

Town of Derry

"Derry, New Hampshire's Place to Be"

LEGAL NOTICE

The Planning Board for the Town of Derry will hold a public hearing on **Wednesday, May 18, 2016 at 7:00 p.m.** at the Derry Municipal Center (3rd Floor), 14 Manning Street, to review the following proposed amendments to the Town of Derry Land Development Control Regulations:

Relating to Driveway Requirements

To amend Article V, Design and Construction Standards, Section 170-26.A.16, relating to driveways.

The purpose of the amendments is to have one location containing the requirements for new streets, access and driveways, creating a streamlined process for builders and developers as they prepare subdivision and site plans.

Full text of the proposed amendments are available at the Office of the Town Clerk, 14 Manning Street, the Derry Public Library at 64 East Broadway, and the Planning Department at 14 Manning Street. The proposed amendments may also be viewed on line at <http://www.derry.nh.us/planning-board/news/proposed-change-ldcr-relating-driveways>.

POSTED: MAY 04, 2016

Derry Municipal Center

Derry Public Library & Taylor Library (by e-mail)

Union Leader for publication May 06, 2016

Changes proposed by the Derry Fire Department
May 04, 2016

ARTICLE V – DESIGN AND CONSTRUCTION STANDARDS

Section 170-26 Streets

A. General

1. All new subdivisions shall meet the standards recommended by the State of new Hampshire Department of Safety, Division of Emergency Services, Bureau of Emergency Communications addressing standards guidelines. No street name shall be used which will duplicate or be confused with any street name already in use. Further, the use of persons "first" names as street names shall normally be avoided.
2. Street names shall be subject to approval of the Chief of the Derry Fire Department and the Planning Board.
3. The arrangement, character, extent, width, grade and location of all streets shall be considered in their relationship to existing or planned streets, to topographic conditions, to public convenience and safety, and their appropriate relation to the proposed use of the land to be served.
4. Proposed streets shall conform, as far as practicable, to the Master Plan.
5. The arrangement of streets in a proposed subdivision shall in the discretion of the Planning Board provide for the continuation of existing streets in adjoining areas and for their proper projection when adjoining land is developed in the future.
6. All streets in a proposed subdivision shall be so designed that, in the opinion of the Planning Board, they will provide safe vehicular travel while discouraging movement of through traffic, unless this condition is deemed desirable at a given location by the Board.
7. Where a subdivision abuts or contains an existing collector or arterial street, the Board may require internal access streets, reverse frontage with screen planting contained in a non-access reservation along a property line, deep lots with rear service streets or other such treatment as may be deemed necessary for adequate protection for residential properties and to afford separation of through and local traffic.
8. Where a subdivision borders on or contains a railroad right-of-way, the Board may require a street approximately parallel to, and on each side of such right-of way, at a distance suitable for the appropriate use of the intervening land, as for park purposes in residential districts, or for commercial or industrial purposes in

appropriate districts. Such distances shall also be determined with due regard for approach grades and future grade separations.

9. Sidewalks shall be required in a subdivision when the average lot size is less than 43,560 square feet. The sidewalk shall be 5 feet wide minimum with a 6 inch crushed gravel base and a 2 inch binder course overlaid with a 1 inch finish course of hot bituminous concrete pavement. All sidewalk construction shall conform to the requirements of the Americans with Disabilities Act. If a horizontal separation between curb and sidewalk is proposed, the area between the two shall be grassed.
10. Where necessary, in the judgment of the Planning Board, sidewalks and/or rights-of-way (R.O.W.) for pedestrian travel and access may be required in subdivisions when the average lot size is one acre or larger, between subdivisions, or between a subdivision and public property.
11. In all proposed subdivisions the applicant shall provide for all necessary street lighting, including poles and light fixtures. Lights will be located where directed by the Planning Board and be of a type, style and intensity acceptable to the Planning Board.
12. All new streets shall have signs and pavement markings installed in accordance with the Manual of Uniform Traffic Control Devices. It will be the responsibility of the applicant to provide for and install all signs as necessary, including street identification signs.
13. All proposed streets in which the sub-base is within four (4') feet of the estimated seasonal high water table shall have underdrains installed in the subgrade (see Typical Roadway Cross Section for New Construction – Figure 1). Test pits will be required along the proposed roadway at 200 foot intervals to verify water table elevation. Where refusal (bedrock) is encountered a 2-foot coarse sand sub-base shall be placed between bedrock and the road base materials [See Figure 1].
14. Vertical granite curbing shall be required on all new roadways, together with a closed drainage system except where it is impractical or impossible to comply with State of New Hampshire requirements concerning stormwater treatment and discharge, or in areas where the Derry Planning Board prefers an uncurbed typical section. Vertical granite curb shall have minimum dimensions of 6 inches in width by 18 inches in height. Granite curbing shall not be required along the internal edge of cul-de-sacs but the green area within the circle shall be graded two percent (+2%) from the edge of pavement to the center of the cul-de-sac. (Effective 5/18/05)
15. All roadway construction shall conform with the Typical Roadway Cross-Section for new construction [Figure 1] as well as Table B – Table of Geometric Standards attached to these regulations.
16. Driveway curb cuts will be installed prior to the placement of wearing course of hot bituminous asphalt pavement. No driveway locations shall be amended or relocated once the curbing is installed and wearing course is in place. All proposed driveway aprons shall be constructed to a point 40 feet inward from the edge of pavement on all streets at the time of street construction. (Effective 5/18/05)

a. All new driveways are to meet the following:

- i. Shall be constructed with a minimum of 12 inch depth of NHDOT Crushed Gravel 304.3 Specification for the entire length.—on an all-weather driving surface.**
- ii. All loam and organic material shall be removed down to an acceptable subsurface.**
- iii. Shall have a minimum clear unobstructed width of 12 feet (12') if the driveway is under 150 feet in length, or if the driveway is over 150 feet in length, a minimum clear unobstructed width of 14 feet (14') for the entire length of the driveway.**
- iv. Shall have an additional clear unobstructed width of two feet (2') on each side.**
- v. The vertical clearance shall be a minimum of 13 feet, 6 inches (13'6")**
- vi. Driveways in excess of 150 feet in length shall provide means for Fire Department apparatus to turn around by either hammerhead or other approved means.**
- vii. No driveway shall be in excess of a 15% grade.**

b. All Driveway Aprons Shall:

- i. Slope away from the edge of the road at no less than 3% for open drainage and slope toward the road at no more than 3% in closed drainage subdivisions for a minimum of 10 feet.**
- ii. Maximum grades allowed for next 30 feet are 5% and -5% respectively.**
- iii. Be no wider than 24 feet except that the Driveway may be flared at the entrance.**
- iv. Have a minimum site distance of 200 feet in both directions 10 feet from edge of traveled way.**
- v. Be constructed with a minimum of 12 inch depth of NHDOT Crushed Gravel 304.3 Specification for entire length and width of the 40 foot driveway apron.**
- vi. Include minimum 2" thickness of bituminous asphalt base course pavement between edge of pavement and edge of right of way (typically 13 feet from edge of roadway pavement).**
- vii. Be completed along new roadways as part of the road drainage feature as a factor for Substantial Completion and Eligibility of Occupancy Permits.**
- viii. Be completed along existing roadways as part of the road drainage feature as a factor for completion of all off-site improvements and Eligibility of Occupancy Permits. (Effective 7.16.08)**

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- ~~● Maximum grades allowed for next 30 feet are 5% and -5% respectively.~~
- ~~● Be no wider than 24 feet except that the Driveway may be flared at the entrance.~~

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- ~~• Be completed along existing roadways as part of the road drainage feature as a factor for completion of all off site improvements and Eligibility of Occupancy Permits. (Effective 7.16.08)~~

17. All roadway embankment slopes, including ledge cuts, shall not be steeper than 4-foot horizontal to 1-foot vertical and shall be graded, loamed (4-inches compacted), and seeded. The Planning Board in special circumstances such as may permit steeper embankment slopes when the typical 4:1 slope requirement would cause excessive earthwork or impact to wetlands. (Effective 5/18/05)
- 18 Guardrails shall be provided at all locations where roadway fill embankment slopes are steeper than 4:1. No retaining walls shall be permitted within Public R.O.W.s. (Effective 5/18/05)

B. Horizontal Alignment of Streets