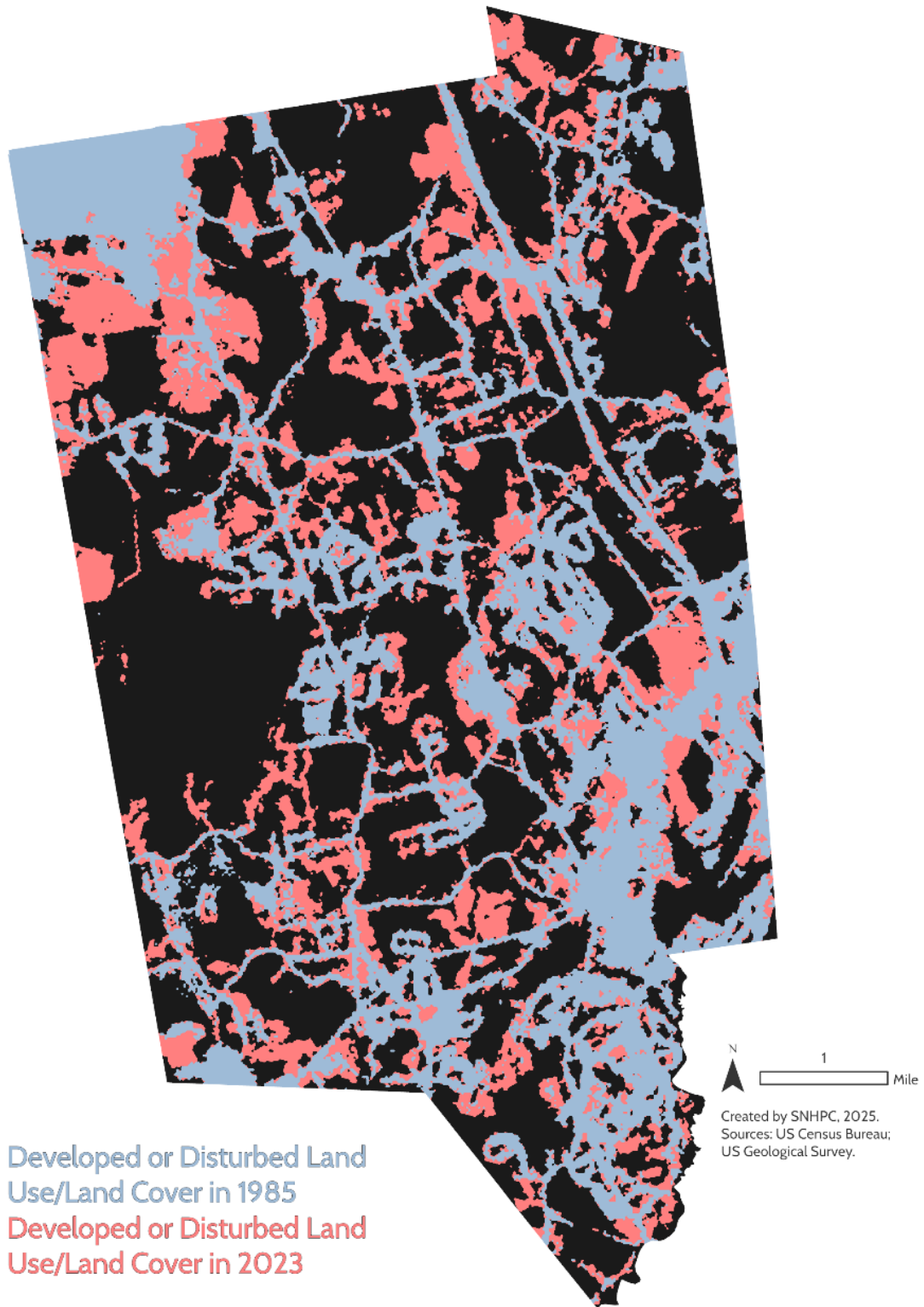
Figure 6.2: Change in developed land use in the SNHPC region, 1985-2023

Developed Land Use/Land Cover (as % of Total Land)										Change 1985 to 2023	
	1985	1990	1995	2000	2005	2010	2015	2020	2023	Absolute	Relative
Londonderry	27.1%	30.3%	32.8%	35.4%	38.0%	39.6%	41.5%	44.3%	45.0%	17.9%	66.0%
Auburn	10.7%	11.3%	11.7%	12.6%	13.9%	14.6%	15.6%	16.5%	16.9%	6.1%	57.3%
Bedford	29.2%	31.1%	33.7%	37.4%	40.9%	42.8%	44.1%	45.4%	45.8%	16.6%	56.8%
Candia	9.3%	9.4%	9.6%	10.0%	10.5%	10.9%	11.2%	11.7%	12.0%	2.7%	29.0%
Chester	6.9%	7.5%	7.9%	9.1%	10.1%	10.6%	11.3%	11.9%	12.1%	5.2%	74.7%
Deerfield	4.5%	4.6%	4.8%	5.1%	5.4%	5.9%	6.2%	6.6%	6.6%	2.1%	46.2%
Derry	27.4%	29.8%	31.0%	31.9%	33.2%	34.3%	35.1%	36.2%	36.6%	9.2%	33.6%
Fracestown	5.0%	5.3%	5.5%	5.6%	5.8%	5.9%	6.1%	6.1%	6.2%	1.1%	22.4%
Goffstown	15.4%	16.1%	17.0%	18.4%	19.6%	20.2%	20.7%	21.3%	21.7%	6.3%	41.1%
Hooksett	17.7%	18.9%	19.5%	21.2%	23.7%	25.2%	26.1%	27.3%	27.7%	10.0%	56.5%
Manchester	68.9%	70.9%	71.6%	72.7%	74.1%	74.9%	75.4%	76.2%	76.4%	7.5%	10.9%
New Boston	6.1%	6.5%	6.9%	7.4%	8.2%	8.7%	9.0%	9.4%	9.5%	3.4%	55.1%
Weare	6.9%	7.4%	7.7%	8.0%	8.6%	9.1%	9.4%	9.7%	9.8%	2.9%	41.6%
Windham	20.6%	23.2%	25.1%	28.3%	32.0%	34.8%	36.5%	38.5%	39.1%	18.5%	89.8%
SNHPC	17.5%	18.6%	19.5%	20.7%	22.1%	23.0%	23.7%	24.6%	24.9%	7.4%	42.5%

Sources: US Census Bureau; US Geological Survey

Figure 6.3 visualizes where this land development has occurred. The lavender portions of the map show developed or disturbed lands prior to 1985, and color pink is used to indicate areas of developed or disturbed lands since 1985.

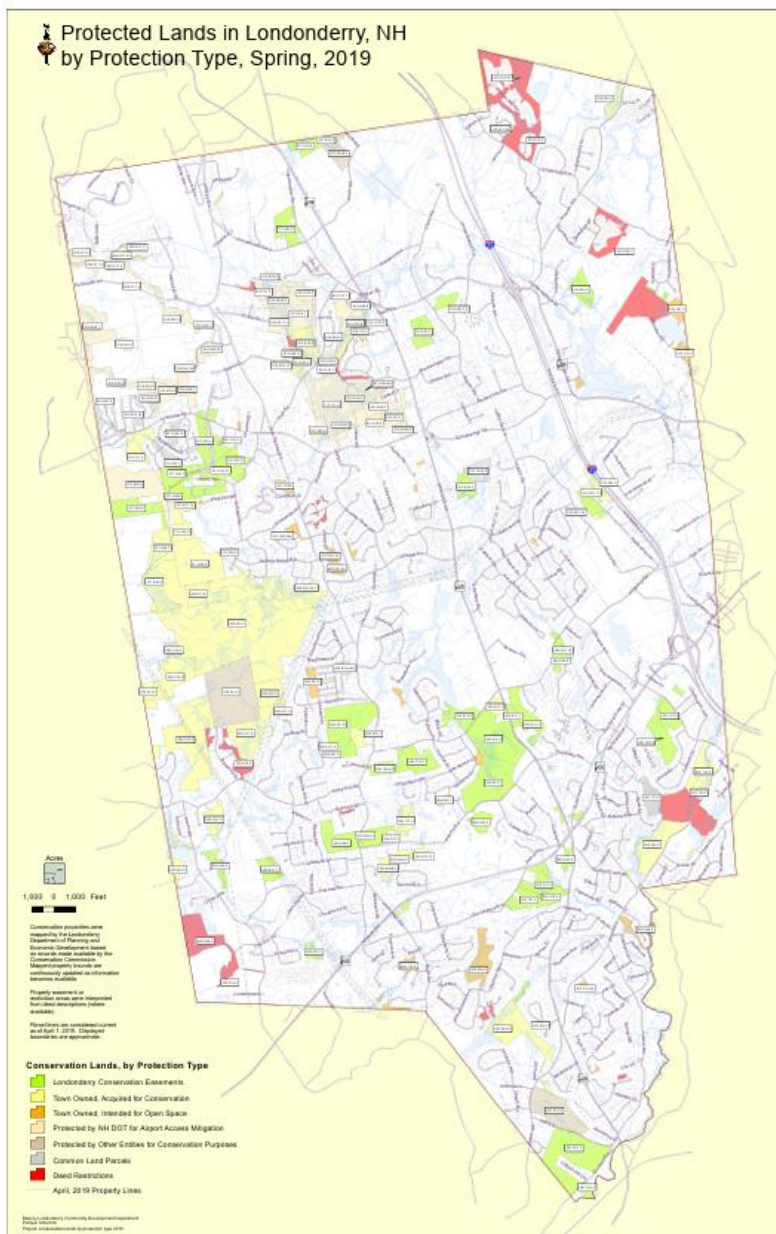
Figure 6.3: Visualizing change in developed land, 1985-2023



Londonderry Conservation Commission

A seven-member [Conservation Commission](#) plays a crucial role in protecting Londonderry's natural resources. The Commission's key responsibilities include preserving Londonderry's orchards and open spaces, educating the community about natural resources managing the Town's working forests, and reviewing applications to the Planning Board and the NH Department of Environmental Services Wetlands Bureau to support conservation goals. Figure 6.4 shows the location of protected lands in Londonderry, which represents roughly 13% of the total land area. The map can be explored further via [this link](#).

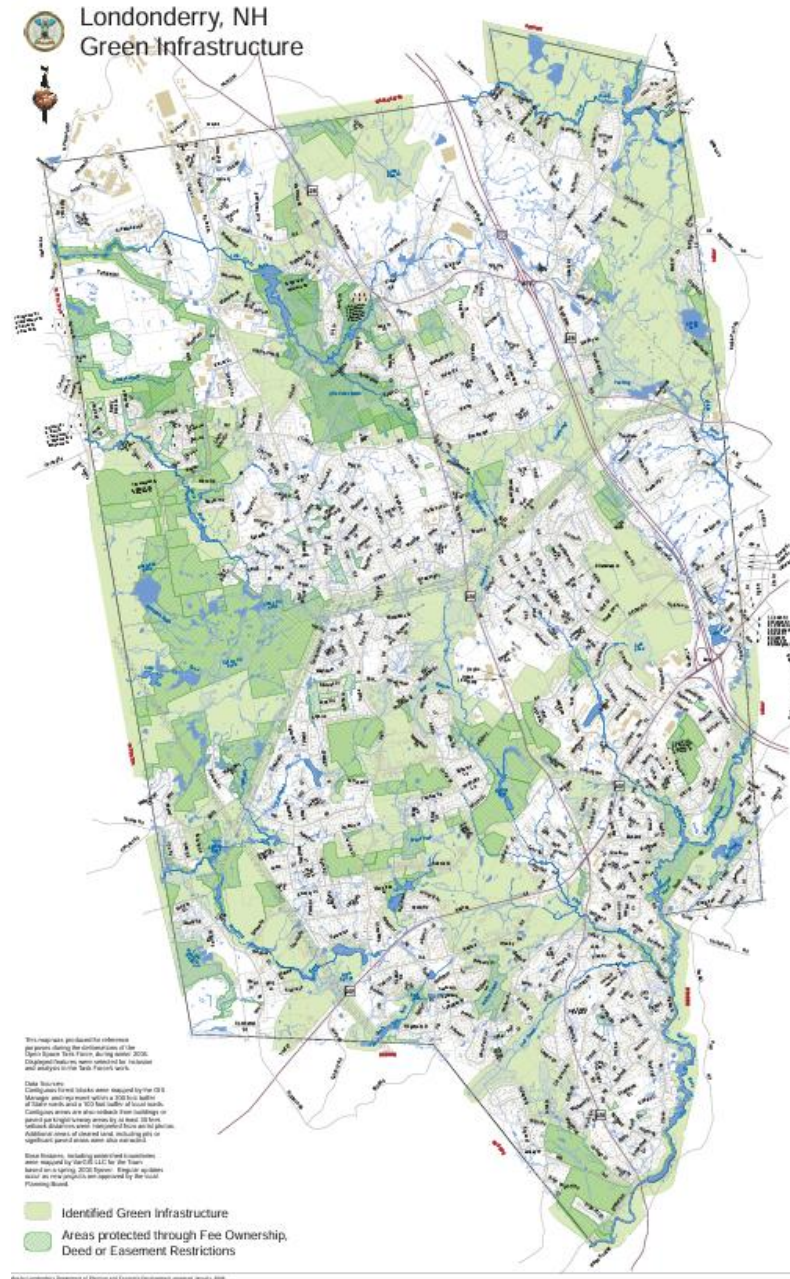
Figure 6.4: Map of protected lands in Londonderry, 2019



Green Infrastructure

The Town has periodically convened Open Space Tasks Forces to inventory green infrastructure and identify priority areas to preserve from future development. The Conservation Commission provides a map of green infrastructure current as of 2006. (See Figure 6.5; the map can be explored in further detail [via this link](#).) Given the pace of recent development in Londonderry it may be time to revisit these efforts, for example via the creation of a Natural Resources Inventory & Conservation Plan.

Figure 6.5: Londonderry Green Infrastructure, 2006



Farmland Resources

Orchards and agricultural lands are integral to Londonderry’s community identity and sense of place. As shown in Figure 6.6, Londonderry has nearly 2,300 acres of “prime farmland,” which is recognized by the US Department of Agriculture as having the best physical and chemical characteristics for meeting the nation’s short- and long-term food and fiber needs, and should be prioritized for protection. An additional 4,300 acres in Londonderry area identified as being of local or statewide importance.

Figure 6.6: Farmland resources in Londonderry

Category	Acres	% of Total Area
Prime Farmland	2,296	9%
Farmland of Statewide Importance	1,089	4%
Farmland of Local Importance	3,246	12%
Not Prime Farmland	20,328	75%

Source: US Department of Agriculture

Water Resources

Water resources (including drinking water supplies, aquifers, wetlands, streams and other surface waters) are among Londonderry’s most critical natural assets and were identified by residents as the Town’s highest natural resource priority. Water resources support public health, ecological systems, recreation, and long-term economic stability, and are closely tied to land use patterns and development practices.

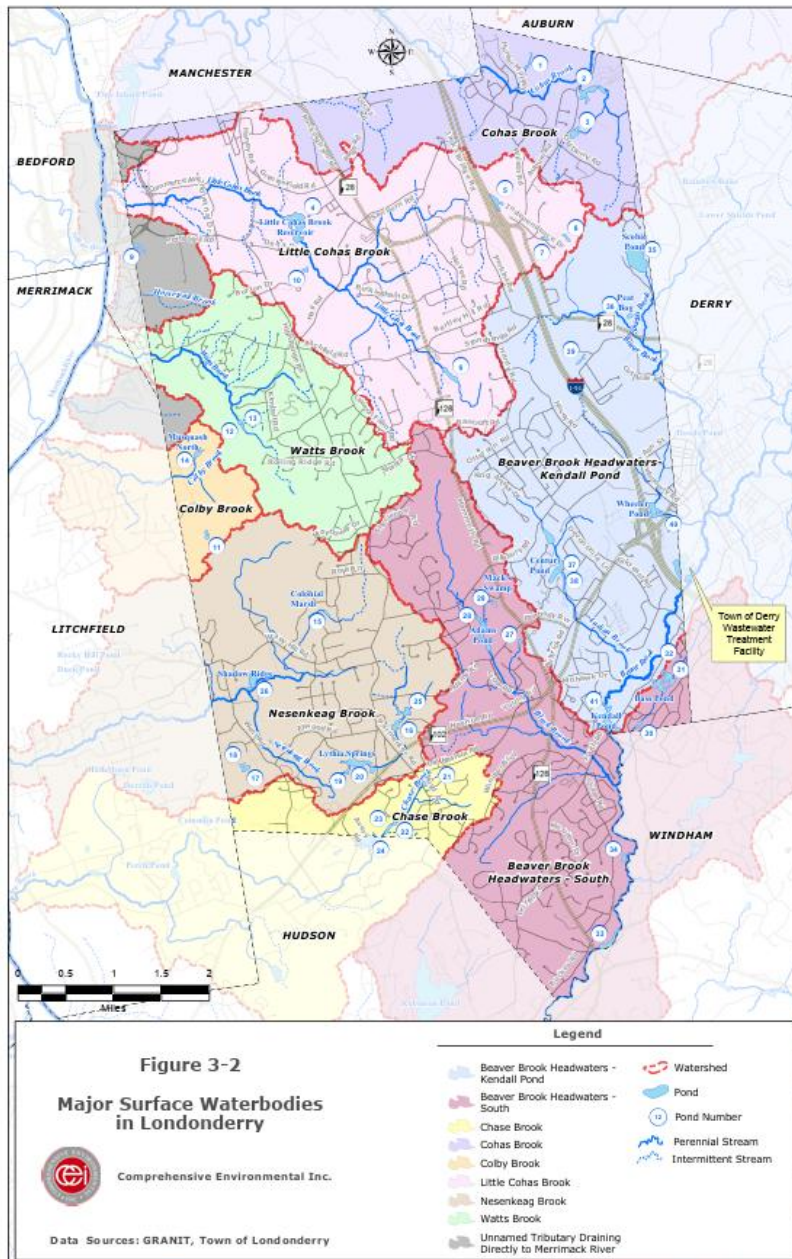
Londonderry contains a network of surface waters and groundwater resources within the Merrimack River watershed. Local water bodies include Beaver Brook and its tributaries, as well as numerous wetlands that provide flood storage, water filtration, and habitat value. Groundwater occurs primarily in fractured bedrock aquifers, which serve as the sole source of drinking water for many residents relying on private wells. Londonderry’s municipal water system is supplied by Manchester Water Works, Pennichuck Water Works, and the Derry Water Department.

Water Quality Impairment

Several of Londonderry’s surface water bodies are classified as impaired by the New Hampshire Department of Environmental Services (NHDES), meaning they do not meet state water quality standards for one or more designated uses. As documented in the Town’s [2019 Water Resource Management and Protection Plan](#) (WRMPP), five water bodies in Londonderry are identified as impaired, including Beaver Brook, Little Cohas Brook, Nesenkeag Brook, and associated tributaries.

Stormwater runoff is a primary contributor to these impairments. As precipitation and snowmelt flow over impervious surfaces such as roads, parking areas, rooftops, and driveways, runoff can carry pollutants including chloride from road salt, sediment, nutrients, oil and grease, bacteria, and other contaminants into nearby streams, wetlands, and ponds. The WRMPP identifies impervious surfaces as accounting for approximately 10.3 percent of land cover in Londonderry, a level that exceeds the threshold at which surface waters are typically considered “impacted” based on established watershed science. Figure 6.7 maps the community’s nine distinct watersheds and major surface water bodies.

Figure 6.7: Watersheds and surface water resources in Londonderry, 2019



Water quality impacts are influenced not only by land use within Londonderry, but also by upstream conditions in watersheds that extend beyond town boundaries. Because many of the Town's watersheds drain into neighboring communities, local water quality is affected by cumulative development patterns, stormwater management practices, and impervious cover both within and outside the Town. The WRMPP identifies stormwater runoff, road salt application, septic systems, erosion, and other nonpoint source pollutants as key threats to surface and groundwater resources.

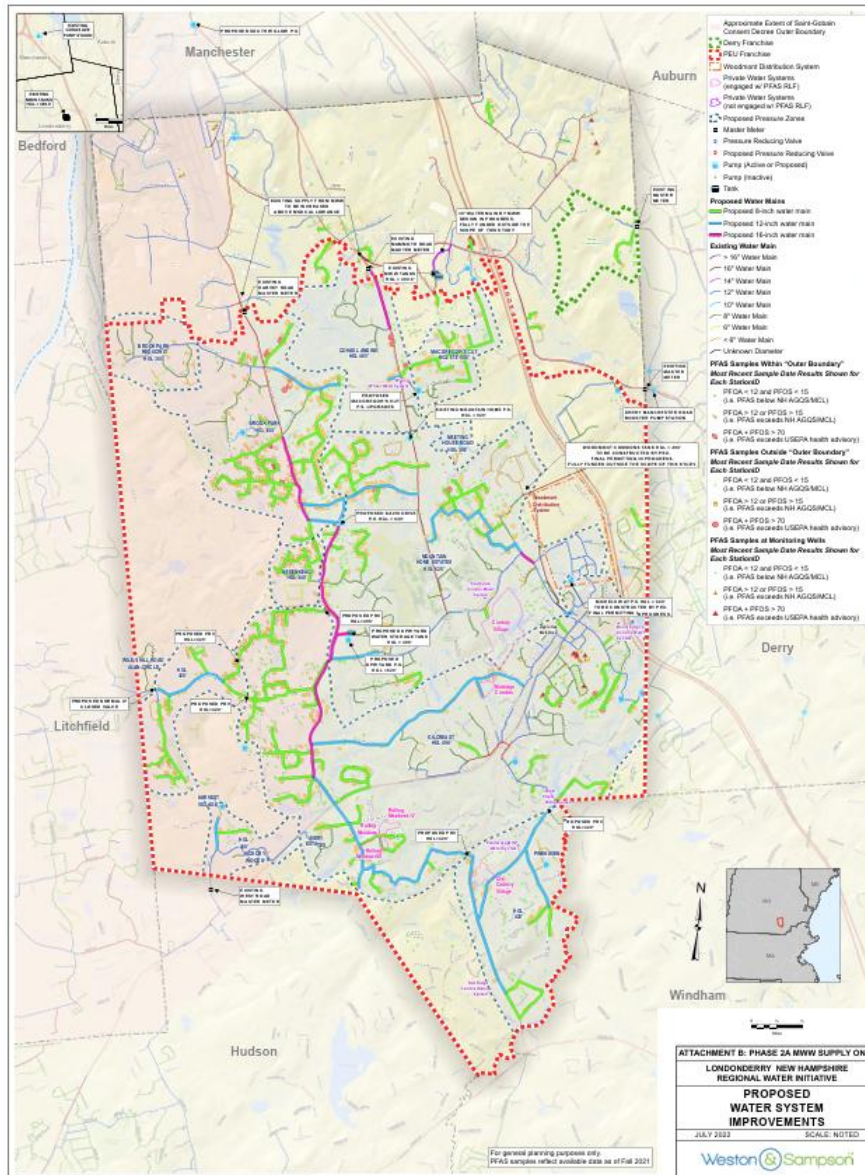
Drinking Water Challenges

One of the most critical issues Londonderry faces is ensuring access to clean, safe drinking water for all residents. Following notable groundwater contaminations reported at multiple sites – including Saint-Gobain, the Tinkham Garage Superfund site, the Auburn Road Superfund site, and the Town Garage/ Radio Beacon Superfund site – many residents who receive drinking water from private wells have discovered levels of PFAS and other chemicals to be above safe regulatory limits.

Today, the Town is actively working with the EPA and the NH Department of Environmental Services to address PFAS and other contamination concerns, for example by extending municipal water lines to affected neighborhoods and ensuring long-term monitoring of groundwater quality. More details can be found on the [“Water in Londonderry”](#) webpage, including a map of proposed water system improvements. (See Figure 6.8.)

In addition to regulatory and remediation efforts, the Town has established a standing Utilities Committee, including a Water Subcommittee, to advise Town leadership on drinking water quality, availability, affordability, contamination response, and long-term infrastructure planning. This committee plays a key role in evaluating water system expansion, coordinating with regional water providers, and aligning infrastructure investments with public health and growth management goals.

Figure 6.8: Proposed water system improvements, 2022



About PFAS

PFAS refers to a family of “per- and polyfluoroalkyl substances,” or manufactured chemicals that have been used in industry and consumer products since the 1940s. These carcinogenic compounds are referred to as “forever chemicals” due to their persistence in the environment, and can make their way into waterways, air, and soil.

Recreation Areas

In 2014, the Conservation Commission developed a [Recreation Plan](#) that identifies specific priorities for meeting the Town’s recreational needs. According to the plan, the Town manages 1,600+ acres of open space and is responsible for monitoring conservation easements for another 1,100+ acres of land. An online [Outdoor Recreation Guide](#) provides further details about amenities available at these sites.

The plan provides specific recommendations for 11 sites that could be enhanced to improve public access for passive recreation activities such as hiking, snowshoeing, and nature observation. For many sites, key recommendations include developing or enhancing formal

trailheads and improving pedestrian access to conservation sites. Other suggestions include providing interpretive signage, picnic facilities, observation platforms, boat launches, and other recreation amenities.

Wildlife Habitats

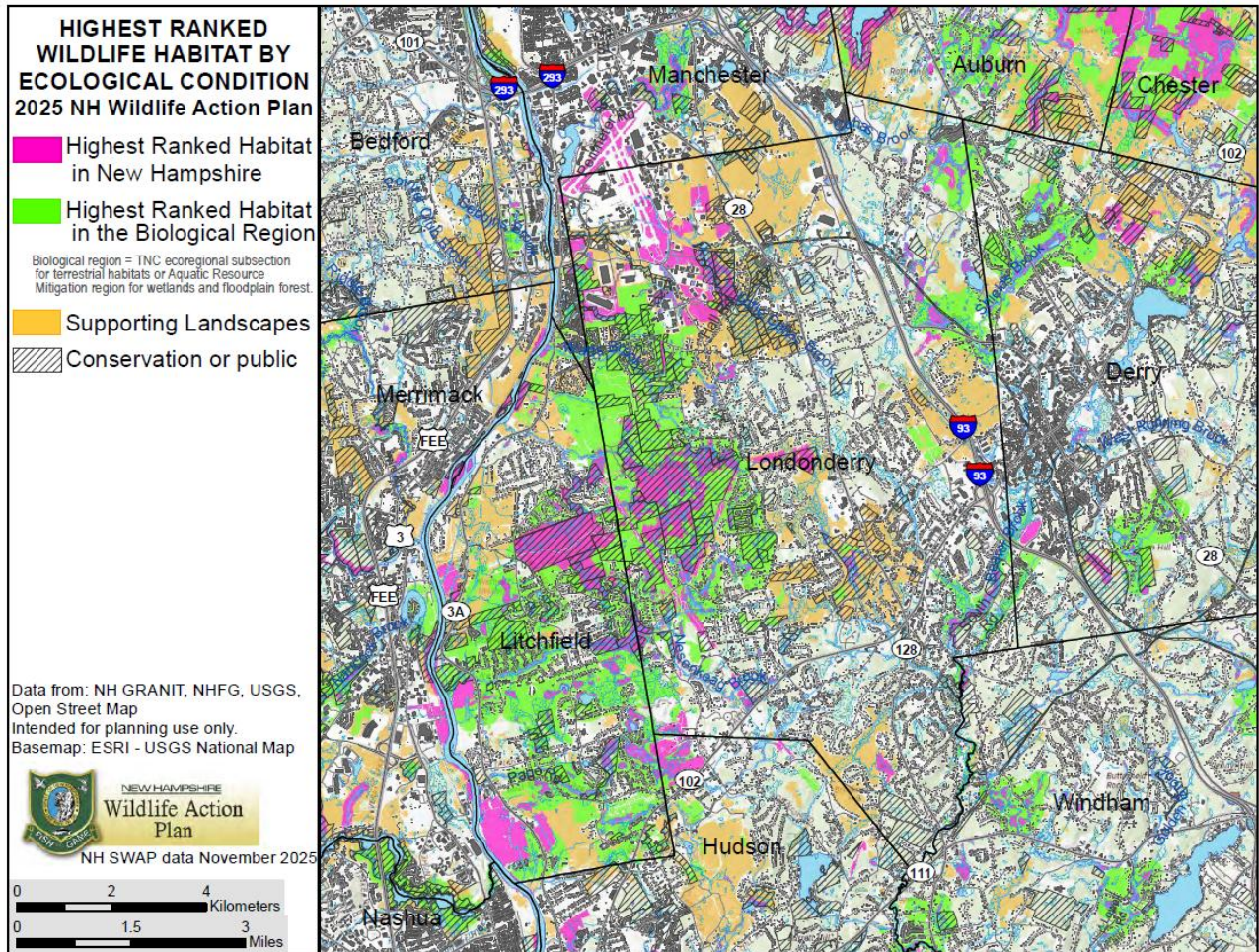
New Hampshire’s State Wildlife Action Plan offers an important tool for identifying local habitats with the best relative conditions for supporting species of greatest conservation need. About 9% of Londonderry’s land area qualifies as “Highest Ranked Habitat in NH,” and 14% is determined to be “Highest Ranked Habitat in the Biological Region.” (See Figure 6.9). The map in Figure 6.10 shows that most of this habitat land is concentrated on the west side of Town, with significant blocks already designated as conservation or public lands. As Londonderry pursues ongoing conservation efforts, these areas offer a nexus for continued expansion of habitat protections.

Figure 6.9: State Wildlife Action Plan resources in Londonderry

	Acres	% of Total Area
Highest Ranked Habitat in NH	2,326	9%
Highest Ranked Habitat in Biological Region	3,764	14%
Supporting Landscapes	5,015	19%
Developed	13,069	48%

Sources: NH GRANIT, NHFG, USGS

Figure 6.10: Highest ranked habitat by ecological condition, 2025



Community Insights

Public input gathered via the community survey and the content development workshop points to key avenues for preserving and protecting Londonderry’s valuable natural resources: 1) water protection; 2) conservation tools, 3) recreation opportunities, and 4) community stewardship. This section summarizes key takeaways for each topic.

Water Protection

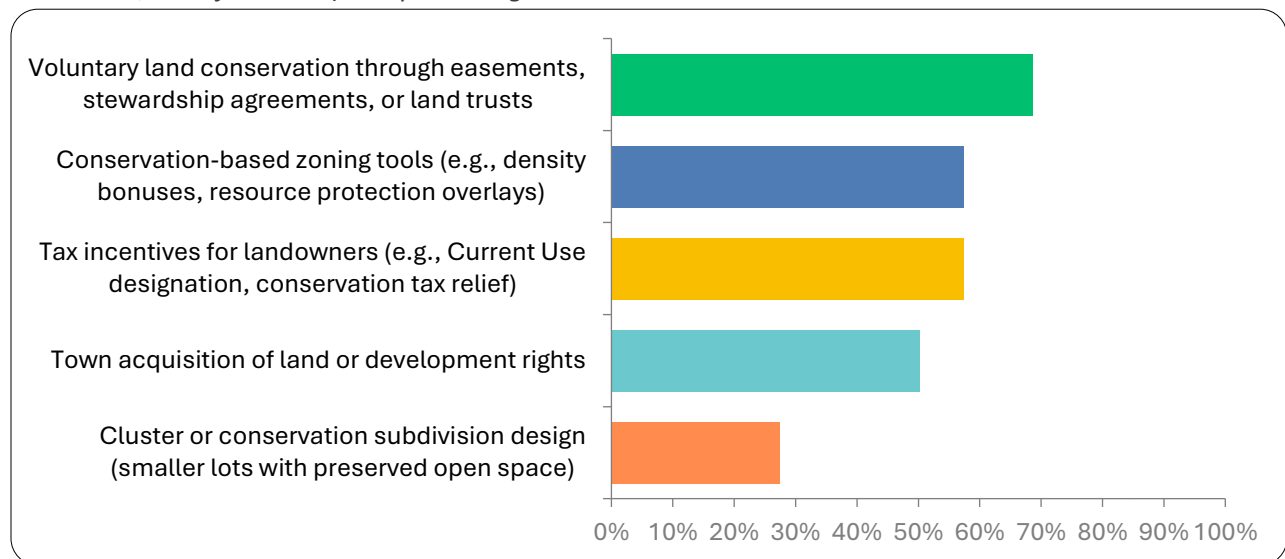
The protection of natural resources is seen as essential to preserving Londonderry’s unique sense of place. Community input underscored the importance of water protection as the most significant natural resource concern for Londonderry residents. Selecting from a list of natural resource concerns, 97% of survey respondents identified “protect drinking water supply and aquifers” as being important or very important, and 93% assigned importance to protecting “wetlands, stream, lakes and other surface waters.”

Conservation Tools

While a variety of conservation tools can be used to protect additional sites from development, survey respondents expressed a preference for voluntary conservation efforts implemented via easements, stewardship agreements, and land trusts. (See Figure 6.11.)

Figure 6.11: Survey responses – Conservation methods

Which methods do you consider appropriate for conserving undeveloped open space (e.g., farmland, woodlands, wildlife habitat) and protecting environmental resources?



Source: Community Survey #2

Workshop participants underscored this preference while also highlighting additional tools to explore, including innovative zoning to encourage development in targeted areas while preserving open space. For example, they expressed interest in providing density incentives for developers that permanently protect open space. They also discussed allowing for the transfer of development rights, a market based-tool that allows property owners in defined “sending” areas such as farms and open spaces to sell their unused development rights to landowners in designated “receiving” areas where development should be concentrated. Additionally, workshop participants discussed the importance of revising Town development regulations to better protect the community’s most vulnerable natural resources. A formalized Natural Resources Inventory / Conservation Plan can help further clarify conservation targets as well as preferred implementation tools for Londonderry.

Recreation Opportunities

Community stakeholders pointed to the importance of celebrating Londonderry’s open space network through enhanced public access, with 79% of survey respondents noting the

importance of making conservation lands more accessible via trails, parking, and educational programming. Workshop discussions highlighted the value of increasing pedestrian access and trail connections between conserved lands and nearby residential neighborhoods, so that residents of all ages can safely and easily access outdoor recreation spaces without a car.

Community Stewardship

Workshop participants mentioned the importance of creating more short- and long-term volunteer opportunities to engage community members in the ongoing stewardship of open spaces. Such collective efforts to improve and maintain Londonderry's open spaces can help build continued momentum for advancing ongoing conservation priorities.

Participants also noted the opportunity for enhancing community education around sustainable development tools and technologies, particularly for planning & development professionals working on projects in Londonderry. They pointed to two key opportunities for encouraging sustainable development practices: 1) energy conservation, including the provision of solar energy, electric vehicle charging stations, and electric heat pumps; and 2) water protection, including implementing stormwater management best practices and reducing impervious surfaces.

Natural Resources Strategies

The following strategies draw from community insights, research findings, and discussions with the MPSC to support Londonderry's vision for the future.

1. Resolve water contamination concerns and expand water utilities where needed to ensure all residents can access clean, safe drinking water in coordination with the Utilities Committee, regional water providers, and state and federal agencies.
2. Complete a Natural Resources Inventory / Conservation Plan to clarify priority land and water conservation focus areas and action items.
3. Establish a robust Open Space Fund to advance conservation priorities, and identify funding sources (e.g. impact fees).
4. Promote the permanent protection of Londonderry's most valuable natural & working lands via fee acquisition, permanent easements, deed restrictions, and other tools.
5. Update development regulations to incentivize land conservation, concentrate development in targeted areas, and enhance groundwater protections.
6. Expand public education to protect water quality (e.g. via septic maintenance, hazardous waste disposal, eco-friendly landscaping & lawn care).
7. Enhance public access to conservation and open spaces. Increase community capacity to support ongoing maintenance of conserved lands and monitoring of natural resources.
8. Implement land use strategies to align development processes and regulations with conservation priorities.

7. Transportation

Connections to I-93 and the Manchester-Boston Regional Airport make Londonderry an important transportation nexus for Southern New Hampshire, with a transportation network that serves local as well as regional needs. As discussed in Part 1, automobiles are the primary mode of travel in Londonderry, with more than 72% of residents reporting that they drive alone to work.

This section offers insight into Londonderry’s existing transportation assets and highlights strategic opportunities for maintaining and enhancing transportation infrastructure in a manner that aligns with the community’s vision for the future. It touches upon a variety of transportation priorities flagged by community members during the master planning process, including traffic congestion, road safety, pedestrian connectivity, and community transportation services for non-drivers.

Existing Resources, Data & Trends

Traffic Count Data

Each year, the Southern NH Planning Commission conducts traffic counts on roadways throughout the region to assess traffic volumes. Given the large overall number of counts required across 14 municipalities, data is typically collected at each location on a three-year cycle. The standard measurement of traffic volume is AADT, or Average Annual Daily Traffic. This figure is derived from taking raw data at a count site and applying a seasonal factor to calculate the average number of cars crossing that site on any given day throughout the year. The top 5 locations with the highest AADT in Londonderry are shown in Figure 7.1.

Figure 7.1: Londonderry’s top five locations for AADT (Average Annual Daily Traffic)

	Location	AAADT (2024)
1	NH 102 (NASHUA RD) EAST OF HAMPTON DR	32,050
2	NH 28 ROCKINGHAM RD NORTH OF LIBERTY DR	15,870
3	NH 102 NASHUA RD AT HUDSON T/L	14,280
4	NH 28 ROCKINGHAM RD SOUTH OF B&M RAILROAD	12,820
5	ROUNDSTONE DR NORTH OF R. WIECZOREK DR	11,060

Source: SNHPC traffic counts

Traffic patterns have shifted in Londonderry over the last decade, especially with the emergence of Woodmont Commons and the growth of industry around the airport. While many locations have seen increased traffic over the last decade, portions of Londonderry have seen reductions in AADT, many of which are attributable to the opening of Pettengill Road and

the related changes to traffic patterns in that vicinity. Figures 7.2 and 7.3 provide details on where the greatest changes in traffic volumes have occurred.

Figure 7.2: Locations with most significant AADT growth rates

Traffic Count Location	Average AADT 2012 to 2014	Average AADT 2022 to 2024	Growth rate
Pettengill Rd West of Harvey Rd	7,500	13,500	80.0%
Page Rd East of Mammoth Rd	3,100	4,600	48.4%
Harvey Rd South of Delta Dr	6,800	10,000	47.1%
Wilson Rd North of Auburn Rd	700	1,000	42.9%
Stonehenge Rd East of NH-128 Mammoth Rd	3,800	5,350	40.8%

Source: SNHPC traffic counts

Figure 7.3: Locations with most significant AADT reductions

Traffic Count Location	Average AADT 2012 to 2014	Average AADT 2022 to 2024	Growth Rate
Commerce Ave East of Raymond Wieczorek Dr	9,200	2,500	-72.8%
Industrial Dr North of Pettengill Rd at Brook	7,900	2,800	-64.6%
Mammoth Rd North of B&M Railroad S of Foxglove St	2,300	1,200	-47.8%
Page Rd East of NH-28 Rockingham Rd	300	200	-33.3%
Airport Rd West of Ammon Rd	9,800	6,900	-29.6%

Source: SNHPC traffic counts

Regional Transportation Planning

As a Metropolitan Planning Organization (MPO), SNHPC is required to develop transportation plans and programs for our region in cooperation with municipal stakeholders, the State of NH, and public transit operators. Participation in the regional transportation planning process helps secure federal funding for improvements to roads that are eligible for federal aid (including NH Routes 28, 102, and 128). Current projects being advanced in Londonderry include intersection safety & operational improvements at NH 28 & Stonehenge Road, intersection improvements at NH 28 & NH 128 (Mammoth Road), and corridor improvements associated with Exit 4A construction.

Londonderry has several upcoming projects included in the state’s current Draft Ten Year Transportation Improvement Plan, with resources allocated for implementation within the next 10 years. (See Figure 7.4.) Additional projects are included in SNHPC’s Metropolitan

Transportation Plan, which strategizes regional transportation needs over a long-range, 25-year horizon. (Figure 7.5.)

Figure 7.4: Londonderry projects in the NHDOT Ten-Year Plan

Project ID	Route/Road/Entity	Scope
Londonderry (41593)	NH 28/NH 128	Safety & operational improvements at the intersection of NH28/NH128
Londonderry (44361)	Londonderry Rail Trail	Const. 2,580 LF of multiuse path to complete the last phase (phase 7) of the Londonderry Rail Trail
Londonderry (44537)	Stokes Road	Replace Stokes Hill Road bridge #077/151 over Little Cohas Brook
Londonderry (44632)	Rockingham Road	Install 2 electric vehicle DC fast charging stations at planned convenience store/fueling site

Source: DRAFT NHDOT Ten Year Transportation Improvement Plan (Dec. 2025)

Figure 7.5: Londonderry projects in the SNHPC Metropolitan Transportation Plan

Project ID	Route/Road/Entity	Scope
LON-01	NH 28	Increase capacity on NH Route 28 from Symmes Dr/Vista Ridge Dr to the intersection of NH Route 128
LON-02	NH 102	Expand capacity of NH Route 102 from I-93 Exit 4 to NH Route 128
LON-03	Pillsbury Rd	Construct 4,300 LF of sidewalk along Pillsbury Rd from Ash St to Gilcreast Rd

Source: SNHPC 2025-2050 Metropolitan Transportation Plan

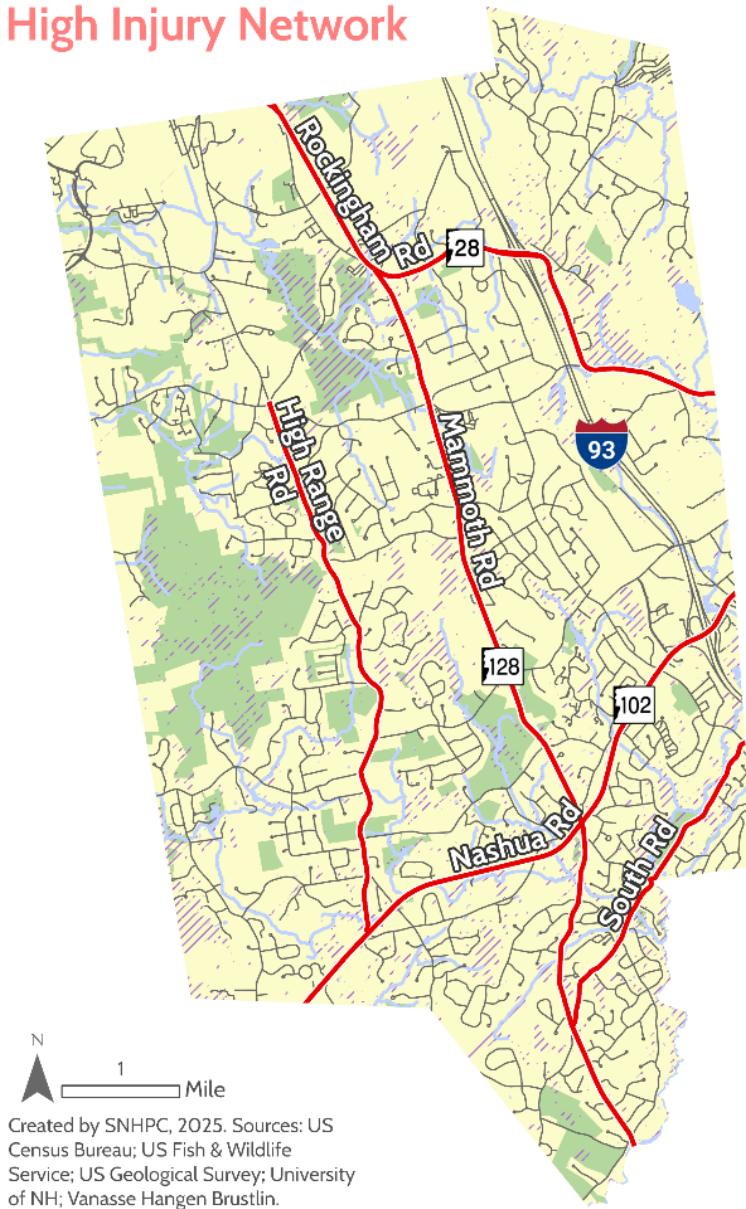
Road Safety

Road safety is a priority concern for Londonderry and many other communities in Southern New Hampshire. SNHPC recently benefited from a federal “Safe Streets for All” (SS4A) grant to support the development of the region’s [2025 Safety Action Plan](#). To develop this plan, SNHPC worked with a consultant team and regional stakeholders to analyze data, identify safety hot spots, and enumerate specific recommendations, or “countermeasures,” designed reduce or eliminate serious injuries and fatalities due to crashes. By adopting a Safety Action Plan, SNHPC municipalities can unlock additional SS4A funding to implement safety initiatives.

One important outcome of the Safety Action Plan is identification of the region’s High Injury Network, where safety interventions should be prioritized. The High Injury Network captures a small subset of roads where a high proportion of fatal, serious, and minor injury crashes occur. As shown in Figure 7.6, several of Londonderry’s main thoroughfares lie on the High Injury Network, including NH 28 (Rockingham Road), 128 (Mammoth Road), 102 (Nashua Road), High Range Road, and South Road.

Figure 7.6: Londonderry High Injury Network

High Injury Network



Safety Countermeasures

Another important outcome of the Safety Action Plan is the identification of tailored safety countermeasures designed to reduce fatal, serious, and minor injury crashes.

For the arterial and collector roads on Londonderry's High Injury Network, recommend safety improvements include:

- Centerline and edge line rumble strips
- Speed feedback signs
- Improved lighting
- High-visibility crosswalks
- Medians and pedestrian refuge islands in commercial areas
- Road diets
- Roadside design improvements at curves
- Wider edge lines

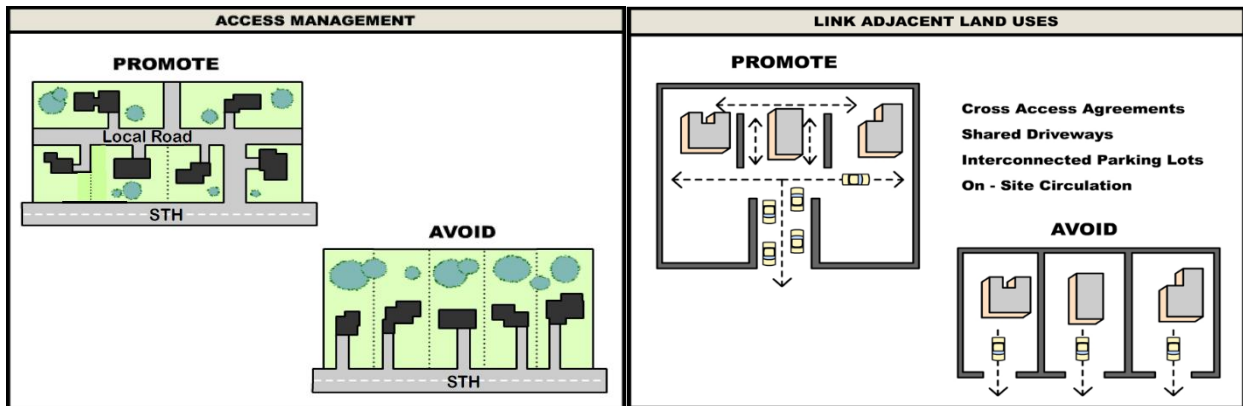
More details on safety countermeasures can be found in the SNHPC region's 2025 Safety Action Plan.

Access Management & Street Network Connectivity

Londonderry's major roadways, NH Route 102 and NH Route 28, serve a dual role as both regional transportation corridors and primary access routes for homes, businesses, and employment centers. As traffic volumes increase and land use intensifies along these corridors, balancing safe access with efficient traffic flow becomes increasingly important. Access management and street network connectivity are key tools for achieving this balance.

Access management refers to a coordinated set of planning, design, and regulatory practices that manage how vehicles enter and exit roadways. Common techniques include shared driveways, internal connections between adjacent properties, consolidated curb cuts, and careful spacing of access points and intersections. When applied consistently over time, access management can reduce conflict points, improve safety, preserve roadway capacity, and support more predictable travel conditions without requiring continuous roadway widening. Figure 7.7 visualizes this concept.

Figure 7.7: Visualizing Access Management



Source: State of Wisconsin Department of Transportation, "[Access management basic principles](#)"

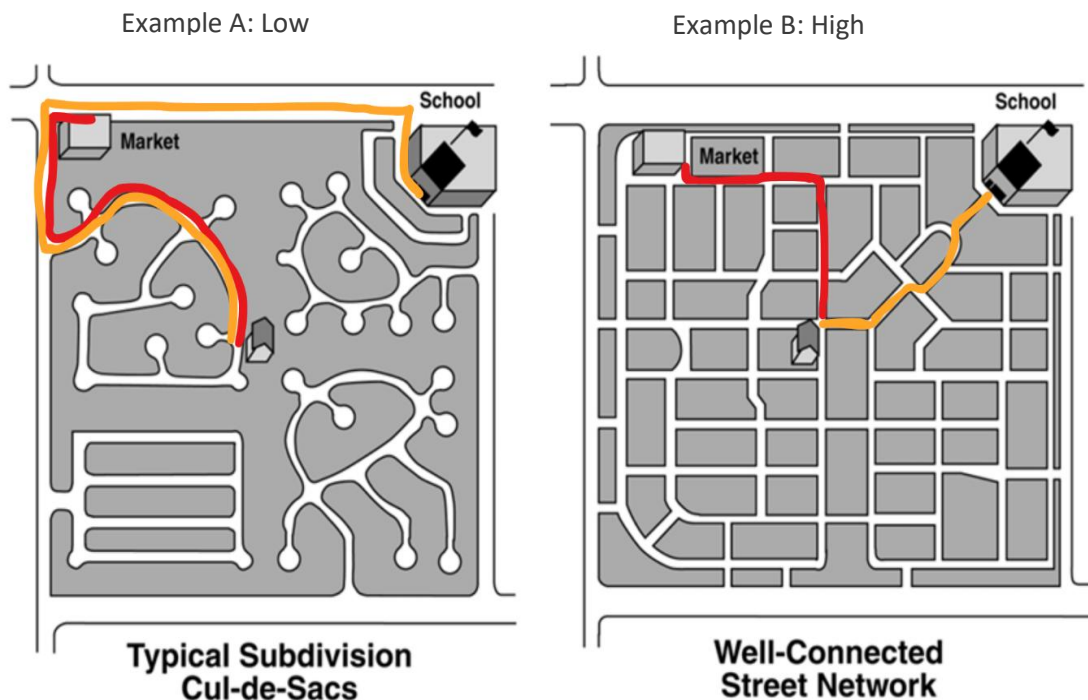
Crash patterns along NH Route 102 show that many incidents occur at or near intersections and access points, often involving turning movements or failure to yield. Frequent driveways, closely spaced intersections, and turning movements increase the potential for conflicts and reduce the overall efficiency of the roadway. In recognition of these issues, the Town has been selected to participate in a Road Safety Audit (RSA) for Route 102. The RSA will evaluate existing conditions, identify contributing factors to crashes, and recommend targeted safety improvements.

Street network connectivity plays an important role in addressing access management concerns. A well-connected local street network allows short trips to occur on lower-speed local roads rather than on NH Route 102 or NH Route 28, reducing turning movements and conflicts at access points.

Figure 7.8 visualizes this concept. Example A shows low-connectivity subdivisions, where all trips must funnel onto larger arterial roads at the perimeter of the neighborhood, even to reach local destinations. Example B shows a neighborhood with enhanced street network connectivity, which allows local trips to take place on smaller, lower-speed roads that are safer for pedestrians and cyclists.

Street connectivity standards for new development could facilitate a wider range of travel options, and prompt more car-free local trips in Londonderry. For example, improved connectivity behind commercial corridors can support internal circulation between adjacent properties, enhance walkability, and reduce reliance on the arterial roadway for local trips. Together, street connectivity and access management can help preserve the function and safety of Londonderry’s primary transportation corridors while improving local mobility options.

Figure 7.8: Visualizing street connectivity



Source: Adapted from [Neighborhood Street Design Guidelines: An Oregon guide for reducing street widths](#), November 2000.

Freight

Londonderry experiences notable freight traffic, particularly near the airport and industrial areas on the north side of town. The corridor comprised of Raymond Wiczorek Drive and Pettingill Road was planned by the Town of Londonderry to support strategic freight and logistics needs. It has also been identified by SNHPC and NHDOT as a Critical Urban Freight Corridor for the region. Route 28 has been flagged as a site of freight congestion, and will be analyzed further in a forthcoming SNHPC Freight Bottleneck report.

While freight traffic is essential for supporting the local and regional economy, it can also generate quality of life concerns among residents. Measures such as road design, safety

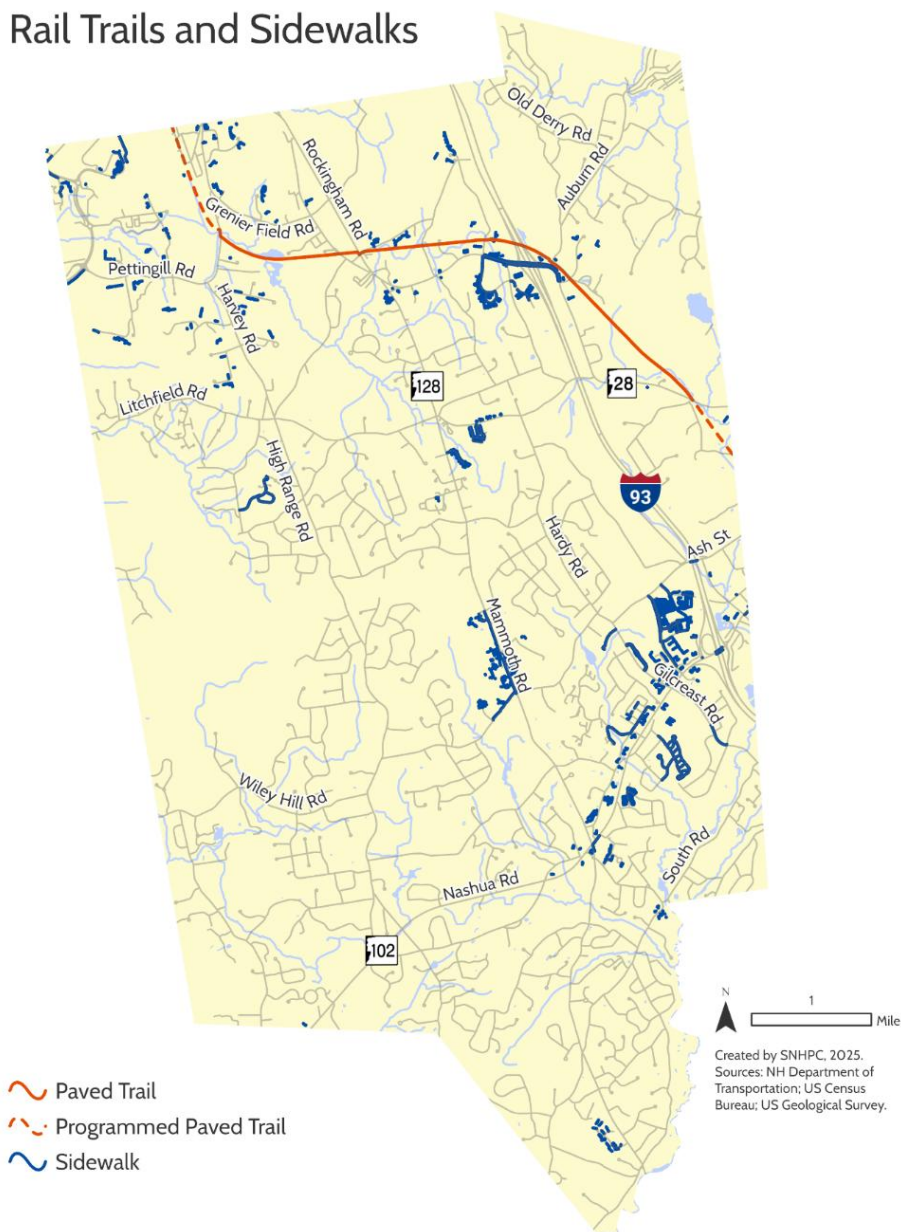
improvement, signage, and enforcement can help keep trucks on designated routes and reduce their impacts on nearby residential neighborhoods.

Pedestrian Network

Londonderry's pedestrian network is comprised of approximately 3 miles of sidewalks dispersed throughout town, as well as the [Londonderry Rail Trail](#). See Figure 7.9, which shows sidewalks in blue, and the rail trail in orange.

Figure 7.9: Londonderry pedestrian network

Rail Trails and Sidewalks



The Londonderry Rail Trail (LRT) is a cooperative effort between the Town of Londonderry and the Londonderry Trailways to transform an abandoned rail corridor into a multi-use recreational path. To date, 4.5 out of 6 miles of trail are complete. The LRT will eventually link to the Derry Rail Trail to the east, the Manchester Rail Trail to the north, and by extension, to the 125-mile project known as the Granite State Rail Trail. Such connections will further expand opportunities for recreation, non-motorized transportation, and economic development in Londonderry.

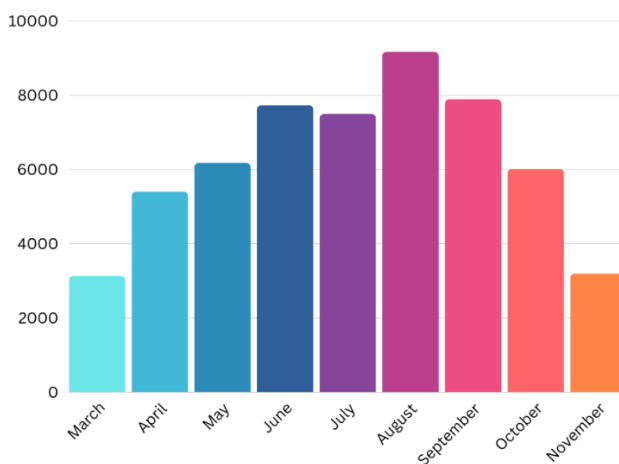
Londonderry Trailways is also spearheading efforts to expand “[neighborhood connectors](#),” which are trails that provide safe, off-road connections to recreation areas, schools, and residential neighborhoods. One example of a neighborhood connector is the school bike path that links the four schools in the center of town to each other, and to ~200 homes in the Kings neighborhood. Neighborhood connectors can improve road safety by helping pedestrians and cyclists avoid car traffic. They can also help reduce traffic congestion by providing residents with a viable alternative to driving to reach key community destinations.

Rail trail counts

Since 2018, SNHPC has conducted periodic trail user counts on the LRT just east of the Sanborn Road Trailhead. Trail usage spiked during the 2020-21 COVID epidemic, with the Fall 2020 count averaging nearly 600 users per day. In recent years use has remained strong, with counts averaging 260-360 users per day.

In 2025, SNHPC conducted a long-term 9-month trail count on the LRT near Verani Way. Figure 7.10 visualizes how rail trail use changes seasonally, peaking during the summer months with around 8,000 total users per month, yet still seeing notable use in colder seasons at roughly 3,000 users per month. A detailed data summary is [available here](#).

Figure 7.10: Londonderry Rail Trail - Long-term user count near Verani Way, 2025



Source: SNHPC trail count

Transit Resources

The North Londonderry bus depot at I-93 Exit 5 is a significant regional transportation asset, offering inter-city bus connections to Boston and Logan Airport, Salem, Nashua, Concord, and other locations. Free parking is available to support park & ride for daily commuters as well as longer term parking needs.

The [Manchester Transit Authority](#) (MTA) provides service to Londonderry. Route #3 travels from Downtown Manchester to the Airport / Innovation Way, serving approximately 20,000 riders per year. MTA's Salem Express Route makes a stop at the North Londonderry bus depot and serves approximately 2,000 riders per year.

The [Cooperative Alliance for Regional Transportation](#) (CART) is a subsidiary of MTA that provides demand-response service in Londonderry as well as surrounding towns. Annually, CART provides more than 3,500 trips to Londonderry residents for a range of purposes, including employment, social/recreation, and medical needs.

Community Insights

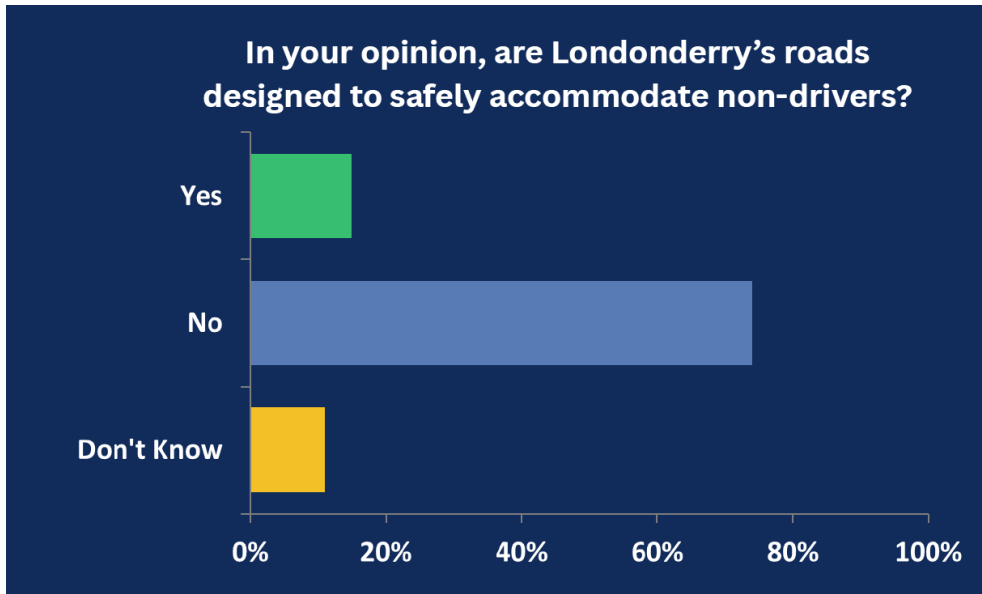
Public input from the community survey and the content development workshop point to several important avenues for addressing Londonderry's transportation priorities: 1) traffic conditions & safety priorities, 2) pedestrian connections, 3) transportation & recreation, and 4) transit needs. Community insights were clarified and supplemented via an interview with staff from Londonderry's Department of Public Works (DPW). This section summarizes key takeaways for each topic.

Traffic Conditions & Safety Priorities

More than 80% of survey respondents indicated they are either "concerned" or "very concerned" about increasing traffic in Londonderry. Specific issues highlighted include speeding, congestion, poor signage, and unsafe intersections. As shown in Figure 7.11, Londonderry's roads are considered to be unsafe for non-drivers.

Speeding emerged as a widespread concern, not limited to specific geographic areas. Conversations with the DPW staff indicate that enhanced speed enforcement initiatives have generated limited success for the Town, and that calls to widen streets would only invite further speeding. The expansion of multi-modal options via pedestrian pathways and trail connections is seen as an important opportunity to address traffic concerns, by reducing car use for local trips.

Figure 7.11: Survey response: Road safety for non-drivers



Source: Community Survey #2

Pedestrian Connections

Survey responses reinforced opportunities for improving pedestrian connections. As shown in Figure 7.12, 66% of respondents would like to see enhanced pedestrian infrastructure around Town facilities and schools, and 63% want sidewalks to be incorporated into new neighborhoods. Workshop participants identified the Town Center and Woodmont Commons as important nodes for expanding Londonderry’s pedestrian network.

Figure 7.12: Pedestrian / bicycle topics

Please rate the importance of the following pedestrian/bicycle topics:

Pedestrian/Bicycle Topics	Very Important + Important
Find opportunities to create a more walkable sidewalk and trail network around Town facilities including Schools	66.2%
Include sidewalks within new neighborhoods	62.9%
Create additional parking at trail entrances	54.3%
Find opportunities to create trail connections between neighborhoods and trail network	54.1%
Include bicycle lanes when upgrading roads	46.8%

Source: Community Survey #2

Transportation & Recreation

Both survey and workshop feedback point to the importance of enhancing pedestrian and bicycle access to recreational spaces. The Londonderry Rail Trail is a source of community pride, and completing connections to the South Manchester and Derry Rail Trails is seen as a priority. Workshop participants recommend expanding safe walking and biking routes to better connect nearby residents and businesses to this valuable community asset. Additionally, they discussed the importance of expanding transportation and recreation opportunities for residents of all ages and abilities, through resources such as an all-persons trail, or pocket parks that are readily accessible to pedestrians coming from nearby neighborhoods and schools.

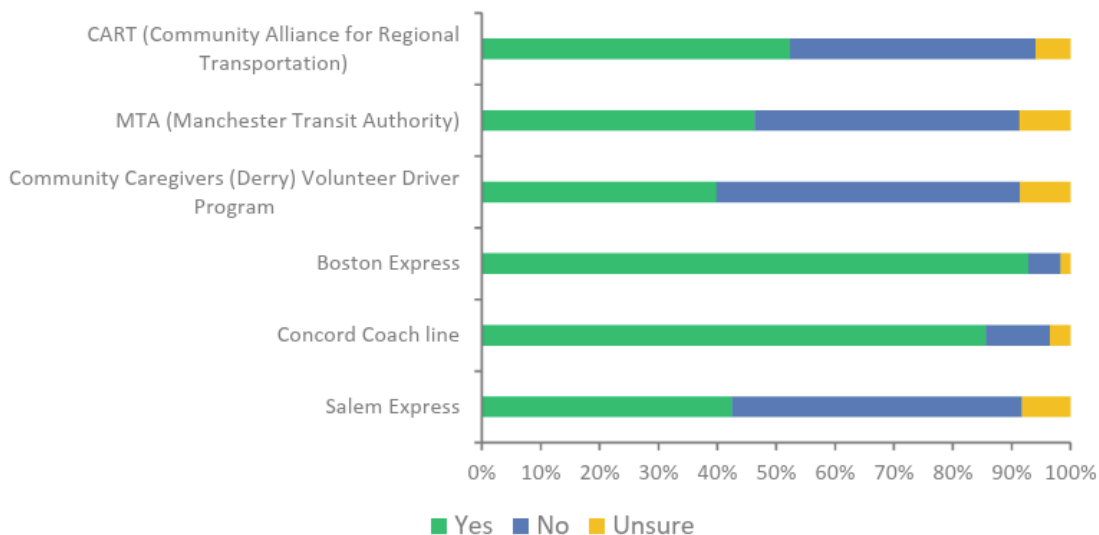
Transit Opportunities

Survey results revealed notable variability in the awareness of transit resources. While a large majority of residents are familiar with the Boston Express and Concord Coach lines, roughly 50% or fewer respondents indicated familiarity with other transit service providers such as CART, MTA, Community Caregivers, and Salem Express. (See Figure 7.13.)

Workshop participants emphasized the importance of improving mobility options for targeted groups, including seniors, youth, and residents without cars. They expressed particular interest in expanding access to on-demand transportation services. This could be achieved through a range of initiatives, including better marketing and outreach of existing CART services and volunteer driver programs – such as services offered via [Community Caregivers of Greater Derry](#).

Figure 7.13: Survey Response - Transportation Service Awareness

Are you aware of the following transportation services available in Londonderry:



Source: Community Survey #2

Transportation Strategies

The following strategies draw from community insights, research findings, and discussions with the MPSC to support Londonderry's vision for the future.

1. Pursue initiatives to mitigate traffic congestion (e.g. smart signalization, intersection improvements, roundabouts).
2. Implement approaches to reduce traffic speeds and improve safety for all road users (e.g. signage, enforcement, high-visibility crosswalks).
3. Update development standards to promote access management and street network connectivity in new developments.
4. Maintain all Town roads in good condition, using pavement analysis tools and/or a road surface management system.
5. Collaborate with regional and state transportation partners to plan freight routing, manage freight congestion, and minimize impacts to residential areas.
6. Expand the pedestrian and bicycle network via rail trail extension efforts, neighborhood connector trails, and pedestrian pathways connecting recreation areas and community facilities.
7. Support active transportation programming and initiatives for residents of all ages and abilities (e.g. bike safety programs, group walk/rides, all-persons trail).
8. Expand on-demand transportation opportunities for non-drivers by promoting CART services and volunteer driver programs.
9. Continue to work with NHDOT, SNHPC, neighboring communities, and state and federal partners to advance Londonderry transportation priorities through the Ten-Year Plan, the Metropolitan Transportation Plan, and competitive grant programs such as Transportation Alternatives and Safe Streets for All.

8. Economic Development

Londonderry plays an influential role in the regional economy, offering an educated labor force, strong job opportunities, and ready access to larger markets via I-93 and the Manchester-Boston Regional Airport. As noted in Part 1 under Demographics, Londonderry boasts a higher household income, higher per capita income, and higher rate of job growth compared to the SNHPC region and the state. (See page XX.) This section offers insight into Londonderry’s existing economic resources and highlights strategic opportunities for fostering continued economic growth designed to reinforce the community’s vision for the future.

Existing Resources, Data & Trends

Significant Industries

Londonderry is home to several larger companies. Figure 8.1 provides a list of the community’s largest employers, topped by UPS, L3 Harris, and Londonderry School District, each of which employs 750+ people.

Figure 8.1: Largest employers in Londonderry

Business	Product/Service	Employees
United Parcel Service Inc.	Parcel delivery services	760
L-3 Warrior Systems (L3Harris Technologies)	Laser aiming & illumination devices manufacturer	760
Londonderry School District	Education	750
Harvey Building Products	Window manufacturer	500
Fed-Ex Ground	Parcel delivery service	500
MAS Medical Staffing	Healthcare staffing & recruitment services	500
Stonyfield Farms	Yogurt producer	375
Continental Paving, Inc.	Paving and heavy construction contractor	300
Town of Londonderry	Municipal government	218
Coca-Cola Beverages Northeast	Beverage manufacturer	200

Sources: NH Employment Security, accessed 2025; Town of Londonderry.

Figure 8.2 shows a breakdown of Londonderry’s top industries by number of employees. The community’s four dominant industries are manufacturing (accounting for 18.1% of local jobs), wholesale trade (13.0%), retail trade (11.6%), and transportation & warehousing (10.4%).

Figure 8.2: Industries in Londonderry

	Jobs in Londonderry (2022)
Total	18,878
Manufacturing	18.1%
Wholesale Trade	13.0%
Retail Trade	11.6%
Transportation and Warehousing	10.4%
Administration & Support, Waste Management and Remediation	7.7%
Health Care and Social Assistance	6.4%
Educational Services	5.8%
Accommodation and Food Services	5.6%
Professional, Scientific, and Technical Services	5.1%
Construction	4.8%
Other Services (excluding Public Administration)	2.8%
Management of Companies and Enterprises	2.3%
Real Estate and Rental and Leasing	2.2%
Arts, Entertainment, and Recreation	1.4%
Public Administration	1.4%
Finance and Insurance	0.9%
Agriculture, Forestry, Fishing and Hunting	0.3%
Information	0.2%
Mining, Quarrying, and Oil and Gas Extraction	0.0%
Utilities	0.0%
<i>Source: US Census Bureau</i>	

Recent data from NH Employment Security projects future jobs by industry across Southern New Hampshire, encompassing Hillsborough, Rockingham, Merrimack, and Strafford Counties. Figure 8.3 highlights those industries projected to add at least 1,000 jobs to the multi-county Southern NH region between 2022 and 2032. As shown in the table, over the next seven years, three of Londonderry’s four dominant industries are projected to experience employment growth, while retail jobs are expected to decline by 1.5%. Significant growth is anticipated for Health Care and Social Assistance (with about 6,500 new jobs across Southern NH) and Professional, Scientific, and Technical Services (5,900 new jobs).

Figure 8.3: Industries projected to grow by 1,000+ jobs in Southern NH, 2022-32

Hillsborough, Merrimack, Rockingham, & Strafford Counties: Long-Term Industry Projections, 2022 to 2032				
	2022 Estimated	2032 Projected	Change	Percent Change
Total Employment	546,857	580,098	33,242	6.10%
Health Care and Social Assistance	66,780	73,252	6,472	9.70%
Professional, Scientific, and Technical Services	41,203	47,134	5,931	14.40%
Accommodation and Food Services	39,972	43,560	3,588	9.00%
Administration & Support and Waste Management Services	32,704	36,138	3,434	10.50%
Construction	22,717	24,644	1,927	8.50%
Manufacturing*	53,053	54,824	1,771	3.30%
Finance and Insurance*	24,335	26,047	1,712	7.00%
Wholesale Trade	26,886	28,471	1,585	5.90%
Transportation and Warehousing*	15,819	17,093	1,274	8.10%
Self-employed Workers	28,628	29,852	1,224	4.30%
Management of Companies and Enterprises	8,031	9,084	1,053	13.10%

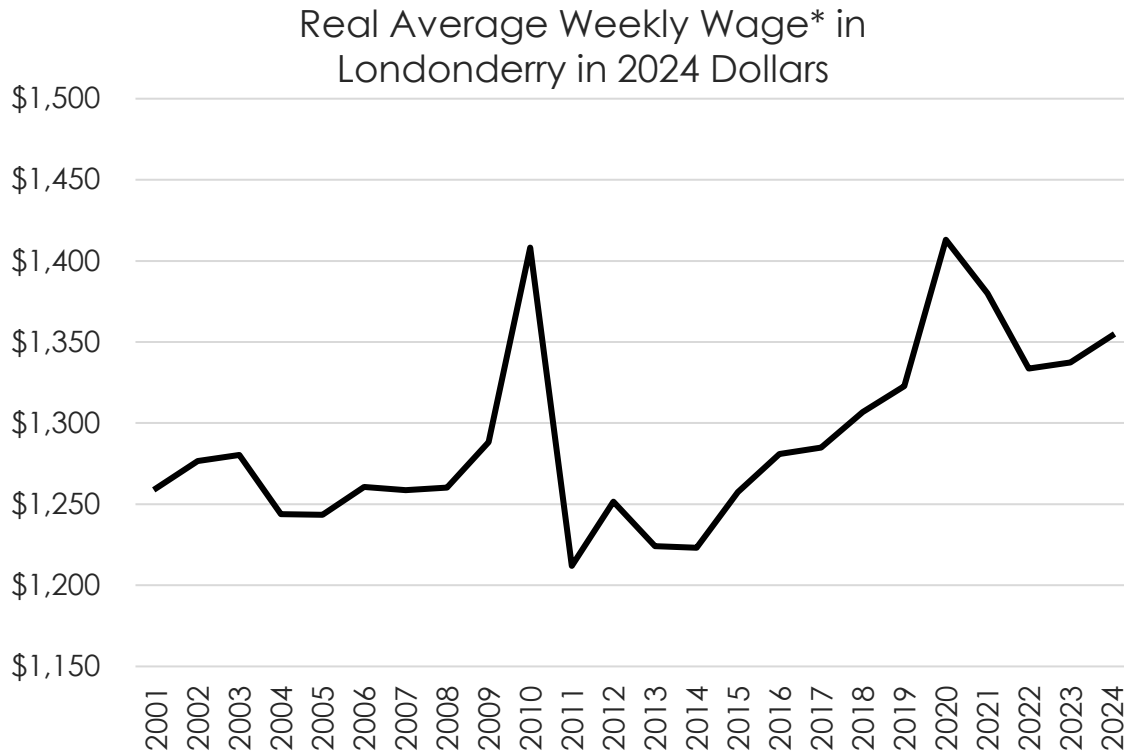
*Dominant industry in Londonderry

Source: NH Employment Security

Wages and Affordability

Figure 8.4 shows the change in real average weekly wages for jobs in Londonderry, in 2024 dollars. Since 2001, employees have seen a modest real wage increase of 7.5%, reaching an average of \$1,354 per week in 2024. During this same period, according to the NH Housing Finance Authority, the median purchase price for a home in Londonderry grew by 62%. This affordability gap is reflected in the growing demand for workforce housing discussed in Part 1 of the Master Plan. (See “Housing & Affordability Challenges,” page 25.)

Figure 8.4: Average weekly wage, 2001-2024



*For workers covered by unemployment insurance. Sources: Bureau of Labor Statistics; Federal Reserve Bank of St. Louis; NH Employment Security.

Commercial and Industrial Areas

Commercial and industrial activity in Londonderry is organized around several distinct districts, each shaped by access to transportation infrastructure, parcel configuration, utility availability, and surrounding land uses.

Route 102 Corridor

The Route 102 corridor functions as Londonderry’s primary commercial spine, supporting a mix of retail, service, and employment uses that benefit from regional visibility and access.

Development is most concentrated near the I-93 interchange, where larger commercial parcels and higher traffic volumes have attracted retail centers, service businesses, and supporting commercial activity.

Moving away from the interchange, development along Route 102 becomes more dispersed and transitions into residential neighborhoods. In these areas, commercial uses tend to be smaller in scale and more locally oriented, reflecting both market demand and the physical constraints of parcel size, access, and infrastructure. This pattern reinforces Route 102’s dual

role as both a regional commercial corridor and a community-serving street. Opportunities along the corridor are largely tied to reinvestment and redevelopment within existing commercial areas rather than large-scale expansion.

Route 128 Corridor

Route 128, locally known as Mammoth Road, runs North–South through Londonderry and functions as a connector between Route 28, Route 102, and surrounding residential areas. Commercial activity is concentrated in small nodes near major intersections, particularly near the Route 28 intersection at the northern end of the corridor and near the Route 102 intersection to the south.

Route 28 Corridor

Route 28 links the community to Manchester and Derry, providing direct access to regional markets and employment centers. Development patterns along Route 28 are primarily auto-oriented, with a mix of commercial services, small business activity, and corridor-style development that has evolved over time.

Near the intersection with Route 128 (Mammoth Road), Route 28 supports a combination of commercial and light industrial uses. These uses include service-oriented businesses, commercial operations, and smaller employment sites that rely on vehicular access rather than walk-in traffic. Moving toward Exit 5 on I-93, commercial and industrial activity becomes more pronounced, with larger parcels and a higher concentration of employment-oriented uses, including manufacturing, warehousing, and related activities.

I-93 Interchanges (exits 4 & 5)

The areas surrounding Exits 4 and 5 represent Londonderry’s most regionally significant commercial and industrial locations. These areas benefit from direct interstate access and support uses that depend on regional connectivity, including business parks, logistics and distribution facilities, hospitality uses, and larger employment centers.

Development near the interchanges typically occurs on larger parcels and at higher intensities than in other parts of Town, reflecting both zoning allowances and market demand for interstate access. Recent and ongoing transportation investments, including improvements associated with the I-93 widening project and the construction of Exit 4A, are expected to further reinforce the role of these areas as focal points for commercial and industrial activity.

Pettengill Road/Airport/Gateway District

The Airport, Pettengill Road, and the Gateway Business District forms one of Londonderry's most concentrated employment centers and plays a key role in the Town's economic profile. Proximity to Manchester–Boston Regional Airport, Interstate 93, and major freight routes has supported the development of manufacturing, logistics, aviation-related uses, and corporate facilities in this area.

Pettengill Road TIF District

A Tax Increment Financing (or TIF) District is a municipal economic development tool for financing public improvements using the incremental taxes created by new construction, expansion, and renovation of properties within a defined area of the community. TIF Districts are authorized under RSA 162-K; further information is available via the NH Department of Business and Economic Affairs.

The Town of Londonderry recently established the Pettengill Road TIF District. Under the March 2025 Pettengill Road Area District Enhancements Plan, incremental property tax revenue from the district can be used to support a variety of infrastructure needs including transportation facilities, water, sewer, electric, fiber cable, and associated easements. TIF revenues can also be used to pursue grants, loans, and other forms of financial assistance to support the district. The District is overseen by a TIF advisory board, and the Town Manager serves as the District Administrator.

Development within the district is shaped by a combination of infrastructure availability, large parcel sizes, and specialized zoning and design considerations related to airport operations. Public water and sewer services have enabled higher-intensity employment uses, while airport adjacency influences land use compatibility, building design, and site layout. The district has capacity for continued build-out and reinvestment and has been a significant contributor to job growth and tax base diversification.

Infrastructure and Development Capacity

Londonderry's capacity to support commercial and industrial development is closely tied to the availability and performance of transportation and utility infrastructure. Access to I-93, key arterial corridors, and public water, sewer, natural gas, and communications infrastructure all influence where economic activity has occurred historically, and where future development can be reasonably accommodated.

I-93 Expansion and Exit 4A Construction

Recent and ongoing interstate investments are intended to improve reliability and support regional economic vitality. The I-93 Exit 4A project, located between Exits 4 and 5, is designed to improve safety and reduce congestion along NH Route 102 through the Derry–Londonderry area while also supporting economic activity associated with the interstate and adjacent employment districts. The project includes a new interchange providing access to the east side of I-93, the construction of Old Rum Trail as a new connector, as well as additional roadway and intersection upgrades in the surrounding network that will influence travel patterns to and from Londonderry’s commercial, industrial, and employment centers.

Water and Sewer Service

Access to public water and sewer service is one of the most significant determinants of commercial and industrial development capacity in Londonderry. Areas served by municipal utilities have supported higher-intensity employment uses, larger buildings, and more diverse commercial activity than areas reliant on private wells and septic systems. In areas without utilities, development capacity is constrained by on-site system limitations, lot size requirements, and environmental conditions, which together influence both the scale of potential commercial activity and the feasibility of redevelopment. As a result, development patterns in Londonderry closely align with the siting of utility infrastructure. Decisions regarding utility extensions or upgrades directly influence where economic activity can reasonably occur and where growth is likely to remain limited.

Tax Assessment Data

As shown in Figure 8.5, about 68% of Londonderry’s tax assessments come from residential properties. Efforts to continue diversifying the local tax base can help create stability in funding to support a variety of public services.

Figure 8.5: Percent of local assessed valuation by property type, 2024

Type of property	Percent of Assessed Valuation
Residential Land and Buildings	67.9%
Commercial Land and Buildings	22.4%
Public Utilities, Current Use, and Other	9.6%

Source: [NH Community Profiles](#), NH Department of Revenue Administration

Community Insights

Public input gathered through the master planning process points to key avenues for facilitating economic development: 1) infrastructure alignment, 2) small business supports, 3) regulations & permitting, and 4) regional collaboration. This section summarizes key takeaways for each topic.

Infrastructure Alignment

Survey respondents and workshop participants expressed a strong desire to focus economic development efforts on existing commercial areas that are already served by infrastructure. They recognize the essential role that water, sewer, natural gas, and telecom services play in supporting new development, noting that strategic expansion of utility services can be used to support targeted economic growth. This preference underscores an overarching theme that echoes throughout the master plan – that is, the desire to strike a balance between supporting new development and preserving Londonderry’s unique community character.

TIF districts are recognized as just one potential tool for advancing strategic economic growth. Workshop participants suggested that the Town could also generate revenue by charging one-time impact fees for new development.

Small Business Supports

Community survey findings indicate a strong preference for supporting the growth of small businesses in Londonderry. The Greater Derry-Londonderry Chamber of Commerce can be an important resource for advancing small business development. Respondents favor local, community-oriented business growth over large-scale or chain development. In particular, they see food and agricultural-related businesses as a unique niche for Londonderry to expand. When asked, “What types of businesses would you like to see in Londonderry?” survey respondents ranked the following highest out of a list of 48 options:

- Independent restaurants (66% of respondents)
- Specialty food shops (55%)
- Farm-to-table restaurants (53%)
- Farm stands and markets (41%)
- Bookstores (40%)

Workshop participants noted specific opportunities to support small business development such as pop-up events, seasonal markets, a business incubator space, buy local campaigns, and other initiatives to support local entrepreneurs and creators.

Regulations & Permitting

Workshop participants emphasized the importance of simplifying and streamlining development review processes to encourage economic growth, and this feedback aligns with input from the community survey. As seen in Figure 8.6, 76% of respondents noted the importance of helping businesses successfully navigate Town permitting processes. Meanwhile 68% of respondents recommend undertaking efforts to encourage the successful redevelopment of underutilized commercial properties.

Figure 8.6: Survey highlight – Economic Development Priorities

“Please indicate the level of importance that the Town should give to the following economic development actions”

Economic Development Actions	Very Important + Important
Offer clear guidance and support for businesses navigating the permitting process	76.10%
Encourage redevelopment of underutilized buildings	68.10%
Attract new small-scale retail development	58.00%
Provide allowances for mixed uses (residential, commercial, offices, etc)	38.30%
Develop a unified Londonderry brand in partnership with local businesses to promote a consistent business aesthetic	36.10%
Attract new employment centers/offices	31.80%
Provide options for existing businesses to develop on-site housing for staff	23.90%

Regional Collaboration

Workshop participants recognize the value of participating in broader regional economic development initiatives. They recommend connecting business owners to organizations such as the Regional Economic Development Center (REDC), which is a non-profit, alternative lender that provides business advising, funding, and technical assistance to new and growing companies in Rockingham County and across the state. They note that Londonderry should remain actively engaged in the Regional Comprehensive Economic Development Strategy planning process spearheaded by REDC. Workshop participants also express interest in advancing workforce development initiatives in Londonderry, specifically around trade and vocational training.

Economic Development Strategies

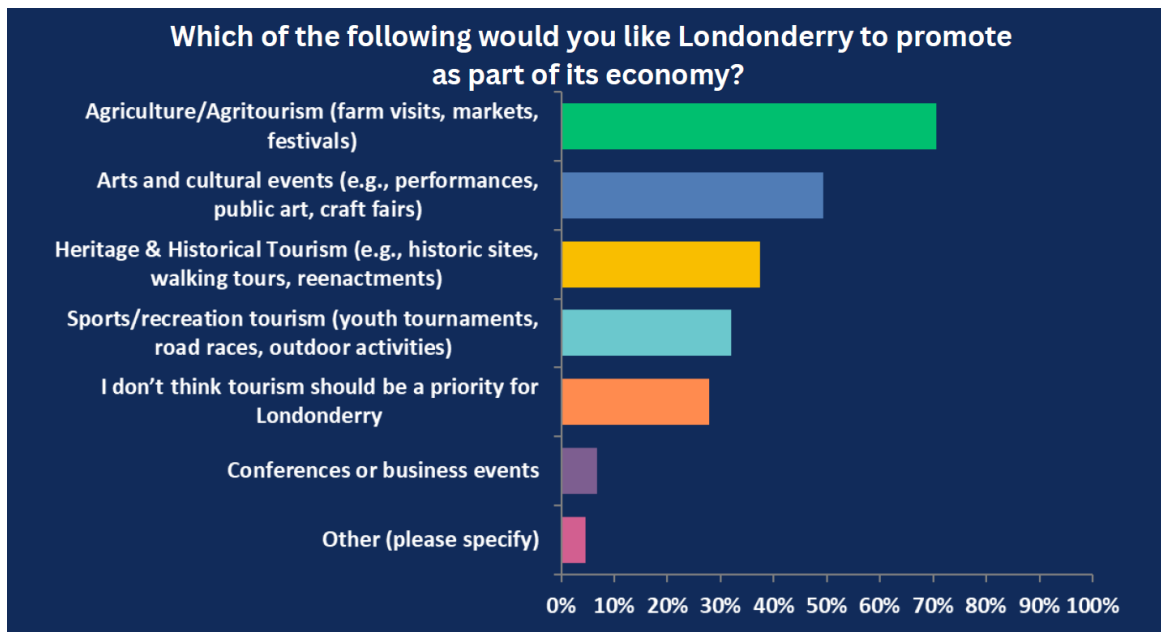
The following strategies draw from community insights, research findings, and discussions with the MPSC to support Londonderry's vision for the future.

1. Strategically expand infrastructure (e.g. water, sewer, transportation, telecom, natural gas) to facilitate targeted growth of commerce and industry
2. Leverage revenue generation and financial mechanisms (e.g. TIF Districts, impact fees) to support infrastructure investments that promote desirable development patterns
3. Plan for diversified industrial growth, and ensure freight routing minimizes impacts to residential areas
4. Provide support for new businesses navigating development and permitting processes. Simplify and streamline as needed to support more predictable timelines and outcomes.
5. Facilitate connections between Town staff, committees, and the broader business community to promote the development and expansion of local businesses.
6. Support local entrepreneurs and creators via strategic small business supports (e.g. business incubator, maker space, "buy local" campaigns, pop-up events, seasonal markets)
7. Explore opportunities to support agricultural-related businesses and the retention of working farms (e.g. via marketing, community events, and technical assistance)
8. Stay connected to broader economic development activities across Southern NH, including continued participation in the regional Comprehensive Economic Development Strategy
9. Address emerging workforce needs related to trade and vocational training, housing, and transportation

9. Historic & Cultural Resources

Londonderry residents cherish the community’s unique agricultural history and dynamic arts and cultural resources. This perspective is strongly reinforced by the Master Plan Steering Committee, who endorsed a Master Plan Guiding Principle to “invest in cultural heritage, historical heritage, and community engagement for all ages and abilities.” Additionally, a significant proportion of community survey respondents noted the potential for leveraging these qualities as core economic development drivers. (See Figure 9.1.) This section provides insight into existing historic and cultural resources, as well as strategic opportunities for preserving and reinforcing the unique assets that make Londonderry special.

Figure 9.1: Community Survey responses – potential economic development drivers



Source: Community Survey #2

Existing Resources, Data & Trends

Heritage / Historic District Commission

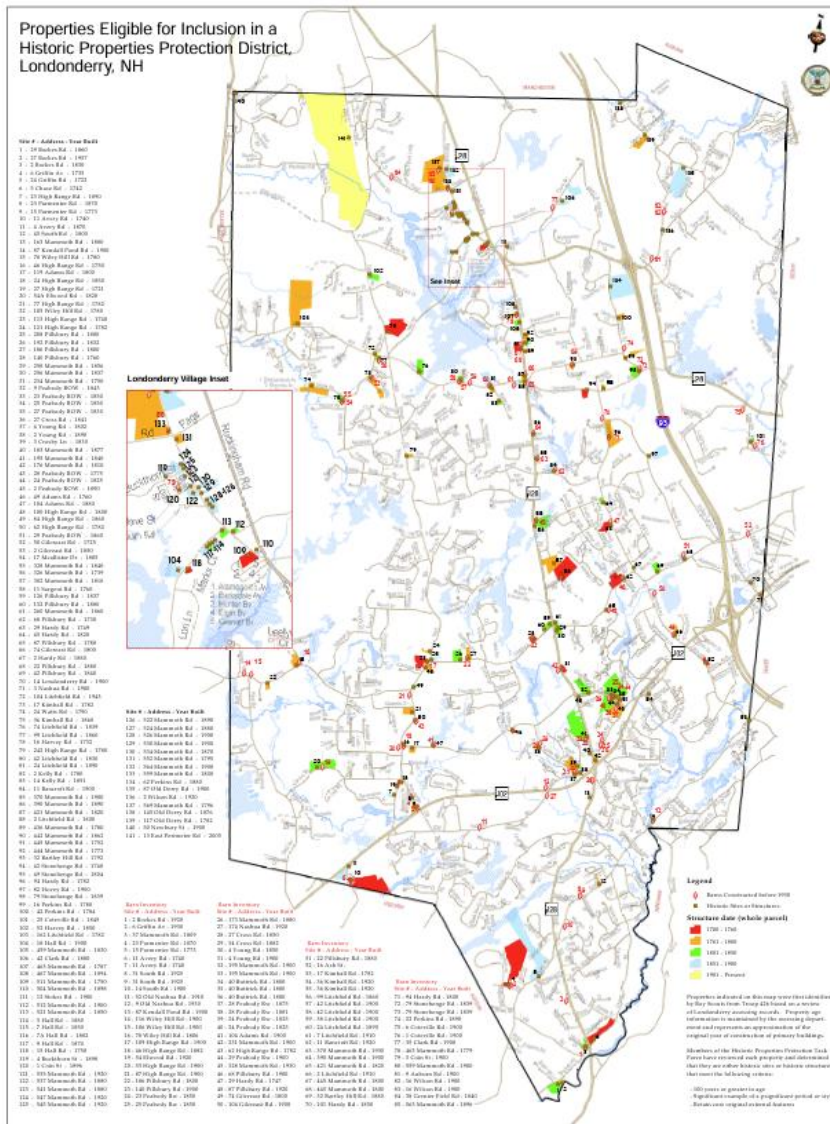
Londonderry’s [Heritage / Historic District Commission](#) is responsible for overseeing the preservation of historic and cultural resources. The Commission is also responsible for identifying historic districts and permitting development activities within those districts via a Certificate of Approval. Figure 9.2 lists the Historic District Areas in the current zoning code.

Figure 9.2: Londonderry Historic District Areas

Name	Map	Lot#	Street Location
The Morrison House	6	18-1	Pillsbury Road
The Town Common	6	98	Pillsbury & Mammoth
The Kent Allen Town Forest	6	97-1	Pillsbury & Mammoth
The Grange Hall	9	53	Grange Hall #44

Source: Town of Londonderry Zoning Ordinance.

Figure 9.3: Londonderry Historic Properties Map, 2006



Historic Properties Map

The map shown in Figure 9.3 shows an inventory of more than 200 historic buildings, structures, and barns that may be eligible for inclusion in a Historic District.

An initial list was developed by Boy Scouts Troop 426 based on assessing records, and a Historic Properties Protection Task Force reviewed the list to capture all buildings that met three core criteria: 1) being 100+ years old; 2) offering an example of a significant architectural period or style; and 3) retaining original external features.

Londonderry Historical Society

Another important historical resource is the [Londonderry Historical Society](#), a membership-based, all-volunteer non-profit organization dedicated to preserving Londonderry's past. The Society's property at 140 Pillsbury Road is home to the Morrison House Museum and other historic buildings. The Society hosts programs and events, maintains historic buildings, and advocates for the preservation and promotion of town history.

Historic Preservation Resource Highlights

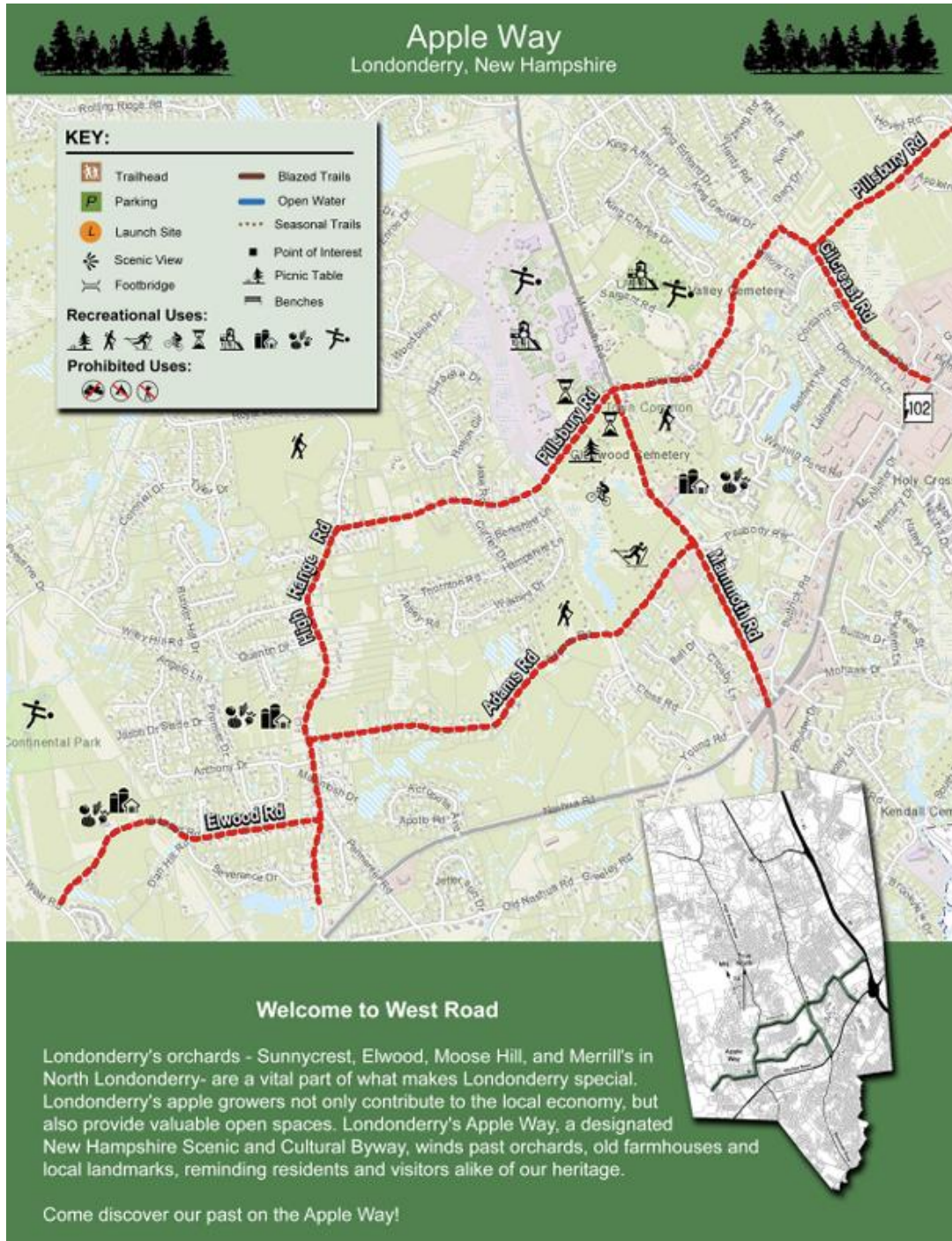
- Registers of historic places. Structures listed on the National or State Register of Historic Places become eligible for tax benefits and preservation assistance. The [National Register](#) is maintained by the National Park Service and contains nearly 79,000 listings of national significance. Londonderry's General Mason J. Young House can be found on this list. The NH State Register of Historic Places has been in operation since 2000, and has about 500 properties on the list, including the Londonderry Grange.
- [Certified Local Government Program](#). Londonderry has solidified its commitment to historic preservation by becoming a Certified Local Government (CLG). This status opens doors to technical assistance and matching grants to support various community preservation activities, including surveys, National Registration, preservation planning, and educational projects.
- [Land & Community Heritage Investment Program \(LCHIP\)](#). This NH state authority is charged with conserving and preserving the state's most important natural, cultural, and historic resources. LCHIP awards matching grants to communities and non-profits, including planning grants, historic rehabilitation grants, and natural resource acquisition grants.
- [NH Preservation Alliance](#). This non-profit, membership-based organization provides education and advocacy support to encourage the revitalization and protection of historic places. The Alliance publishes technical guides, including "Old House and Barn Resources" to support maintenance, repairs, and financing. They also facilitate access to grants, loans, and tax incentives that support local historic

Apple Way

New Hampshire's Scenic and Cultural Byways Program was designed to showcase and preserve the state's unique cultural, recreational, and historic assets. In Londonderry, the [Apple Way Scenic & Cultural Byway](#) provides an opportunity to celebrate the Town's agricultural identity – winding past orchards, old farmhouses, and local landmarks. Figure 9.4 shows a map of Apple

Way, which serves as a resource for residents and visitors seeking to enjoy Londonderry's agricultural character.

Figure 9.4: Apple Way Map



Old Home Day

This long-standing New Hampshire tradition was established in 1899 to welcome former residents back to the Granite State in response to the declining population in small farming towns. These annual celebrations are a place to meet neighbors and celebrate community life, featuring a wide variety of activities and events for all ages. Londonderry has faithfully observed its own [Old Home Day](#) on the third weekend in August since its inception in 1899.

Londonderry Arts Council

The [Londonderry Arts Council \(LAC\)](#) is a chartered Town committee with a mission to enrich quality of life through the promotion of cultural arts. LAC is responsible for many of the community's major cultural events, including Concerts on The Common, youth art contests, and the Wild Apples journal featuring writing and visual arts from local creatives. All art promoted by LAC adheres to established community standards to ensure it is respectful, inclusive, and enjoyable for all ages.

Beautify Londonderry

[Beautify Londonderry](#) is a committee responsible for overseeing town-wide volunteer efforts to maintain clean and welcoming outdoor spaces that foster community pride and civic engagement. Clean-up events take place every spring and fall, with local sponsors providing equipment like work gloves, safety vests, and planting supplies to make volunteer efforts as safe and easy as possible for residents of all ages.

Senior Resources Committee

The [Senior Resources Committee](#) connects Londonderry's elder residents to services and programs, with the goal of promoting their financial and social independence. An online weekly events flyer keeps the community informed about the wide variety of activities available five days a week at the Senior Center – including exercise classes, art and crafts, organized games, and meals on wheels.

Community Insights

Public input gathered via the community survey and content development workshop illuminates opportunities for making the most of Londonderry's historic and cultural resources. This section summarizes key community insights related to 1) management of historic assets, and 2) arts, culture, & engagement.

Management of Historic Assets

Community input indicates that Londonderry residents deeply value the community's historic New England character, historic buildings, and institutions – and that preservation efforts are essential. While the town has an abundance of historic resources, survey respondents and workshop participants expressed concern that rapid development was contributing to the loss of historic sites. The Town Center (near Mack's Apples) is seen as a priority area for enhanced historic preservation efforts.

Workshop participants indicated that Londonderry's historic buildings would benefit from additional investments and updates. For example, they recommended creating a voluntary program to help property owners add date plaques to historic sites. Participants would like to see greater use of Historical Society assets, particularly the Morrison Meetinghouse, which is slated for inclusion on the State Register of Historic Places. While they recognize the value of allowing for adaptive reuse of historic sites, they expressed a preference for preserving existing uses where possible.

Community-driven, voluntary preservation efforts will be key to retaining the community's historic identity. Workshop participants expressed the need to diversify participation in historical and cultural activities to attract younger volunteers and cultivate the next generation of residents who are committed to historic preservation. They also want to respect the choices of private property owners by encouraging the use of voluntary preservation tools such as tax incentives.

Arts, Culture, & Engagement

Survey respondents would like Londonderry to be known as a vibrant arts community. Several expressed appreciation for the music, arts, and theater programs in Londonderry schools. Workshop participants highlighted the value of establishing a community hub for hosting cultural programs and engaging community members of all ages. The Morrison Meetinghouse and the Grange are seen as two potential locations; however, further investments will be needed to upgrade building systems and ensure compliance with the Americans with Disabilities Act (ADA).

Workshop participants would like to enhance the accessibility of Londonderry's historic buildings and conservation lands for people of all ages, abilities, and mobility levels. One key recommendation emerged regarding the development and programming of an All-Person's Trail to promote inclusive access to natural areas.

Londonderry stakeholders would like to continue cultivating a robust culture of volunteerism, expressing particular support for community gardening initiatives. Old Home Day remains an

important opportunity annual event for showcasing community pride and promoting year-round opportunities for volunteerism and community engagement.

Historic & Cultural Resources Strategies

The following strategies draw from community insights, research findings, and discussions with the MPSC to support Londonderry's vision for the future.

1. Support the Heritage / Historic District Commission in developing an updated inventory, funding strategy, and priority initiatives to encourage the preservation of historic buildings.
2. Pursue grants, tax credits, and technical assistance to enhance historic and cultural resources.
3. Plan for the adaptive reuse of historic sites to reflect community heritage while supporting contemporary needs.
4. Promote a robust culture of volunteerism to support local historic & cultural organizations.
5. Establish facilities for year-round cultural programming, such as a "cultural hub" located in an accessible historic building.
6. Create additional opportunities to engage and connect residents of all ages and abilities (e.g. community gardening, all-persons trail).
7. Expand cultural engagement and volunteerism opportunities targeting young adults.

10. Next Steps for Implementation

This Master Plan provides a strong foundation for realizing Londonderry’s vision for the future and advancing strategic community priorities. The development of this plan benefitted from impressive leadership from the Master Plan Steering Committee, as well as enthusiastic engagement from members of the public over a period of 18 months, who responded to community surveys, participated in interactive workshops, and offered commentary of the draft plan.

Sustained collaboration and stewardship are essential to taking this vision “off the page” to proactively advance a shared vision for the future. Upon adoption of the Master Plan, the Londonderry Planning Board will spearhead efforts to distill strategies into a detailed implementation matrix enumerating targeted action steps, key stakeholders, and the proposed timeline for implementation.

This effort will engage a range of Town staff, boards, committees, and community-based organizations who are instrumental to shaping the future of the community. Master Plan implementation efforts will be carefully aligned with the Town’s strategic planning initiative, so that the longer-term priorities identified in the Master Plan can springboard seamlessly from shorter-term Strategic Plan action items.

In order to proactively advance implementation, the Planning Board will assign one individual to oversee a collaborative, semi-annual review and refresh of the implementation matrix. This review process will provide the opportunity to recalibrate priority action steps based on emerging challenges and opportunities – and celebrate the Londonderry’s implementation successes.

Glossary of Terms

Access management. A coordinated set of planning, design, and regulatory practices that manage how vehicles enter and exit roadways. Common techniques include shared driveways, internal connections between adjacent properties, consolidated curb cuts, and careful spacing of access points and intersections.²

All-persons trail. A nature trail that is designed to be usable by people of all ages, abilities, and disabilities.

Buffer. A physical area used to separate different land uses.

Conservation subdivision design. Designing new developments to minimize the impact to the surrounding open space and natural areas.³

Core forest blocks. Swaths of uninterrupted forest that provide essential wildlife habitat and ecosystem services.⁴

Demand response service (or On-demand transportation services). Transit services where passengers schedule a ride and a vehicle is dispatched to pick up the passenger and transport them to their destination.⁵

Employment districts. Employment districts are designated land use areas intended primarily for job-generating activities such as manufacturing, office, research and development, warehousing, and related commercial or industrial uses.

High intensity employment uses. Job-generating activities that typically involve higher building coverage, greater traffic volumes, extended operating hours, or significant infrastructure demands, such as large office campuses, manufacturing plants, logistics facilities, or research and development centers.

Low-intensity employment uses. Smaller-scale operations with fewer employees, lower traffic impacts, and reduced infrastructure demands, such as professional offices, small workshops, studios, or service-oriented businesses.

Green infrastructure. Measures that use natural plants and soil systems to manage stormwater and minimize the risk of flooding, especially through the presence of undeveloped land areas.⁶

² https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/acc_mgmt.pdf

³ <https://www.nheconomy.com/getmedia/9738d770-5e7f-4634-a7ee-b087d1bb0840/conservation-subdivisions.pdf>

⁴ <https://extension.unh.edu/nhnriguide/nri-components/forest-resources>

⁵ <https://www.transit.dot.gov/regulations-and-guidance/access/charter-bus-service/demand-response-service-explained>

⁶ <https://www.epa.gov/green-infrastructure/about-green-infrastructure>

Greenway. A corridor of undeveloped, open space made up of smaller parcels of conserved land.⁷

Human-scale / pedestrian-scale design. The planning and design of buildings, streets, and public spaces in a way that reflects the size, speed, and comfort of people rather than vehicles.

Impact fees. One-time charges from local governments levied on developers to cover the cost of growth-related infrastructure and public services caused by a new development. Impact fees are typically determined through a formulaic process based on the impact that the development will have on municipal infrastructure such as local roads, water and sewer infrastructure, parks, and schools.⁸

Impervious land cover. Surfaces that prevent or impede the absorption of water into underlying soil, causing water runoff. Examples include paved roadways and parking lots, buildings, and concrete.⁹

Infill development. Developing underutilized land within developed areas, reducing the need for building in undeveloped areas by increasing density.¹⁰

Infrastructure. The physical systems and facilities necessary to support development, economic activity, and daily life. In a land use and housing context, infrastructure commonly includes water supply, wastewater treatment, stormwater systems, electric power, telecommunications, broadband, transportation networks, and other public utilities that enable or limit the intensity and location of development.

Mixed use. Developments with multiple types of zoned land uses residing in the same building or location.¹¹

Multi-modal transportation: Transportation facilities accommodating a variety of methods such as walking, public transit, bicycling, driving, and/or rail.

Nature-based solutions. Incorporating natural features into planning, design, and development to make the built environment more resilient.¹²

Non-motorized transportation. Low-speed transportation methods including bicycles, scooters, and walking.

⁷ <https://www.nheconomy.com/getmedia/9738d770-5e7f-4634-a7ee-b087d1bb0840/conservation-subdivisions.pdf>

⁸ https://www.fhwa.dot.gov/ipd/fact_sheets/value_cap_development_impact_fees.aspx

⁹ <https://www.epa.gov/system/files/documents/2024-10/appendix-e-determining-impervious-cover-acreage.pdf>

¹⁰ <https://www.nheconomy.com/getmedia/d367ef3c-3d78-450a-9dcc-087a72717edd/ilupt-chpt-1-6.pdf>

¹¹ https://www.huduser.gov/archives/oup/conferences/presentations/hbcu/sanantonio/multifamily_development.pdf

¹² https://www.nature.org/content/dam/tnc/nature/en/documents/TNC_NBS_Guidebook-04-30-2021_LR.pdf

Planned Unit Developments (PUD). A residential development having a combination of diverse land uses, e.g., single-family homes, rental, condominium, cooperative, and/or town house properties, in a contained development or subdivision.¹³

Porkchop lot. A type of residential lot configuration characterized by a narrow strip of frontage along a public road that extends back to a larger, wider buildable area set behind other lots. The lot shape resembles a “pork chop,” with the narrow frontage serving primarily as access.

Prime farmland. Land with the best combination of physical and chemical characteristics (such as soil type, water supply, temperature, growing season, water and air permeability) for agricultural production.¹⁴

Road diet. A roadway reconfiguration to improve safety, calm traffic, provide better mobility and access for all road users, and enhance quality of life.¹⁵

Site circulation. Access to and mobility within a development for motorized and non-motorized users.¹⁶

Smart signalization. Advanced traffic signal systems that adjust signal timing in real time based on traffic conditions. These systems rely on sensors, cameras, or connected vehicle technology to improve traffic flow, reduce congestion and delay, enhance safety, and support multimodal travel such as pedestrian crossings, transit priority, and emergency vehicle preemption.¹⁷

Street network connectivity / pedestrian network connectivity. The functionality of roadways and pedestrian paths in connecting users efficiently and safely with their destinations.

TIF District. A Tax Increment Financing (TIF) district is a designated area that uses property tax revenue created by a proposed development to offset costs of public improvements (like sewer, water, roads, or sidewalks) needed for enhancement and redevelopment of the area.¹⁸

¹³ <https://entp.hud.gov/sfohlp/f17pudbkhlp.html>

¹⁴ https://efotg.sc.egov.usda.gov/references/public/CO/5a_Prime_Farmland_Definition.pdf

¹⁵ <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration>

¹⁶ https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/acc_mgmt.pdf

¹⁷ [Federal Highway Administration \(FHWA\), Adaptive Signal Control Technologies](#)

¹⁸ [https://www.nashuanh.gov/1125/Tax-Increment-Financing#:~:text=A%20Tax%20Increment%20Financing%20\(TIF\)%20district%20is,%20Landscaping%20*%20Business%20expansion%20*%20Renovation](https://www.nashuanh.gov/1125/Tax-Increment-Financing#:~:text=A%20Tax%20Increment%20Financing%20(TIF)%20district%20is,%20Landscaping%20*%20Business%20expansion%20*%20Renovation)

[https://www.nashuanh.gov/1125/Tax-Increment-Financing#:~:text=A%20Tax%20Increment%20Financing%20\(TIF\)%20district%20is,%20Landscaping%20*%20Business%20expansion%20*%20Renovation](https://www.nashuanh.gov/1125/Tax-Increment-Financing#:~:text=A%20Tax%20Increment%20Financing%20(TIF)%20district%20is,%20Landscaping%20*%20Business%20expansion%20*%20Renovation)