



Londonderry Conservation Commission
Tuesday, November 25, 2014
Minutes

1 Present: Deb Lievens; Gene Harrington; Mike Considine; Truda Bloom; Ben LaBrecque; Marge Badois;
2 Mike Speltz, alternate; and Kellie Walsh, alternate

3
4 D. Lievens called the meeting to order at 7:31 PM. She appointed M. Speltz to vote for Paul Nickerson.

5
6 Outdoor Recreation Guide- Stuart Arnett of the Arnett Development Group (ADG) presented a printed
7 version of this plan to the Commission on behalf of his associate, Bill Flynn of Saucier and Flynn. He
8 described it as a planning document to be used by the Commission to identify possible enhancements
9 of conservation land in Town, as well as maintenance, stewardship, and capital issues (see Attachment
10 #1). An online version is available through the Town's website that is geared towards public use.

11 M. Speltz asked who owns the portion of the "Old Trolley Line" (p. 20) between the north end
12 of Trolley Car Lane and where the line enters the utility right of way. He said it should be determined
13 whether the line goes through privately held land since the document features it as opportunity for
14 recreational use. S. Arnett said he would obtain the answer. D. Lievens stated her opinion that the
15 document should still be considered a draft until such issues are verified. M. Speltz also said he had
16 noticed typographical errors that needed correcting.

17 M. Speltz asked if either the Planning Board or Town Council had been shown this document. S.
18 Arnett said they had not, but that ADG could present it if the Commission wanted. M. Speltz also
19 questioned how many of the possible enhancements noted should be the purview of the Commission
20 as opposed to other commissions, boards, town departments, etc. He suggested the possibility of
21 forming a task force made up Commission representatives as well as representatives of the Recreation
22 Commission and the Department of Public Works to ensure ideas are not overlooked because they are
23 not directly related to the Commission's authority (see also next topic). D. Lievens said the Town
24 Manager can be asked his opinions about a presentation to the Council and a task force when she and
25 M. Speltz meet with him on November 26. She asked Commissioners to review the document and be
26 prepared to convey comments as well as suggestions regarding enhancement priorities at a meeting
27 after the holidays.

28
29 Land Use Change Tax- M. Speltz suggested creating a non-lapsing fund using monies collected through
30 the Land Use Change Tax (LUCT) that would be dedicated to recreational improvements on Town
31 owned land.

32
33 Londonderry Trailways- Londonderry Trailways members Sandra Lagueux, Bob Rimol and PollyAnn
34 Winslow were present to request a donation from the Commission of \$100,000 using Land Use Change
35 Tax (LUCT) funds to benefit Phase III of the Rail Trail. The total amount needed for this phase is
36 \$385,000. Phase III originates at Liberty Drive, crosses east of the Peat Bog and terminates in
37 Londonderry near Route 28 at the Derry town line. S. Lagueux noted that a portion of this phase lies
38 within Londonderry's Green Infrastructure map created by the Open Space Task Force and used by the
39 Commission. She described the Rail Trail as accommodating a different demographic than the one
40 that tends to seek recreational opportunities in such places as the Musquash Conservation Area,
41 meaning it is fully ADA compliant and therefore offers trail access to those who cannot safely navigate



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42 or prefer not to use typical hiking trails. The Town of Windham has funded their portion of the Rail
43 Trail in part with LUCT funds donated by the Windham Conservation Commission in 2006.

44 M. Speltz explained that the Commission can expend LUCT funds on purposes for which the
45 Commission exists, e.g. acquiring and managing land and/or conservation easements for the Town.
46 The question then becomes whether the Commission can spend those same funds on land the Town
47 does not own since the Rail Trail right of way is owned by the State. G. Harrington noted that under
48 RSA 36-A, "Optional Powers" can be voted on at Town Meeting which would authorize the
49 Conservation Commission to, among other things, expend funds on land the Town does not have a
50 legal interest in (36-A:4-a). To date, the Town of Londonderry has not adopted those provisions. M.
51 Speltz stated that if the use agreement between the Town and the State regarding the Rail Trail
52 somehow conveys to the Town an interest in that land and holds the State subservient to the Town's
53 interest, then a donation could be possible. Otherwise, the Town Attorney advised the Commission
54 prior to the meeting that a donation using LUCT funds would not be possible.

55 The Town Attorney had also noted that a donation could not be made from the Commission to
56 a private organization (i.e. Londonderry Trailways), however it was explained during this meeting that
57 an escrow account would be established and the Town would pay invoices directly from that account,
58 meaning Trailways would not receive the money directly. It was decided that the Commission would
59 follow up with the Town Attorney on both issues and would review available funds in the event a
60 donation can be made. If a commitment can be made by the Commission by early January at the
61 latest, Londonderry Trailways will know what amount to seek via a citizen's petition in order to have
62 an article placed on the Town Meeting warrant.

63
64 Monitoring- D. Lievens, M. Badois and M. Speltz performed the annual monitoring of the Plummer
65 conservation easement on Map 8 Lot 1. There were no issues to report. Annual monitoring of the
66 Ingersoll properties on Map 1 Lots 1 and 3-2 has been performed by the Rockingham County
67 Conservation District. D. Lievens asked for volunteers to accompany M. Considine on the monitoring
68 efforts of the Moose Hill Orchard easements. M. Badois and M. Speltz offered to coordinate with him.

69
70 Target shooting in the Musquash- D. Lievens announced that a task force is being formed by the
71 Town Council on this issue and a member of the Commission has been invited to join, although not
72 yet officially. **T. Bloom nominated M. Considine to represent the Commission on the task force. G.
73 Harrington seconded. The motion was approved, 7-0-0.**

74
75 NHACC dues- **D. Lievens entertained a motion to authorize the Chair to expend an amount not to
76 exceed \$963.00 from the line item budget to pay the 2015 dues for annual membership in the New
77 Hampshire Association of Conservation Commissions. M. Speltz so moved. T. Bloom seconded. The
78 motion was approved, 7-0-0.**

79
80 Town Report- Commissioners reviewed the Chair's draft of the Commission's submission for the Town
81 report. M. Speltz offered to edit the draft and return it to the Chair.

82



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83 Membership/Positions- D. Lievens announced that M. Badois has agreed to Chair the Commission in
84 2015. Both their terms end on December 31 and both will seek reappointment. Commissioner Paul
85 Nickerson's term will also expire at the end of the year.

86

87 October 28, 2014 minutes- **G. Harrington made a motion to approve the minutes of the October 28,**
88 **2014 public session as written. B. LaBrecque seconded the motion. The motion was approved,**
89 **5-0-2 with T. Bloom and M. Badois abstaining as they had not attended the meeting.**

90 **M. Speltz made a motion to approve the minutes of the October 28, 2014 non-public**
91 **session as written. B. LaBrecque seconded the motion. The motion was approved, 5-0-2 with the**
92 **same abstentions noted above.**

93

94 Possible gas line- G. Harrington informed Commissioners about the possibility of a gas line being
95 installed by Kinder Morgan within a Public Service of NH utility right of way in Londonderry. Unlike
96 electrical lines that can be built to avoid wetlands and wetland buffers, installation of a gas line
97 would not do so. It could also cross part of the Sunnycrest Farm easement. A legal standard of
98 eminent domain would have to be met for the installation to take place. M. Speltz said at least a
99 friendly condemnation of an easement may have to take place for it to impact land under that
100 protection.

101

102 December meeting date- D. Lievens reminded Commissioners that the regular meeting scheduled for
103 December 23 has been rescheduled to December 16.

104

105 **M. Speltz made motion to adjourn the meeting. G. Harrington seconded. The motion was approved,**
106 **6-0-0.**

107

108 The meeting adjourned at approximately 9:11 PM.

109

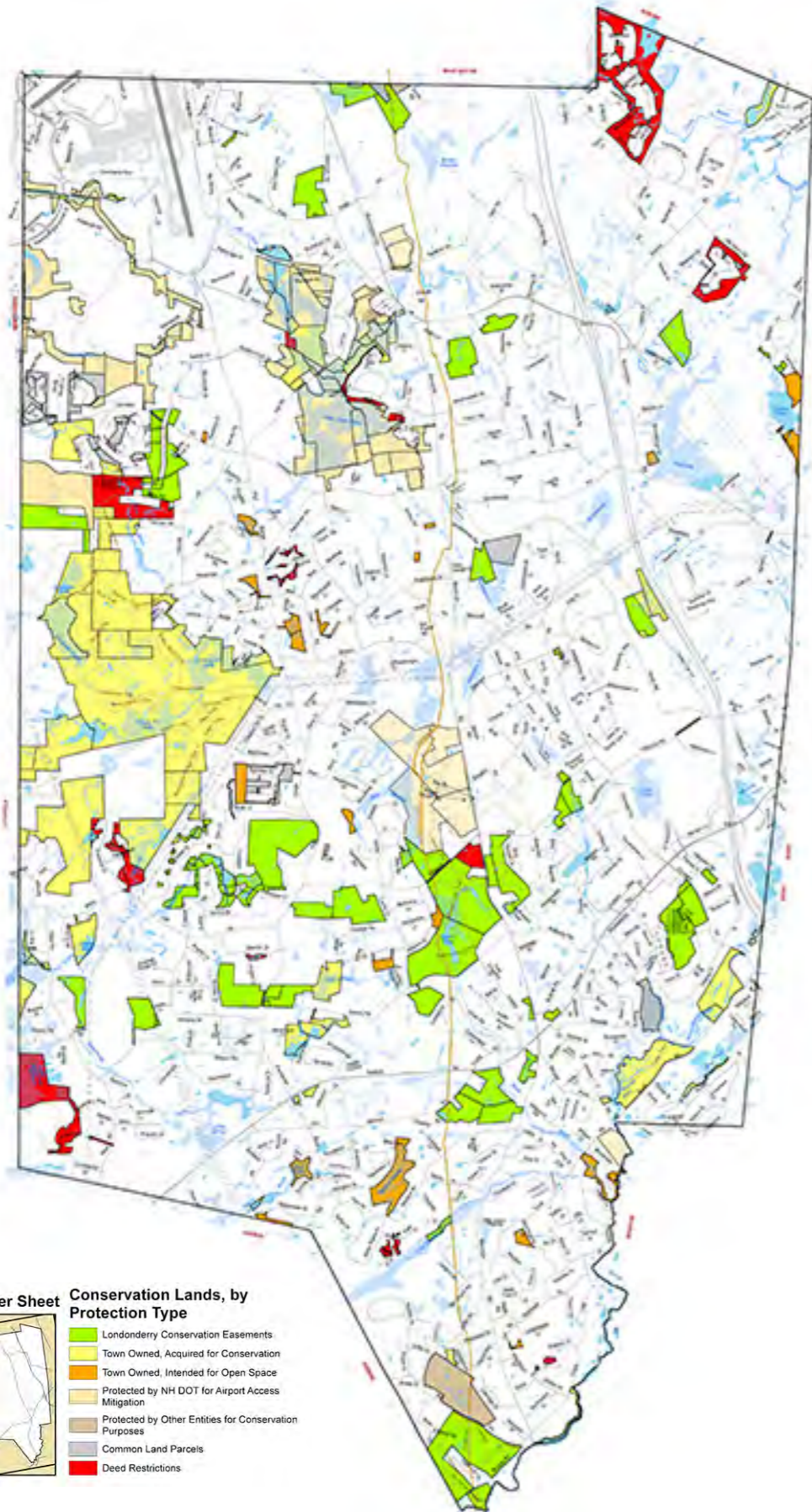
110 Respectfully submitted,

111

112

113 Jaye Trottier

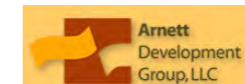
114 Associate Planner



RECREATION PLAN LONDONDERRY CONSERVATION LAND

Prepared For:
Londonderry Conservation Commission
Londonderry, New Hampshire

Prepared By:
Arnett Development Group, LLC
Concord, New Hampshire



With assistance from the
Londonderry Department of Planning and
Economic Development

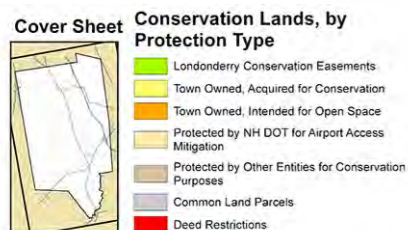


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* Denotes area listed on Outdoor Recreation Guide web site

INTRODUCTION

Londonderry's conservation policies began to take root in 1969 when the Londonderry Conservation Commission (LCC) was founded. In the ensuing years, the Town has taken an aggressive stance in conserving its natural and cultural resources. Thoughtful purchases of land and conservation easements has enabled the Town to protect the quality of its waterways and aquifers; maintain important storm water control measures; influence air quality; and provide excellent outdoor recreational opportunities. The purchase of conservation easements has also protected prime agricultural land well into the future. All of these efforts are critical to the development of a healthy, rewarding and sustainable quality of life for Londonderry and its citizens.

The purpose of this report is to reinforce the Town's ongoing conservation efforts by providing an informed overview of recreational opportunities on Londonderry's conservation land. The Town of Londonderry manages approximately 1,693 acres of open space and is responsible for monitoring and enforcing conservation easements on 1,104 acres (2,797 acres total)¹. The majority of this land can be used by the public for passive recreation such as hiking, snowshoeing and nature observation. However, wetlands, steep terrain, and a limited or lack of access from a public right-of-way limits the potential to enhance many areas for recreational purposes.

To determine if a tract of conservation land held potential for enhanced recreational use by the general public the following criteria was established:

- The site should be owned by the Town of Londonderry or as in the case of the Ingersoll-Bockes land and Moose Hill Orchards, the general public is currently welcome to use existing trails and resources.
- The site needed to be large enough to accommodate recreational activities, including parking and at least one point of public access without threatening wildlife habitat or sensitive ecological areas. Five (5) acres was established as a minimum tract size.
- The site must be accessible from a public right-of-way.
- Active development of recreational use on the conservation land would not compromise the quality of life for adjacent neighbors.
- The physical character of the site should be conducive to passive recreational uses such as hiking, snowshoeing and cross-country skiing.

It was determined that twenty-two (22) conservation areas met some or all of the above criteria and were selected for an initial assessment. Of the twenty-two (22), eleven (11) were eliminated for one or more reasons. The remaining eleven (11) areas were further investigated. This report provides a detailed assessment of the those areas.

In addition to assessing the conservation land noted above, the report also looked at opportunities to unify the Town's open space system via a network of connected trails and bikeways aimed at connecting disparate tracts. The combined analysis provides a solid foundation for making informed decisions regarding the long-term enhancement of recreational opportunities on Londonderry's conservation land.

¹ Final report of the 2010-11 Londonderry Open Space Task Force; adopted July 7, 2011

Selected Conservation Land

Adams Pond/Moose Hill Orchards

Beaver Brook

Kendall Pond Conservation Area

Musquash

Scobie Pond

West Road Athletic Fields



Adams Pond/Moose Hill Orchards

This conservation site is a privately owned, working orchard, thereby limiting the Conservation Commission's ability to implement recreation enhancements without the consent of the owner. However, visitors are welcome and the owners have enhanced the recreation experience by developing a series of themed trails. They have also placed several picnic tables throughout the site and have developed features such as the Hilltop Gazebo and the Peace Pole. During the winter, the owners maintain a cross-country ski trails and encourage snowshoeing on other parts of their property.

Pedestrian Access

On-site parking is limited and visitors are requested to park either at the Morrison House, headquarters of the Londonderry Historical Society, or the orchard parking lot adjacent to Mack's Apples farm stand. Consequently, pedestrian access to the Adams Pond Conservation Area requires visitors to cross either Pillsbury or Mammoth roads. Both roads serve a high volume of traffic and the lack of marked pedestrian crossings places visitors at risk, especially children and those with mobility limitations. It is important that the Conservation Commission work with NHDOT and the Town's Public Works Department to develop safe crossing areas at the Morrison House; across Mammoth in front of the apple stand and where the trails cross on Pillsbury Road. Consideration should be given to the installation of a controlled pedestrian crossing consisting of a marked crosswalk and yellow flashing light that enables pedestrians to activate the system as needed.



Adams Pond/Moose Hill Orchards



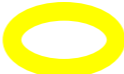


Trailhead

In addition to developing crosswalks, the Conservation Commission should explore the development of a formal trailhead on Town owned land across from the Morrison House. A trailhead at this location could also serve the trails and activities within the Town Forest. Amenities might include two or three picnic tables and some interpretive signage highlighting the historical character of the forest and Town Common as well as the orchards.

In addition to developing a trailhead, it is recommended that the Conservation Commission work with the Town and adjacent neighbors to improve pedestrian connections to the Adams Pond and the neighborhood to the west. The Town owns a parcel of land at the head of Hampshire Lane and a series of undeveloped public right-a-ways along Wilshire Dr. have the potential to link the neighborhood to trails in the south orchard block.

Envisioned Enhancements

-  Controlled Crosswalks (3)
-  Improve Area Neighborhood Connections
-  New Trailhead

BEAVER BROOK



The Beaver Brook site offers excellent potential for recreational development. The site consists of two parcels totaling 31.3 acres and is located 500' east of the intersection of Gilcrest Road and Tokanel Drive. The land is mainly wooded, consisting of native coniferous such as white pine and eastern hemlock as well as a mix of native hardwoods; mainly oak, beech and maple. The under story consists of a mix of woody shrubs and native groundcovers. The majority of the site is upland and dry. However, Beaver Brook flows through the southeast portion of the site.

The terrain is variable and what slopes do exist, are quite manageable. The area could easily accommodate the development of a central picnic area as well as a scattering of isolated picnic tables. A gravel road bisects the site and is wide enough to adequately handle two way traffic. It is in excellent shape and would require minimal improvement. Small parking areas or "slots" could easily be developed to accommodate isolated picnic tables.

Beaver Brook runs adjacent to or through the entire two parcels. It is reasonably deep and appears to be navigable most of the year. There are several points along the brook that offer reasonable opportunity for the launching of canoes, kayaks and other small craft. Beaver Brook continues toward the southwest, passing through state owned land and the Kendall Conservation Area, eventually connecting to Kendall Pond located at the intersection of Kendall Pond Rd and South Rd.

The State of New Hampshire has recently constructed a wetlands on an adjacent parcel of land to mitigate wetlands disturbed by the I-93 expansion project. The newly constructed wetlands offer an excellent environmental education opportunity.

Envisioned Enhancements

- Develop a gated entrance on Gilcrest Road. Enhance the entrance with stone piers, signage, lighting and landscape improvements.
- Designate a picnic area with a pavilion and small "play area" for group gatherings.
- Provide 15-20 picnic tables scattered throughout the area for individuals and family picnics.
- Develop short loop trails with interpretive signage.
- Develop an area for safe launch of canoe and kayaks into Beaver Brook.
- Develop an Environmental Interpretive Station with seasonal exhibits.
- Enhance the public's understanding of the natural and built environment by collaborating with the State of New Hampshire to develop a self-guided interpretive trail of the newly created wetland mitigation site.

Kendall Pond Conservation Area



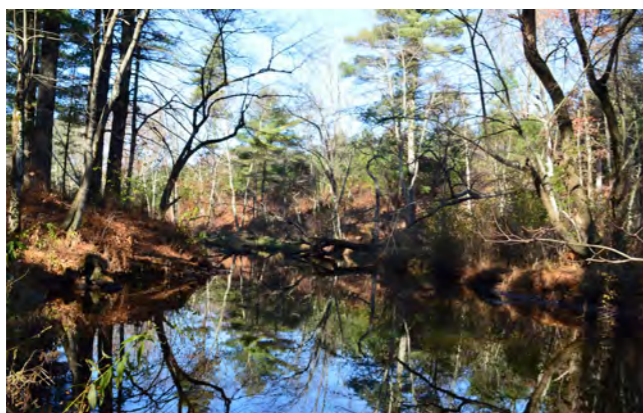
Envisioned Enhancements

Enhance existing trailhead and parking area

- Erect decorative fencing along South Road and improve signage along South Road to better announce the entrance to parking area
- Improve visibility into parking area from South Road; clear under-story of shrubs, small trees and debris to allow for better visibility into parking area.
- Improve lighting within the parking area
- Improve existing signage and kiosk for enhanced presentation of recreational opportunities within the conservation area as well as for posting Rules and Regulations.
- Increase monitoring and visible presence of local police at trailhead

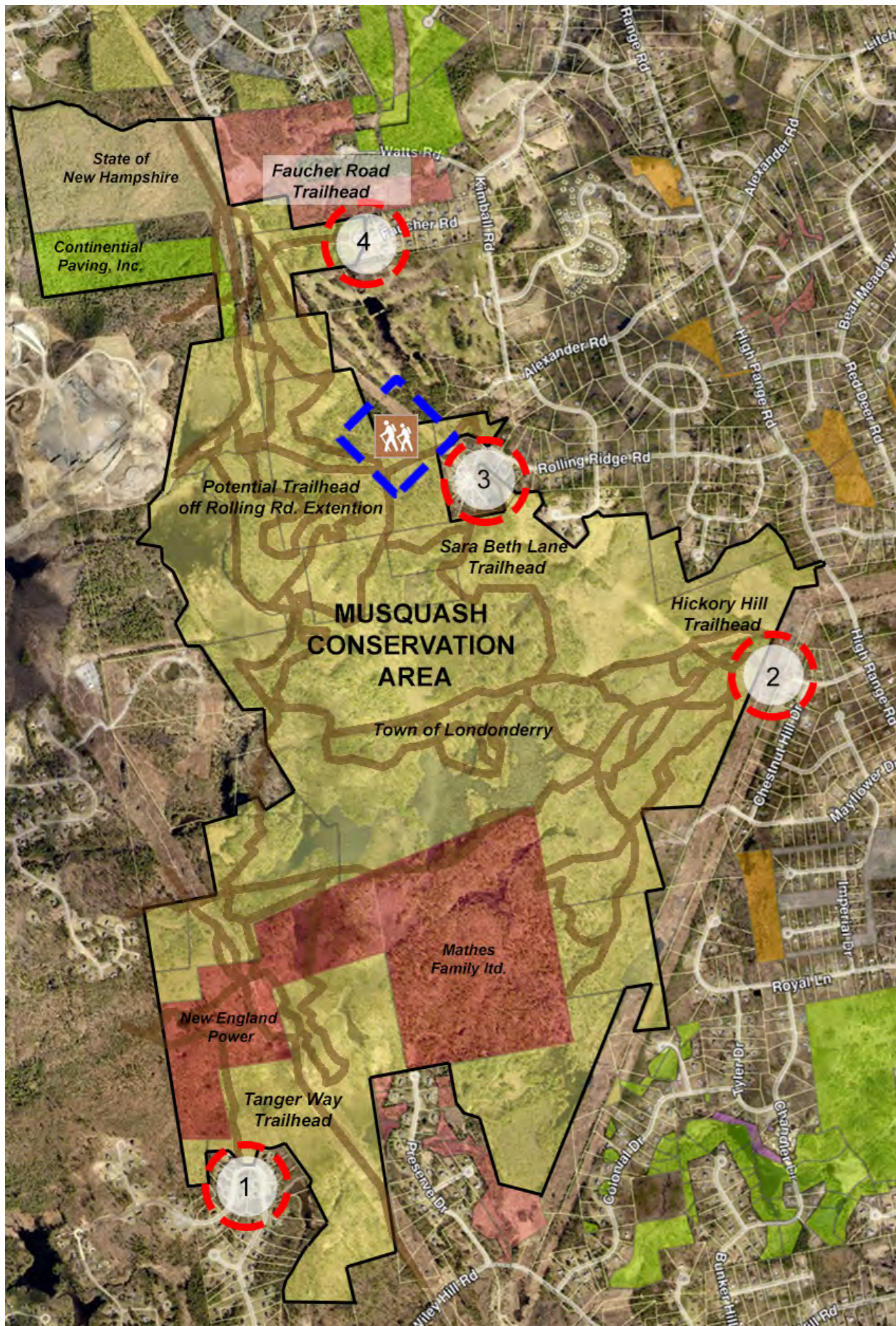
Recreational Enhancements

- Create a series of designated spur trails to facilitate better access to northwest region of the site
- Where necessary develop foot bridges and boardwalks to allow for year around access into wetter areas of the site
- Construct wooden observation platforms at various locations within the park to allow for better opportunities for wildlife observation or scenic enjoyment of the wetter areas.
- Improve the interpretive signage within the conservation area; consider a joint educational opportunity with schools or local organizations; consider seasonal exhibits depicting the conservation area; host an annual art show exhibiting the work of local painters and photographers
- Provide more seating opportunities along the trail either through the addition of more benches or the strategic placement of suitable boulders or natural elements such as tree stumps
- Consider the addition of 3-4 more picnic tables and the enhancement of the picnic area adjacent to the parking lot and trail head



Kendall Pond Conservation Area

The landscape within the Kendall Pond Conservation Area is spectacular. The site is large, fifty-seven acres (57) but its configuration and extensive amount of wet areas limit recreational opportunities. There is, however, an existing trail system in place, consisting of two main loops; the Yellow Loop and the Blue Loop trails. The trails are very well maintained and are accessible throughout the year. The area is accessed via a trailhead and parking area off of South Road. Visibility into the trailhead area needs to be improved to allow for better monitoring of the parking area by police and passers by.



The Musquash Conservation Area

The Musquash Conservation Area is a beloved and well maintained community open space but lacks a memorable sense of arrival at any of its four main entrances. This belies the quality of the area and the recreational experience it offers.

There are four (4) principal entrances to the Musquash Conservation Area, all on located on dead-end residential streets. Signage and other amenities vary with each location. The Hickory Hill (2) and Tanger (1) entrances have semi-designated off-road parking areas but much of the parking occurs along the edges of the travel-way.

Hickory Hill seems to be the most popular entrance, especially with those arriving by automobile. However, the parking and arrival area is separated from the conservation area by a power line right-of-way. This limits the development of a more formal entrance and trailhead at this location. Sara Beth Lane (3) entrance seems to be the least memorable of the four. Parking is limited to the edge of the road, it lacks a distinct trailhead and the connector trail is somewhat long and circuitous.

However in this same area, a Right-of Way exists at the end of Rolling Ridge Road that would allow direct access into the recreation area. The entrance road would cross the power line right-of-way and terminate at a level area within the Musquash where a series of existing trails are currently located. The terrain and soils are suitable and would easily accommodate a small parking area (10-15 cars), a small pavilion, a kiosk and other amenities. The development of a defined trailhead would greatly enhance the sense of procession and arrival to the Musquash.



1. TANGER WAY TRAILHEAD



2. HICKORY HILL TRAILHEAD



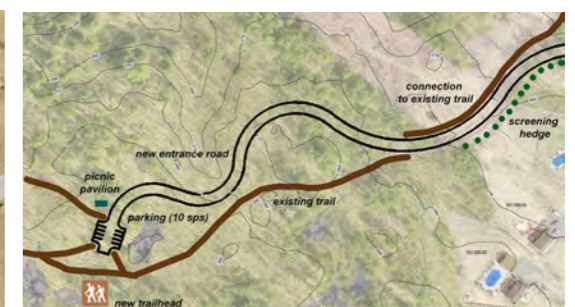
An existing Right-of-Way at the end of Rolling Ridge Road may allow for the development of a formal trailhead and entrance to the Musquash.



3. SARA BETH TRAILHEAD

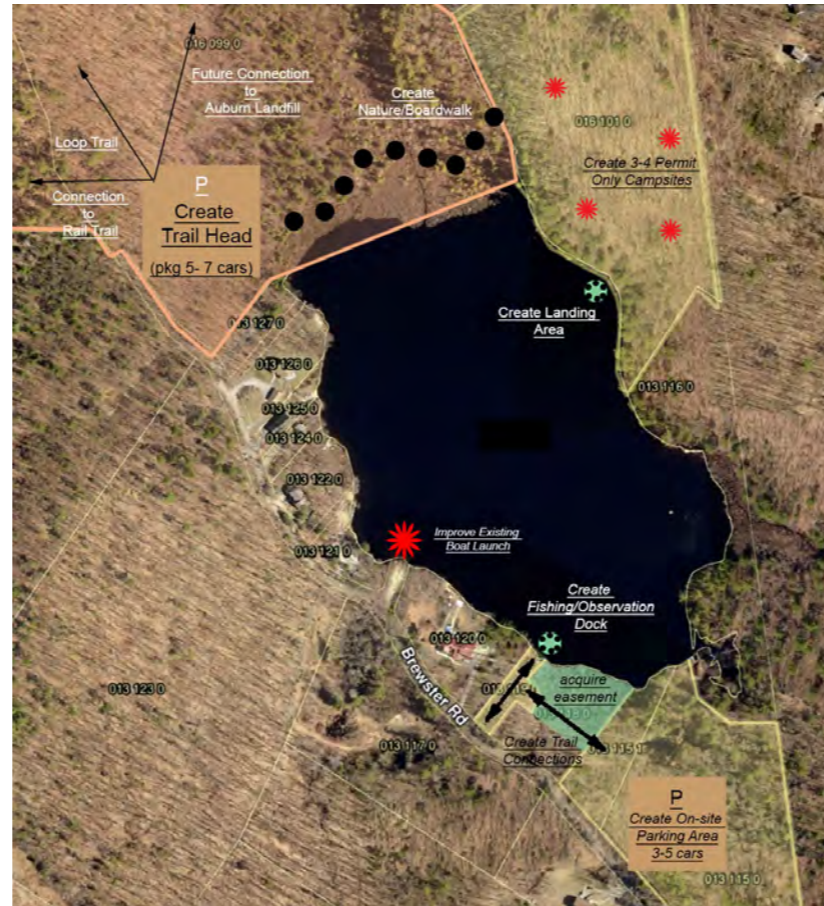
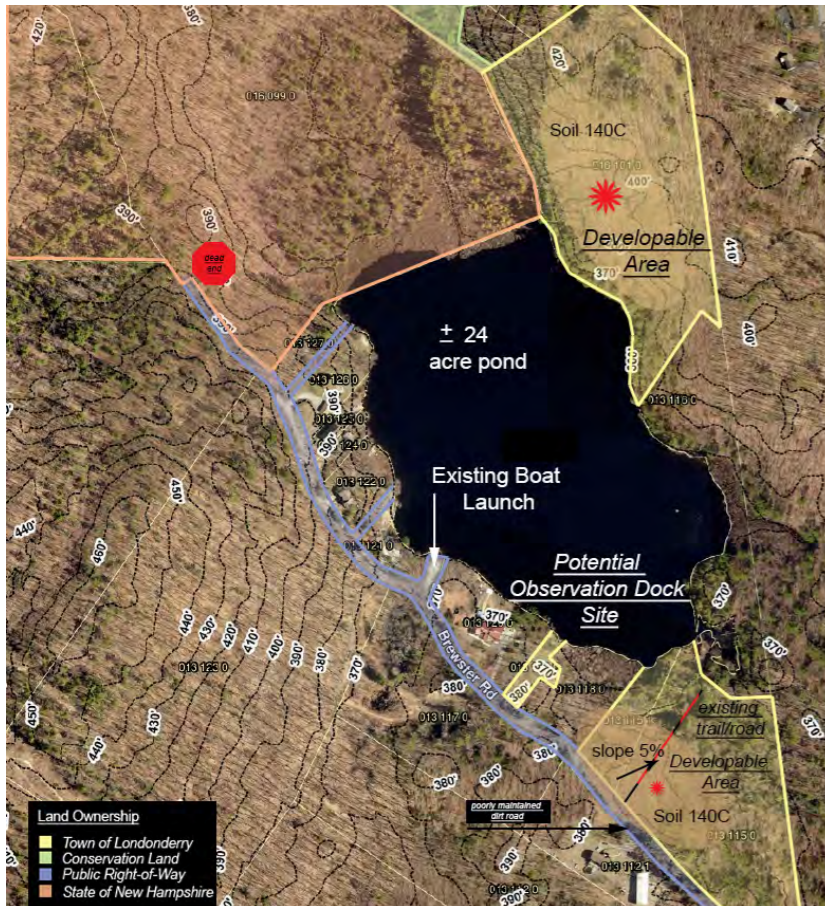


4. FAUCHER TRAILHEAD



The terrain allows for the development of a short entrance road and future development of a trailhead within the Musquash.

Scobie Pond



View of the northeast shoreline

Site Investigation

Scobie Pond is very picturesque and peaceful. Covering approximately 24 acres, Scobie Pond is the largest body of open water within the Town of Londonderry. It is located in the northeast section of the town and can be accessed from Brewster Road. The pond is surrounded on three sides by undeveloped land, the majority of which is owned by the Town of Londonderry and the State of New Hampshire. A portion of the northeast shoreline is owned privately. Several homes are located along the southwest shoreline. The town owns approximately 12 acres of woodland at the pond's southern tip. Direct access to the pond is somewhat limited in this area due to the limited amount of shoreline. It is further constrained by wetland. The town also owns another 13 acres of woodland on the northeast shore of the property. A small boat launch is located off Brewster Road and provides accommodation for launching small craft such as canoes and kayaks. However, the boat launch area is small, which limits the maneuvering of vehicles with boat trailers.

In the early twentieth century the pond was three times its existing size and noted to be a very popular fishing spot. The pond has an average depth of 12' and a maximum depth of 26'. Fishing is still reported to be good with the pond containing Largemouth Bass, Smallmouth Bass, Bluegill, Pumpkinseed, Brown Bullhead, Black Crappie, Chain Pickerel, and Yellow Perch.

The pond is ideal for canoeing, kyacking, fishing and limited swimming (there is not a designated beach nor are there any life guards or safety personal stationed at the pond).

Envisioned Enhancements

- Improve boat ramp and launch area. Provide better signage and site amenities including a picnic table and bench.
- Develop trailhead on Town owned land at souther tip of pond. Provide an area for limited parking (3-5 cars with boat trailers)
- Acquire easement to connect town owned parcels along southwest shoreline to provide additional shore frontage by proposed trailhead and parking area
- Develop a series 3-4 permit-only wilderness camp sites on town owned land along the northeast shore.
- Coordinate with the State of New Hampshire to develop a trail system connecting State owned land and Town owned land.



West Road Athletic Fields



Envisioned Enhancements

- Improve the existing loop trail connecting the northern and southern recreational areas. Develop an improved accessible walking surface suitable for strollers, wheelchairs and individuals with mobility issues.
- Create a scenic overlook on the high ground bordering the northeast athletic fields.
- Improve recreational opportunities associated with the existing pond and adjacent land owned by the Town of Londonderry. Consider the development of a series of interpretive stations describing the wetland habitat.
- Explore opportunities to connect the West Road Fields to the Musquash Conservation Area by extending a trail across the pond, eventually connecting to Wiley Hill Rd.

Site Investigation

The West Road Fields consists of several athletic fields that serve the needs of the community's youth soccer program and other athletic events. Located in the southwest corner of the town, the park is a significant outdoor open space. The area is a reclaimed "borrow pit", once owned by Continental Paving, Inc. and is comprised of two sections informally connected by a well-worn path. The park is surrounded by undeveloped land, owned primarily by the Elwood family and the Public Service Company of New Hampshire. A residential neighborhood is located to the south and southwest of the park across West Road. Within the park there is approximately 18 acres of conservation land buffering a stream and wetland.

Aside from the athletic fields, there are few amenities within the park. However, opportunity exists to enhance area with the development of a series of trails circulating throughout the park connecting with the trails on adjacent open land, i.e. the right-of-way under the power line and a parcel of undeveloped town owned land to the northwest. Another opportunity to enhance a user's experience would be to provide better access to existing pond. While the pond offers limited opportunities for boating, it can be improved for canoes and kayaks. The quality of fishing the pond is undetermined but it does offer opportunity for casual fishing and open water for those interested in improving their casting abilities. Other opportunities may exist for model boating (remote control toy units) or other passive, water-related recreational activities.

The athletic fields in the northeast section of the park are bordered by a large, steep bank. While the bank is difficult to negotiate there is opportunity to create a trail to the high ground overlooking the ballfields. The development of an overlook would not only provide spectacular views of the games below but also an opportunity to capture scenic off-site views to the northwest.



Londonderry Open Space Networks

Rail Trail

Apple Way

Dragonfly Way

Public Right-of-Ways

Apple Way



APPLE WAY

Apple Way is an important cultural resource and a part of the statewide Scenic Byways program. In Londonderry, it connects several of the Town's remaining apple orchards and community open spaces. While the byway affords an enjoyable motoring experience, it is not conducive to pedestrian or bicycle activities. The road is relatively narrow and in some areas, the shoulder is non-existent.

An effort should be made to develop a comprehensive bike-way or shared use path along the Apple Way. This will provide locals with an enjoyable and safe cycling route and possibly attract more tourists to the community. The future enhancement of Apple Way will be crucial to preserving Londonderry's rich agricultural heritage.

Dragonfly Way



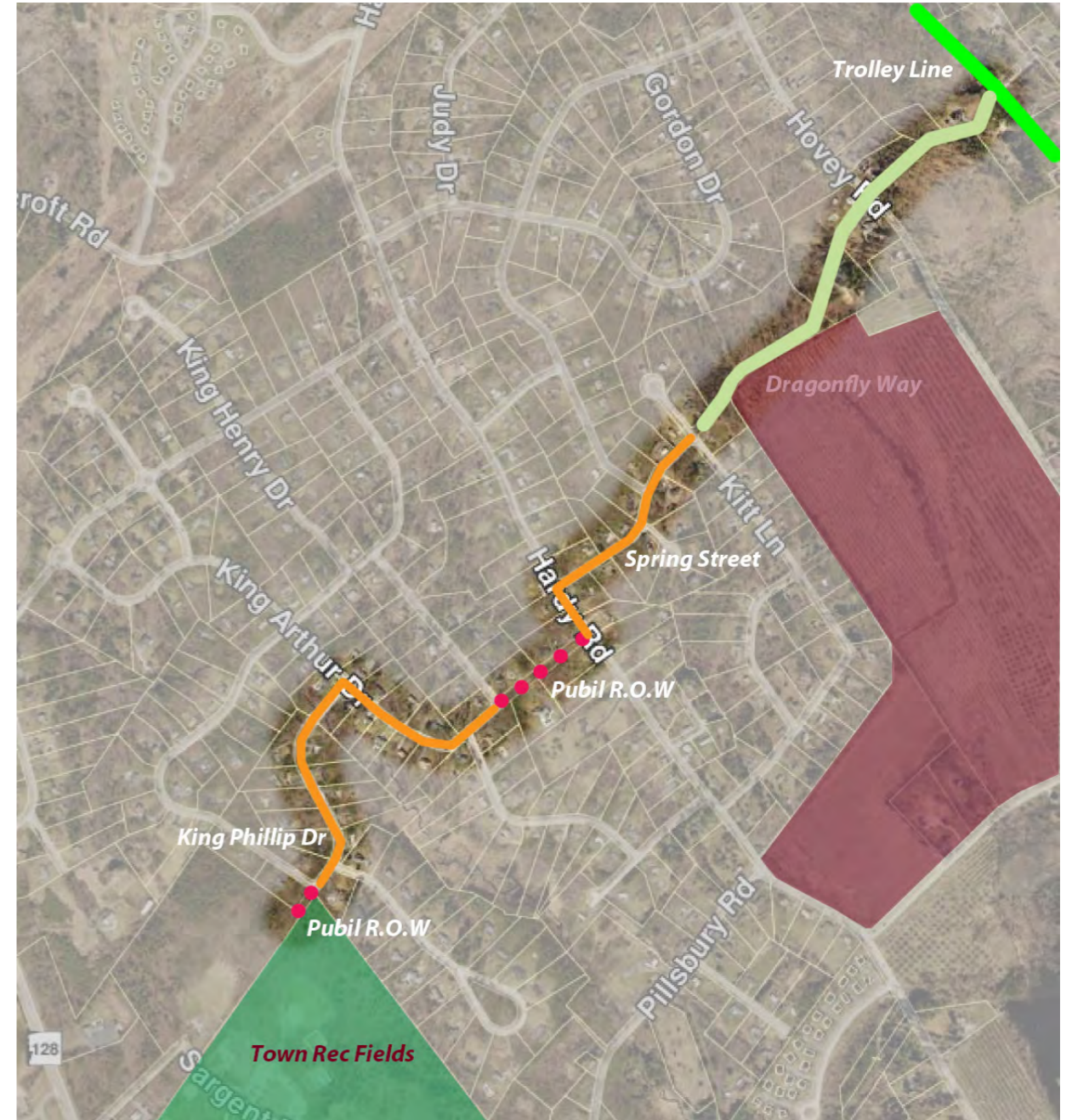
The above diagram illustrates the potential development of Dragonfly Way. The green line represents Dragonfly Way. Also depicted is the future development at Woodmont, the Pillsbury and Pinkerton Cemeteries and conservation land adjacent to the Old Trolley Line (a proposed trail system, see Section 4).

Dragonfly Way

A Class Six road runs between Trolley Car Lane and Kitt Lane. The road has not been maintained in many years but the right-of-way is still in force. Local residents named the road “Dragonfly Way” when the town was developing the emergency response system. The route provides an excellent opportunity to connect several neighborhoods while at the same time offering a pleasant walking and biking experience. Due to its proximity to the future Woodmont development, Dragonfly Way will play an important role in keeping pedestrian and bicyclists off of Pillsbury Road, which can be hazardous to pedestrian passage.

Dragonfly Way can also serve an important role in developing a comprehensive hiking/biking loop system throughout the Town of Londonderry. Originating at the intersection of Trolley Car Lane and the proposed Trolley Car Lane byway (see section below), Dragonfly Way will help connect several neighborhoods while also providing area residents a safe and direct connection to the schools and open spaces in the Town Center.

The comprehensive development of Dragonfly Way illustrates the effectiveness of revitalizing class six roads, as well as, unbuilt dedicated right-of-ways. These unused resources could provide vital links between existing neighborhoods and community open spaces. If enhanced creatively, right-of-ways can also serve as linear, neighborhood “pocket parks” offering a pleasant pedestrian/bicycle passage while also providing opportunity for the integration of benches, public artwork and other amenities that would enhance and enrich the lives of local residents.

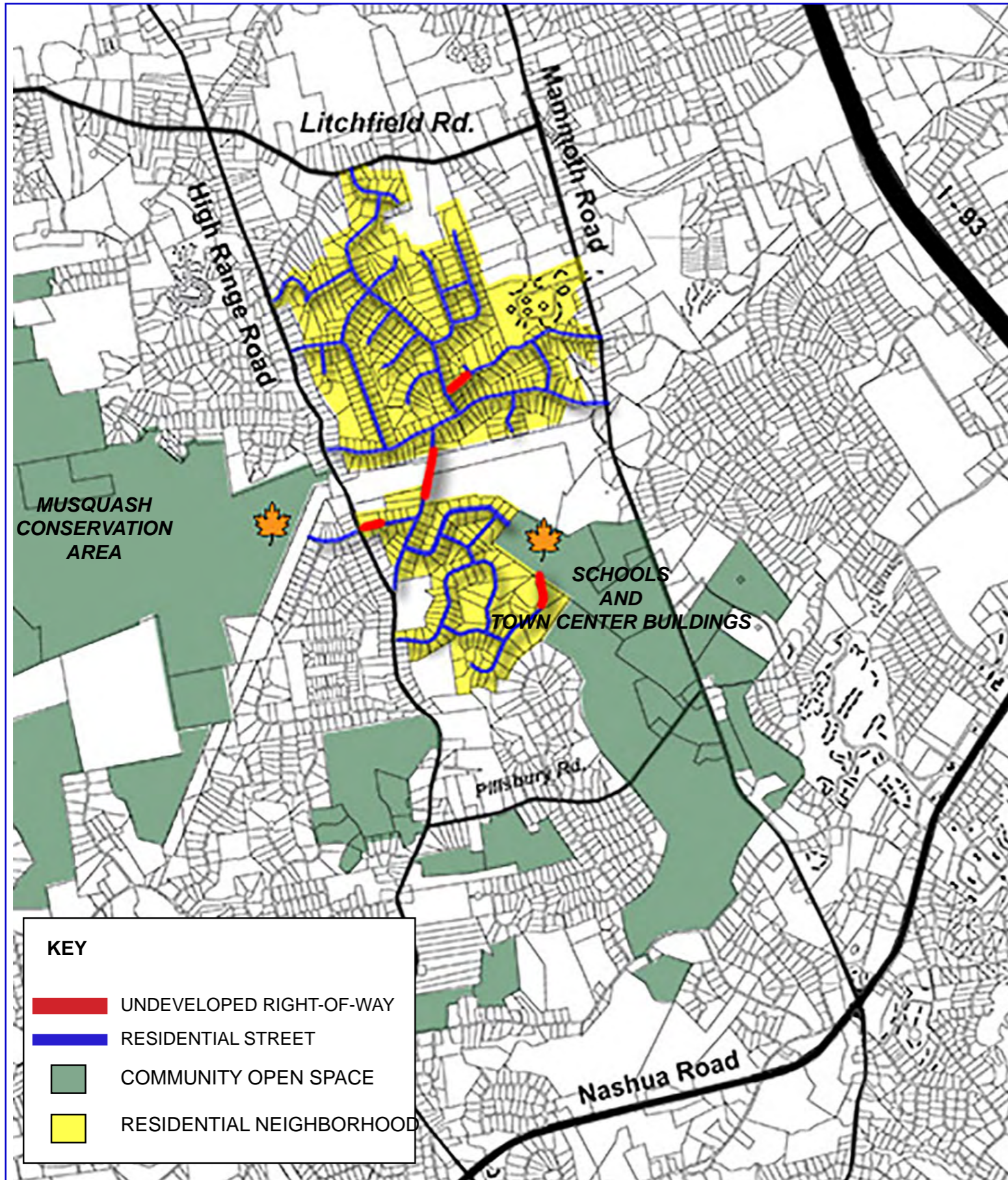


The above diagram illustrates the critical role Dragonfly Way (green) can serve in linking existing neighborhoods (gray tone) and the future development at Woodmont (maroon) to the open spaces at the Town Center. The red dots represent the development of existing right-of-ways into linear pocket parks and shared use pathways.

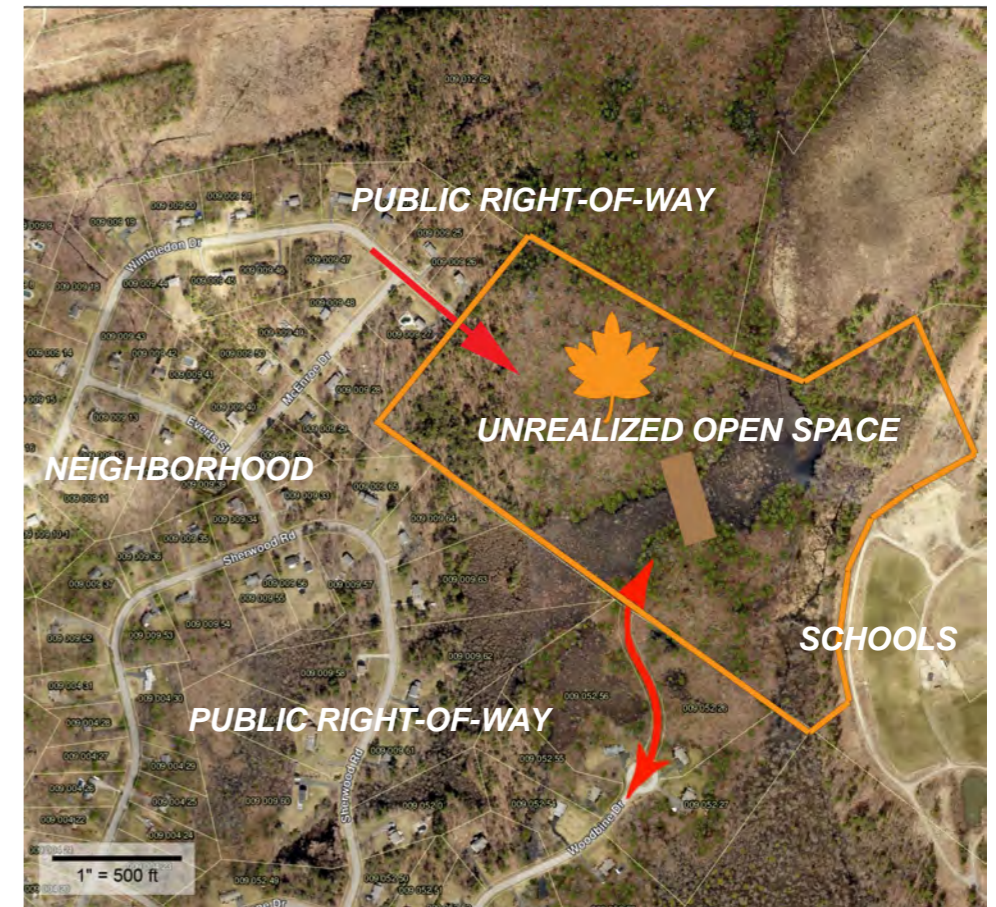


The Rail Trail being developed in Londonderry is part a of a statewide development effort aimed at brining communities together with an uninterrupted bike-way- pedestrian way. The Rail Trail will eventually stretch from the shores of the Connecticut River in Lebanon, NH to the Rail Trail system at the Massachusetts border. The Rail Trail will serve as an important recreational and commuting conduit but will also serve as an important cultural/economic resource linking rural communities and major urban areas.

Locally, the Rail Trail will also create opportunities to link several of Londonderry's open spaces. The image above depicts the eventual route of the Rail Trail through Londonderry. By the end of the year the trail will extend from where it currently ends near the transit station, under the highway to the commercial area to the southeast. Once the trail is completed however, you will note that it will also serve to tie the open space at Little Cohas and conceivably link to the proposed recreation area at Scobie Pond through a proposed trail system on land currently owned by the State of New Hampshire.



Public Right-of-Ways



Throughout the Town of Londonderry there are a number of undeveloped right-of-ways that have potential to connect scattered neighborhoods with community open spaces and facilities in the center of town.

The development of a comprehensive pedestrian/bicycle system throughout the community would ensure that joggers, pedestrians and bicyclists could safely navigate throughout the community while avoiding high risk roads such as High Range, Mammoth and Pillsbury. These roads are high traffic corridors with high volume of truck traffic.

The diagram above and to the left illustrates potential connections (red lines & arrows) between existing neighborhoods, an underutilized open space and the school grounds in the center of town. As with the development of the right-of-ways in the Kings neighborhood the development of linear parks and shared use travel ways would significantly enhance the existing neighborhoods and afford safer circulation between community open spaces.

Long-Term Considerations

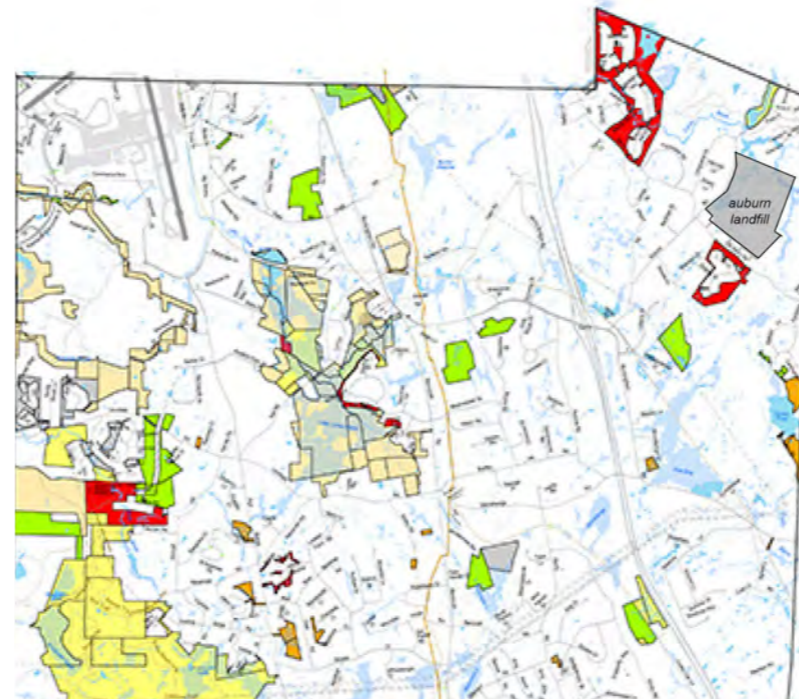
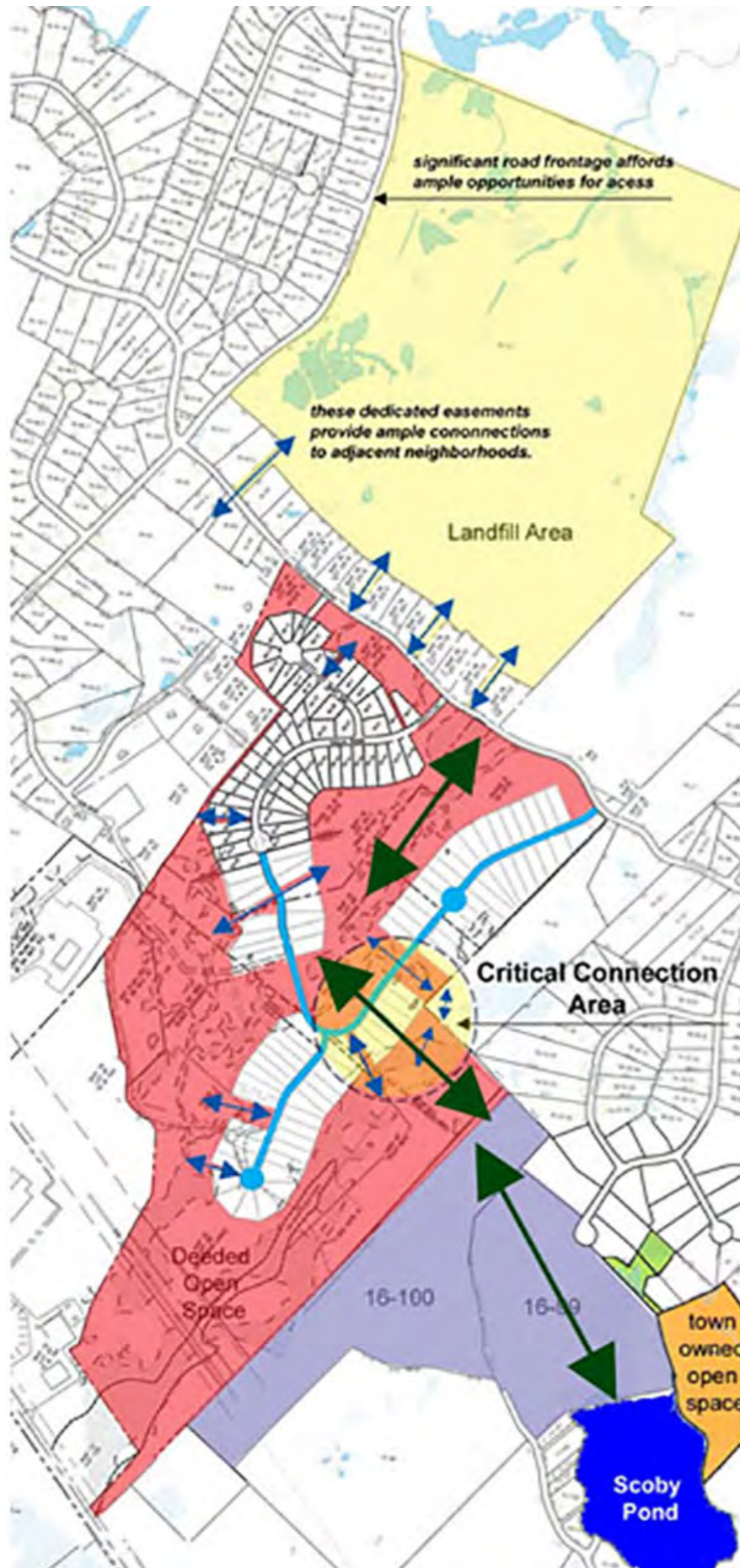
Auburn Landfill

Beaver Brook - Kendall Pond Connection

Little Cohas

The Old Trolley Line

Auburn Landfill



The above diagram illustrates the lack of public open space in the northeast corner of the town. The enhancement of the Auburn Landfill would provide a much needed resource for area neighborhoods.

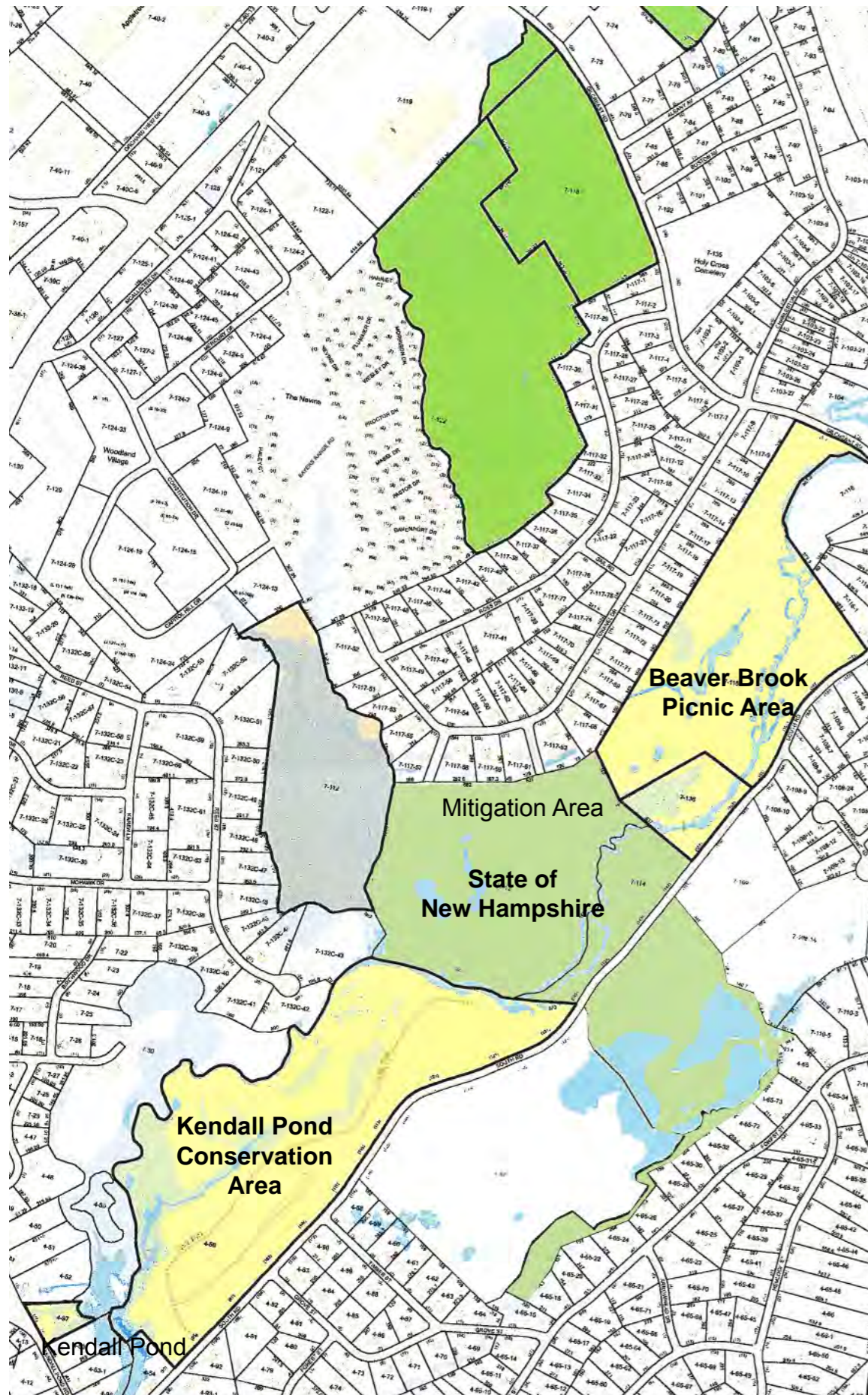
The above diagram provides a general overview of the development potential for the Auburn Landfill. The olive green areas depict the capped land. These areas may be suitable for the development of ballfields whereas the majority of the site offers significant opportunity for unrestricted development of recreational resources.

The northeast section of Londonderry is under served when it comes to recreational opportunities. However, a long-term opportunity exists with the reclamation of the Auburn landfill. Comprised of approximately 100 acres the area is vast and the terrain is varied offering potential for a range of recreational opportunities including the development of additional ballfields, picnic areas, hiking trails. The Auburn Landfill site may also be the best opportunity Londonderry has to develop a recreation area geared to motorized vehicles such as motorcross bikes and ATVs.

There is also opportunity to connect the northeast section of town with other open spaces facilities, especially with State owned woodlands, Scobie Pond and the Rail Trail to the southwest. Ideally, the Auburn landfill site would serve as the northeast anchor of Londonderry's open space system. The diagram to the left depicts a possible scenarios for the connection of the Auburn landfill site with the surrounding neighborhoods and eventually to Scobie pond and the Rail Trail. Negotiations should be initiated with the State of New Hampshire concerning there land adjacent to Scobie pond as well as with the developer and landowners in the Lordon Subdivision since access through their property will be critical.

This area may also hold promise for economic redevelopment, especially for a mixed use development that offers commercial and residential uses. However, it will be important to ensure that if the area is developed in such a manner that recreational and public open space plays a key role in the overall development of the site plan to ensure that sufficient recreational opportunities are created in this section of the town.

Beaver Brook - Kendall Pond Connection

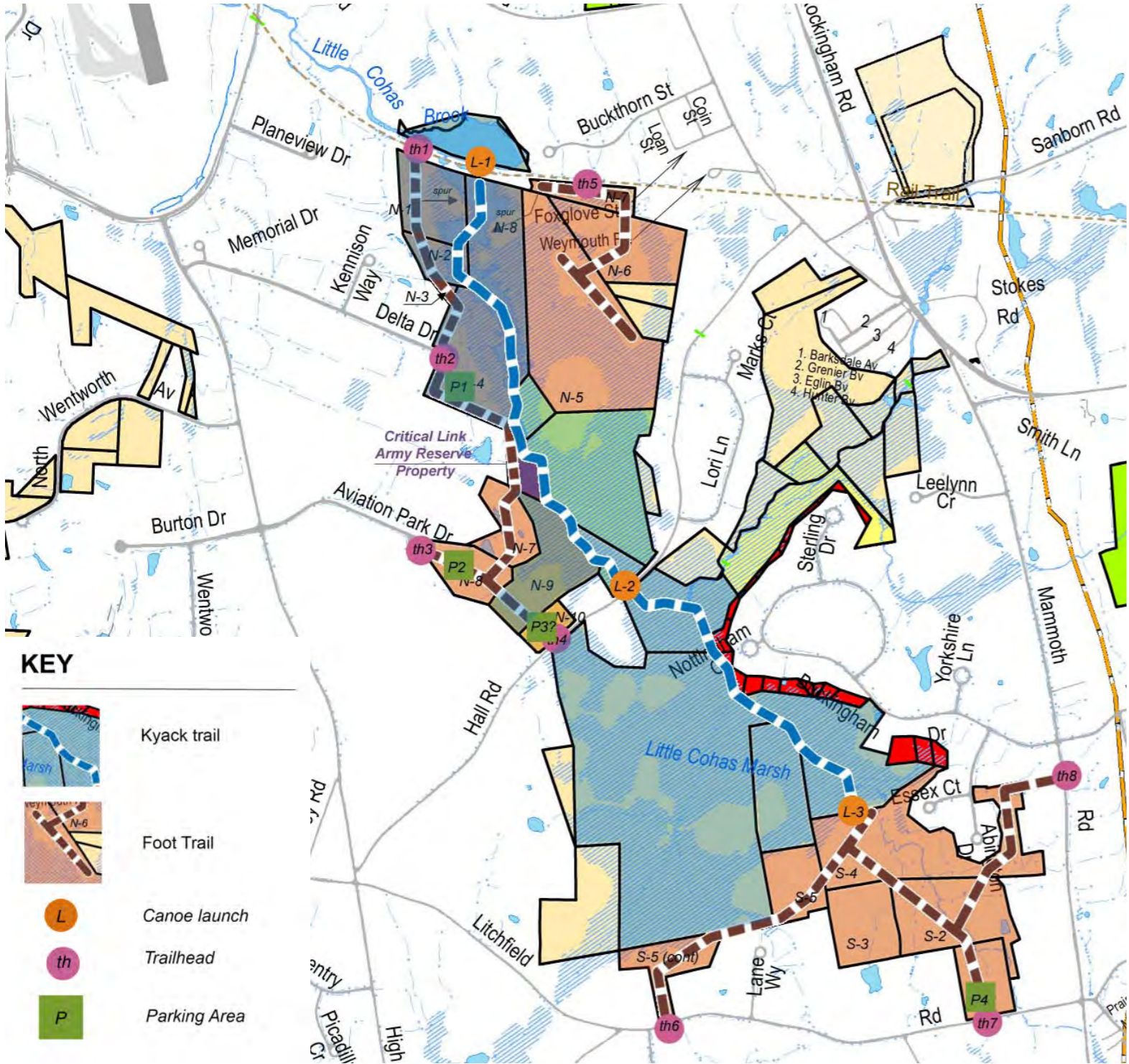


A view of Beaver Brook. The photo was taken at the northeast tip of the Kendall Pond Conservation Area and looks upstream into the State owned land.

Consideration should be given to the negotiation of an easement across State of New Hampshire owned land lying between the proposed Beaver Brook Picnic Ground and the Kendall Pond Conservation Area.

Acquiring an easement over this land facilitates the development of a canoe/kayaking course between the proposed picnic area at Beaver Brook and Kendall Pond. Acquiring an easement would also facilitate the development of hiking trail that would link the two areas. Increasing the length of the trail system would greatly enhance the hiking experience in the Kendall Pond Conservation Area.

Little Cohas



ENVISIONED ENHANCEMENTS

- Develop a linear trail system along the west edge of the North Cohas linking the Rail Trail with Delta Dr. & Aviation Park Dr.
- Enhance the navigable way that runs through the center of the Cohas marsh to improve canoe/kayaking opportunities.
- Create canoe or kayak launch sites at the Rail Trail and Hall Rd
- Develop trail-heads connecting trails within the Cohas to the Rail Trail
- Develop a trailhead and small parking area in the southern Cohas on land off Litchfield Rd. Develop an associated picnic area (2-3 tables) and a looped trail system connecting to the Little Cohas Marsh.
- Develop a parking areas and trail-heads at the end of Delta Dr and/or Aviation Park Dr.

The Little Cohas is a spectacular open space and offers excellent opportunity for recreational development. A particularly unique feature is an open waterway that is navigable by canoe or kayak for most of the year, although navigation can become problematic in the southeast region of the marsh. The waterway offers individuals an opportunity to experience a remote and isolated wetland offering ample opportunity for wildlife observation, especially the seasonal migration of various waterfowl.

In addition, the Cohas also offers opportunity for the development of an extensive trail system originating at the Rail Trail on the north and running along the western edge of the marsh. A informal trail currently exists in this area and is frequently used by workers in the adjacent industrial park. Extending a trail system through the southern portion of the Cohas may prove problematic due the extensive wetlands in the area but a seasonal trail or boardwalk is conceivable in the marsh.



THE OLD TROLLEY LINE

The Old Trolley Line

The right-of-way associated with the Old trolley line offers a wonderful opportunity to enhance the pedestrian/bicycle connections throughout the town while also helping to link open spaces and community recreation areas. It is also an opportunity to recognize a special and very important component in the town and region's transportation system.

At one time the trolley ran from the center of Manchester and connected to Londonderry and several communities to the southeast. It was a vital link and provided regional residents a means of commuting between communities and in some cases from the urban centers to recreational areas in the surrounding rural communities.

A portion of that corridor is still evident in town today and runs from the intersection of Stonehenge and Mammoth roads in a southeasterly directions for almost two miles. It eventually connects with Trolley Car Lane. In total, the corridor traverses ten separate parcels and runs adjacent to another dozen.

As it exists today, the line is walkable and well used by hikers and mountain bikers. The roadbed is in good condition and would require only minor improvements to make it serve as a bike path or shared use facility.

As the community builds out the Old Trolley Line will become an important pedestrian corridor and has the potential to complete a extensive loop originating at the town center, connecting the neighborhood to the east, onto Dragonfly Way, past the Woodmont community and eventually connecting with the Cohas and Rail Trail to the northwest.