

DRAFT

Heritage Commission Meeting Minutes Londonderry, New Hampshire November 20, 2014

In attendance: Commissioner Art Rugg, Alternate Commissioners Pauline Caron, Janet Cichocki, Noreen Villalona, Town Council Ex-officio Jim Butler

Also present: GIS Manager/Comprehensive Planner John Vogl

Absent: Commissioners James Schwalbe, David Colglazier, Sue Joudry, Tom Bianchi, Martin Srugis

A. Rugg called the meeting to order at 7:00 PM in the Sunnycrest meeting room of the Town Hall.

A. Rugg appointed P. Caron to vote for David Colglazier, J. Cichocki to vote for James Schwalbe and N. Villalona to vote for Sue Joudry.

J. Cichocki moved and P. Caron seconded a motion to approve minutes from 9/25/14. No discussion. Motion carried 1-0-3. A. Rugg, J. Cichocki and N. Villalona abstained due to absence.

Design Review: Town Fair Tire (Route 102)

Attorney Morgan Hollis started the presentation for applicant. The project is located at 31 Nashua Road, map 7 lot 73-2 (present Gulf gas station). He described the site's location and points of access and went over the ZBA actions that preceded the design review submission. Project Manager John Luypychoski described the plans for the building and distributed elevation plans (See Attachment A). (Commissioner J. Butler arrived 7:05). He described the façade as being composed of EZ bricks, red in color, and EIFS material. Rooflines would be covered with architectural shingles. Peaks were being built in on all sides. J. Luypychoski described the fencing plan for the site. He said that Town Fair Tire had reached agreement with the abutting day care on the material and coverage. J. Butler expressed that he was familiar with the brick materials but had a preference for the "port city blend" color which has a lighter, more aesthetically pleasing appearance. N. Villalona expressed support for the plans, including the port city blend material. J. Butler asked about noise pollution from the building due to air jacks or compressors. J. Luypychoski responded that their sound studies indicated sound will not be an issue; impacts to the abutting daycare will be mitigated by the fencing to be installed. J. Luypychoski presented the landscaping plans for the site. P. Caron followed up by questioning the placement of handicap spaces. Members expressed a preference for handicap spaces located closest to the building doors. Town Fair responded that there was no space to install a ramp at the center. The best place to break up the curb and install a ramp was in its current, planned current location. Town Fair suggested they would investigate and try to locate them closer to the door. A. Rugg turned the discussion to signage. A. Rugg questioned the legality of the horizontal stripes located on the post, just below the sign face. He suggested they may not be permitted and should be reviewed with the Building Inspector. J. Butler stated that the red awning stretching out from the front of the building was too vivid and would be out of place in the corridor. Members agreed the color was too loud. J. Luypychoski stated that the awning was a fabric material and the depicted color was from a catalog and that there were other choices available to consider. Members suggested the "cherry red" color depicted should be replaced with a color that matched the logo colors more closely, i.e. a darker shade of red, such as a barn red. J. Butler addressed the wall materials. All agreed that EIFS boards should be used in place of the stucco materials proposed. J. Luypychoski said he could incorporate a darker color in the awning and utilize clapboards in the

building sides. Members expressed support for the changes and the structure.

Design Review: Aranco – Red Arrow Diner Sign

Floyd Hayes summarized the status of the development and the building construction. He is present tonight to discuss signs on the site. Responding to comments heard during the Town Fair discussion, F. Hayes reported that the sign colors in this instance were brand colors and could not be changed. F. Hayes described the signs being considered (See Attachment B). He said these are consistent with town regs and ZBA approvals for the property and that the plans for all signs were reviewed by Building Inspector Richard Canuel. All agreed that the colors in this case were appropriate. J. Butler asked about signs for the liquor store. F. Hayes stated that the signs will be designed and approved by the State. F. Hayes has not seen them but anticipated that they would be standard signs seen throughout the state. Members expressed support for the sign plans.

Discussion - Apple Way Scenic and Cultural Byways: update – John

J. Vogl introduced Adam Hlasny from the Southern NH Planning Commission. J. Vogl presented the status of the Apple Way application and presented the items he wanted to achieve at this meeting, including reviewing the recommendations and timeline (See Attachment C). He said they were planning on submitting the application to the State in February. The next opportunity for comment would be the Commission's January meeting. J. Vogl read through the recommendations list and asked for comment. Members agreed that recommendations were consistent with the goals and objectives, and many ongoing practices already in place. J. Vogl remarked that they are also generally low cost items, given that there is no budget for this task. He expressed an interest in web resources over paper, printed materials. A. Chiampa said the Historical Society had an interest in cross-linking and possibly providing photographs. The group suggested the following changes to the Goals sections:

Subsection: Encourage the Public to investigate the historical resources of the byway

- Amend Action "Partner with Greater Manchester Chamber of Commerce to provide Apple Way brochures at the Manchester Welcome Center and State Ambassadors Program" to read "Partner with Greater Manchester Chamber of Commerce Manchester Welcome Center and State Ambassadors Program to direct traffic to an Apple Way web site.
- Add a new action: "Encourage cross link between historic groups in Town including the Heritage/Historic District Commission and Historical Society." To the Encourage the public to investigate the historical resources of the byway section.

Subsection: Ensure that the byway is clearly marked, safe and attractive for both visitors and residents

- Remove "and Road Agent" from first action
- Amend 3rd action to read "Work with SNHP in applying for Congestion Mitigation and Air Quality (CMAQ), Transportation Alternative (TA), and Safe Routes to Schools (SRTS) funds, if needed
- Delete action "Identify, improve and/or create appropriate pullover locations for scenic areas
- Delete action "Participate with the town to leverage existing programs such as Safe Routes to Schools.
- Delete action "Create and maintain limited picnic areas along the river and other attractive locations along the route"

Subsection: Encourage appreciation and protection of the area's natural resources

- Delete action “Identify, improve and/or create off-road parking areas for points of interest, picnic areas and recreational activities”.

A. Chiampa said there may be interest in placing a kiosk on the Morrison House property to include some of the historic information. J. Butler said this might a good Eagle Scout project. J. Vogl summarized the cultural inventory list and asked for comments. Members discussed. The following changes were suggested:

- Add Rosecrans Pillsbury House on Pillsbury Road
- Add Old Schoolhouse on High Range Road
- Remove duplicate entry for former Town Hall
- Correct restaurant name “Coach Stop” identified in the Robie House section
- Remove reference to a riding school in the Twin Gate Farm section.

A. Hlasny asked for feedback on events that have happened since the plan was adopted. Members discussed the brochure. A. Rugg stated that signs were put up in roughly 1996 and was located at 50 Nashua Road when the Town Hall was located there. J. Butler said that the trail improvements to the Town Forest were developed in 2012. J. Vogl said that the Adams Pond trails were also made available for snowmobiling in 2005. A. Chiampa said the Multi-Use Pathway on Mammoth Road should also be included. Each update makes the area more accessible and enjoyable.

Discussion – Town Common and Town Forrest improvements and maintenance

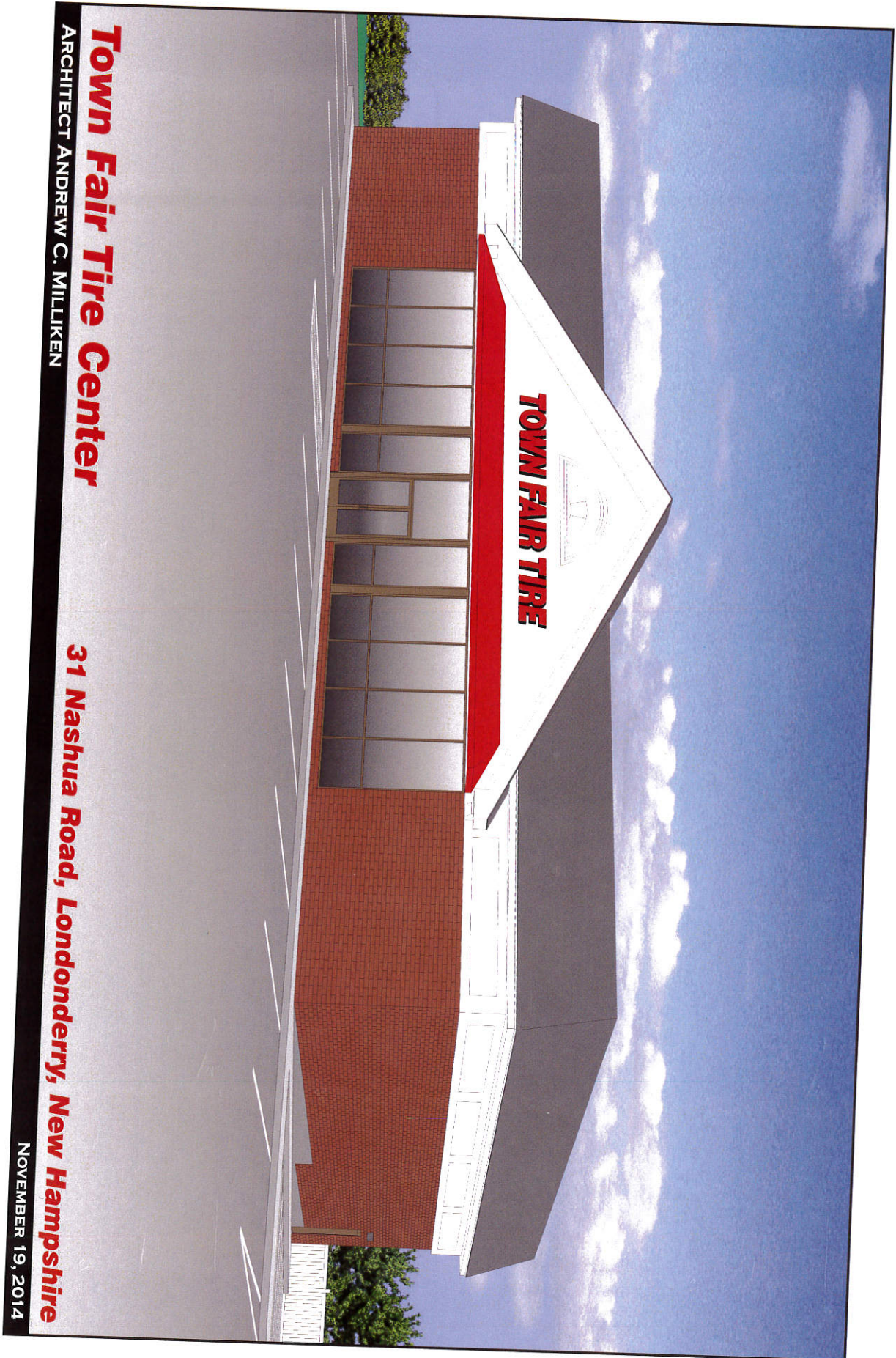
J. Vogl distributed the final Town Common Conceptual Enhancement Plan to the Committee (See Attachment D). He said that the Master Plan Implementation Committee’s consultant had presented this plan to the Planning Board. He said the Board expressed reservations about moving/rotating the monuments. Commission members echoed those concerns and expressed that they did not support moving the monuments. J. Vogl said the next step is to review and evaluate the report, and then move forward with a more robust design process to move from this broad vision to an updated concept and ultimately create design plans, respective of drainage, utility, landscaping and other existing issues. All expressed support for continuing discussion and continuing planning for improvements. Regarding the Town Forest, J. Vogl reported that he had heard comments from Andy Mack calling for a managed tree farm that showcases different species of trees. J. Butler and P. Caron agreed with this idea and thought that including descriptive information on the trees would be very interesting. J. Butler said the idea of lighting the Town Common was a good idea that would add charm and interest to the space at night. A. Chiampa reported that lighting did not look like “Londonderry”. A. Rugg said that the public process would decide on any improvements that are ultimately put in.

Chairman’s Comments

A. Rugg reported that James Schwalbe’s term is ending and he will not be seeking another term. He asked P. Caron if she was interested in moving from Alternate member to full and to take his position. J. Butler stated that the Council would make the appointment. P. Caron expressed interest. A. Rugg will forward this to the Council. A. Rugg said that the Committee Officers of Chair, Vice-Chair and Secretary will come up for vote in January. As J. Schwalbe is leaving, the Vice Chair position will need a new member. A. Rugg said that the Commission needs a representative to the Master Plan Implementation Committee. A. Rugg said that S. Joudry was willing to participate if no one else expressed interest.

P. Caron moved and J. Butler seconded a motion to adjourn. The motion passed 5-0-0 at 9:30 PM.

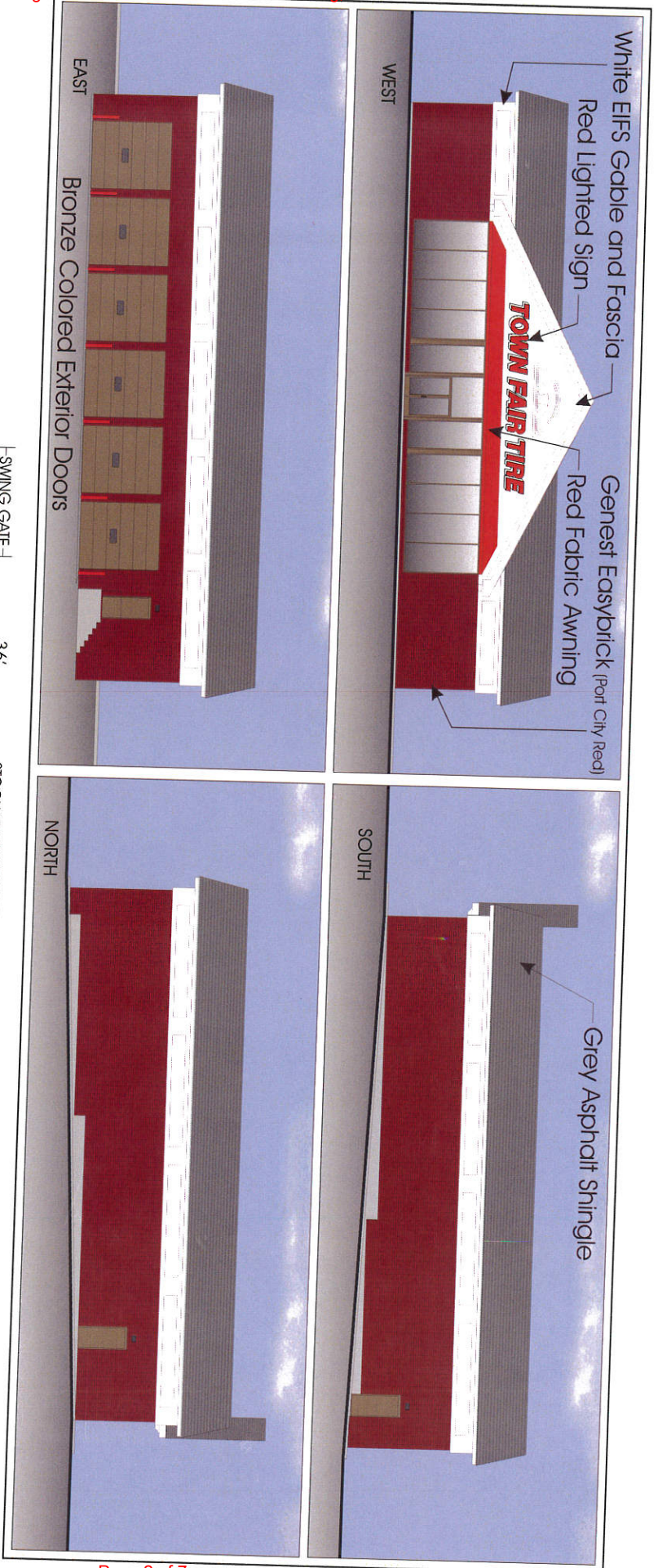
Minutes recorded and submitted by John Vogl.



Town Fair Tire Center
ARCHITECT ANDREW C. MILLIKEN

31 Nashua Road, Londonderry, New Hampshire

NOVEMBER 19, 2014



Town Fair Tire Center

ARCHITECT ANDREW G. MILLEKEN

Elevations

31 Nashua Road (Route 102), Londonderry, NH

NOVEMBER 19, 2014

TOWN FAIR TIRE

2'-2 1/4"
(26 1/2")

(A) Sign Elevation - Front View
Scale: 3/8"=1'-0"

Specifications
Qty = 1
49.6 Sq Ft

New Single Face Internally Illuminated Building Sign

- 6" deep LED illuminated remote wired channel letters
- Red LED illumination
- Hi-impact red acrylic faces #2283
- 1" Black trim cap
- Returns to be black aluminum coil stock
- Flush mount to building fascia
- 120V V.L.F.

V.L.F. existing wall conditions for best mounting method

Colors & Materials

- Red Acrylic #2283
- Black

(A) 3/16" Hi-Impact Acrylic Faces
Red #2283

(B) Red LED Illumination

(C) Remote Located Power Supply

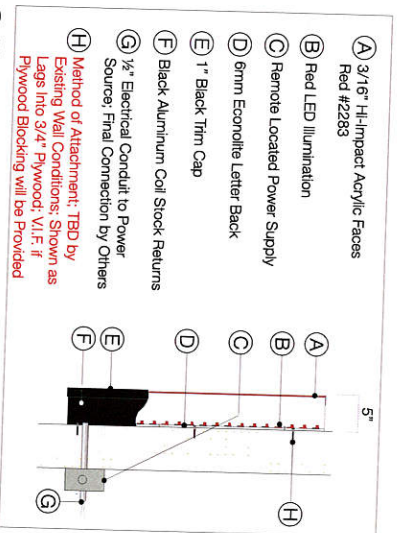
(D) 6mm Eccordite Letter Back

(E) 1" Black Trim Cap

(F) Black Aluminum Coil Stock Returns

(G) 1/2" Electrical Conduit to Power Source; Final Connection by Others

(H) Method of Attachment: TBD by Existing Wall Conditions; Shown as Lags into 3/4" Plywood; V.L.F. if Plywood Blocking will be Provided



(B) LED Illuminated Channel Letter Detail
Not to Scale

(C) East Elevation - Proposed
Scale: 1/8"=1'-0"



18'-7 1/4"
(223 1/4")
From Grade
to Top
of "T"

Poyant
Building Your Sign

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New Bedford, MA 02745
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TOWN FAIR TIRE

31 Nashua Rd
Londonderry, NH

Project: 9815
Town Fair Tire
Sales: Mike Patenaude
Date: 11.12.14
Designer: ST

Note:
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Revisors:

Approved By: _____

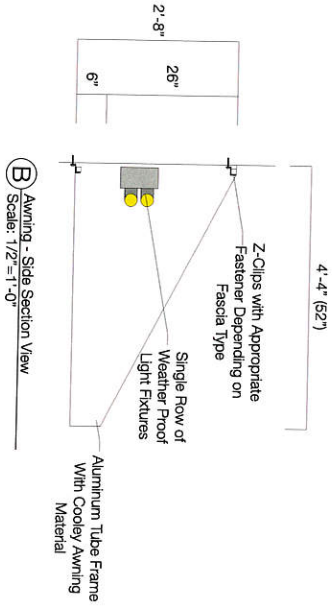
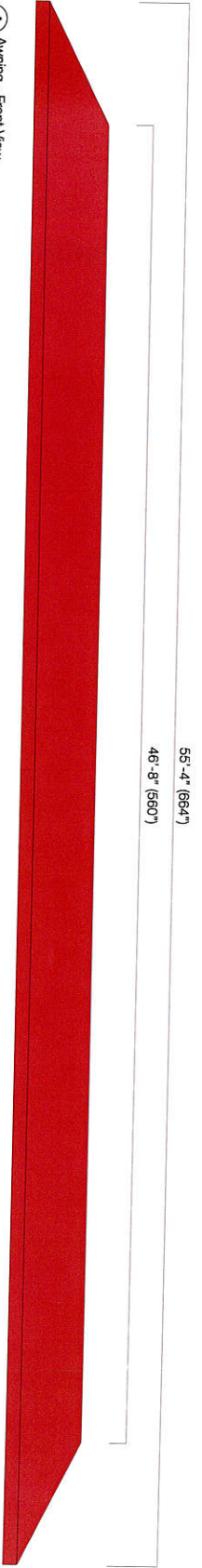
Date: _____

Building Sign

Option A

2'-8" (32")
 26"
 6"

A Awning - Front View
 Scale: 1/4"=1'-0"



B Awning - Side Section View
 Scale: 1/2"=1'-0"

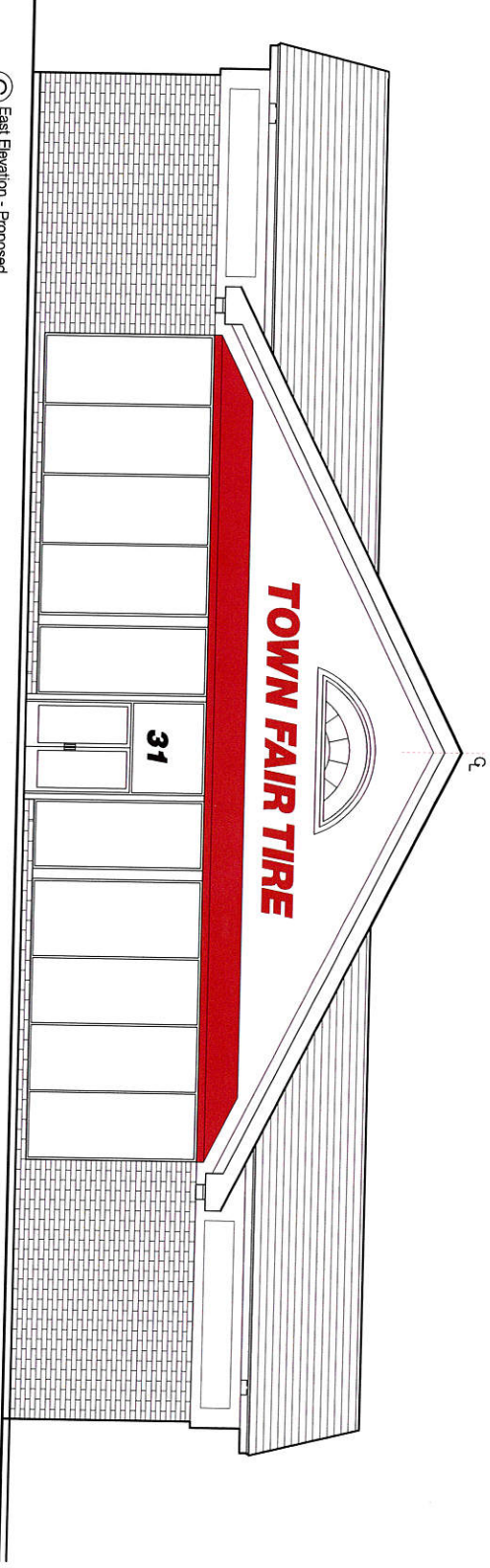
Specifications
 Qty = 1
 147.6 Sq Ft

- New Internally Illuminated Awning
- Cherry Red Cooley Awning Material
- Single Row of Lighting
- No Egg Crate Required
- 120V VLF

Colors & Materials

Cherry Red
 Cooley CBL 1

C East Elevation - Proposed
 Scale: 1/8"=1'-0"



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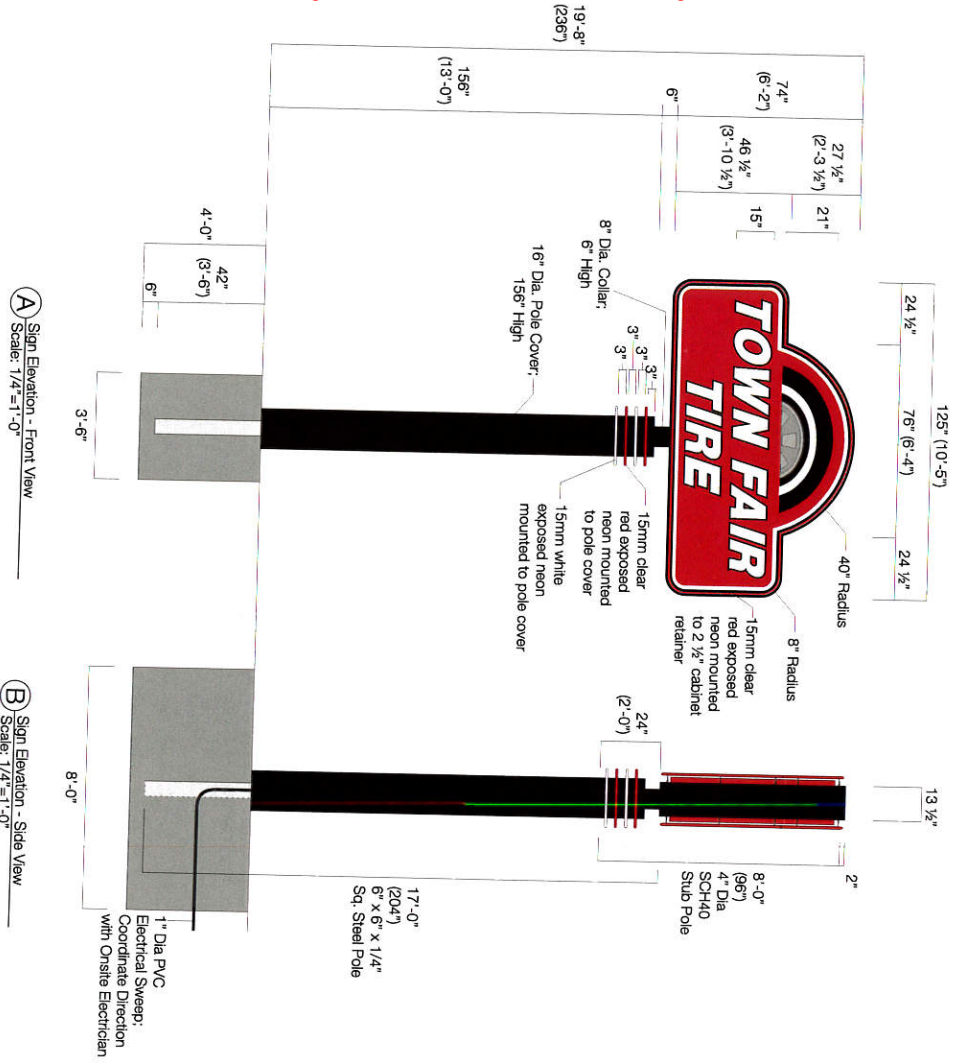
31 Nashua Rd
 Londonderry, NH

Project: 9815
 Town Fair Tire
 Sales: Mike Palenau
 Date: 11.12.14
 Designer: ST

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Revisors:

Approved By: _____
 Date: _____
 Awning
 Option A



(A) Sign Elevation - Front View
 Scale: 1/4"=1'-0"

(B) Sign Elevation - Side View
 Scale: 1/4"=1'-0"

Specifications

Qty = 1 **64.2 Sq Ft**

New Double Face Internally Illuminated Pylon Sign

- Cabinet
- Custom 1'-1 1/2" deep Large A cabinet with 8" radius corners and 40" top radius (for the graphic)
- 2 1/2" retainer & returns painted black
- Faces to be 2" deep pan formed hi-impact white lexan with translucent vinyl graphics
- Exposed neon 15mm border clear red on moldings

- Pole Cover
- 8" diameter collar painted black
- 16" diameter pole cover painted black
- Exposed neon 15mm frngs (4 total), alternate clear red & white

Pole & Foundation

- 6" x 6" x 1/4" square steel pole staged to a 4" dia SCH40 pole (4 1/2" outside diameter) in a direct burial foundation;
- Foundation to be 4'-0" D x 3'-6" W x 8'-0" Windload

***120V VLF**

***15 ft setback minimum**

Colors & Materials

- Red
 3M 3630-33
- Black Translucent Vinyl
- Silver Gray
 3M 3630-51
- Slate Gray
 3M 3630-61
- Black Paint



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31 Nashua Rd
 Londonderry, NH

Project: 9815
 Town Fair Tire
 Sales: Mike Patenaude
 Date: 11.12.14
 Designer: ST

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Revisors:

Approved By:

Date: _____

Pylon Sign

Option A

Sign Type 9815.3A

3A.1







- Action #43 Light Tomato Red Translucent Vinyl
- Action #49 Burgundy Translucent Vinyl
- Action #05 Ivory Translucent Vinyl
- Action #36 Dark Blue

Side View

Wall Sign

Illuminated w/ Allanson LEDs and power supply

Scale: 1/2"=1'-0"

Custom single-faced, internally illuminated wall sign.
 Custom shape w/ LED lighting, cast translucent vinyl and neon border.

UL Listed under MET Lab
 Certification No. E212479

CUSTOMER: PLEASE PROOF ALL SPELLING

DATE: 10/29/14
 JOB NAME: RED ARROW

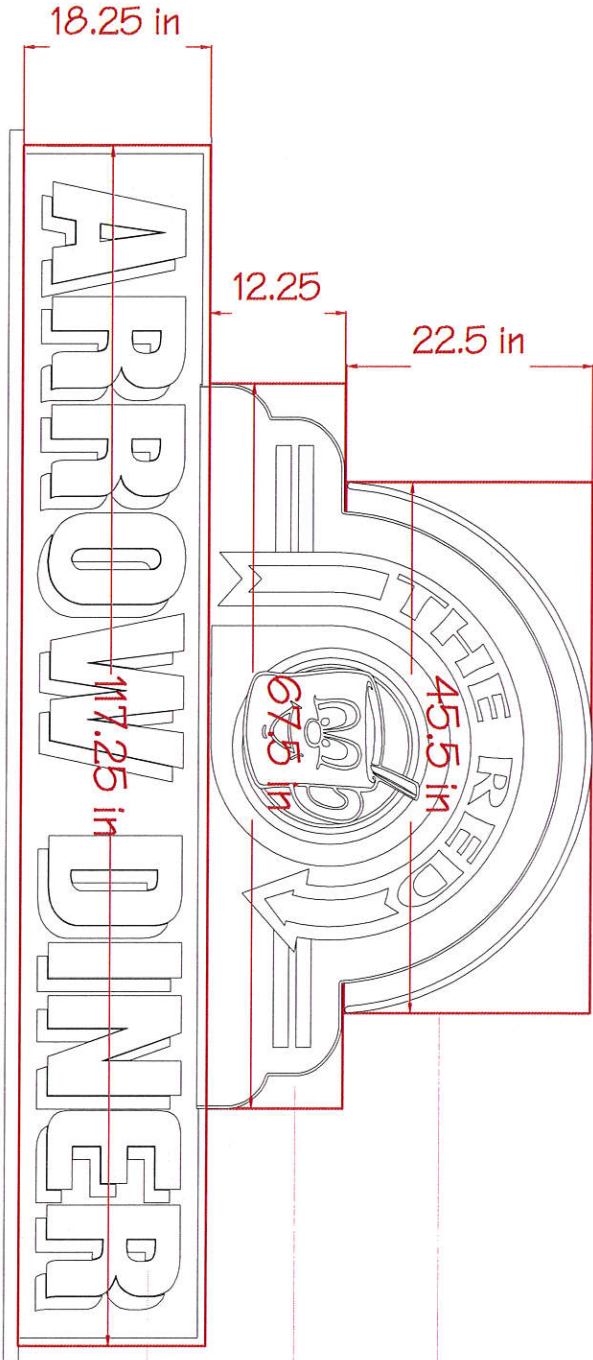
JOB FILE:
 JOB LOCATION: LONDONDERRY, NH

REP: THOM
 CONTACT: GEORGE/ CAROL
 CUSTOMER AUTHORIZATION.



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7.11 sq.ft.

5.74 sq.ft.

14.86 sq.ft.

27.71 total sq.ft.

Wall Sign

Illuminated w/ Allanson LEDs and power supply

Not to Scale

Custom single-faced, internally illuminated wall sign.
Custom shape w/ LED lighting, cast translucent vinyl and neon border.

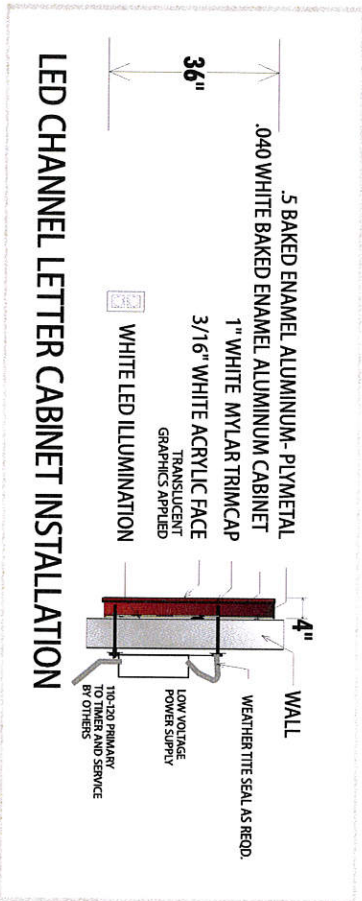
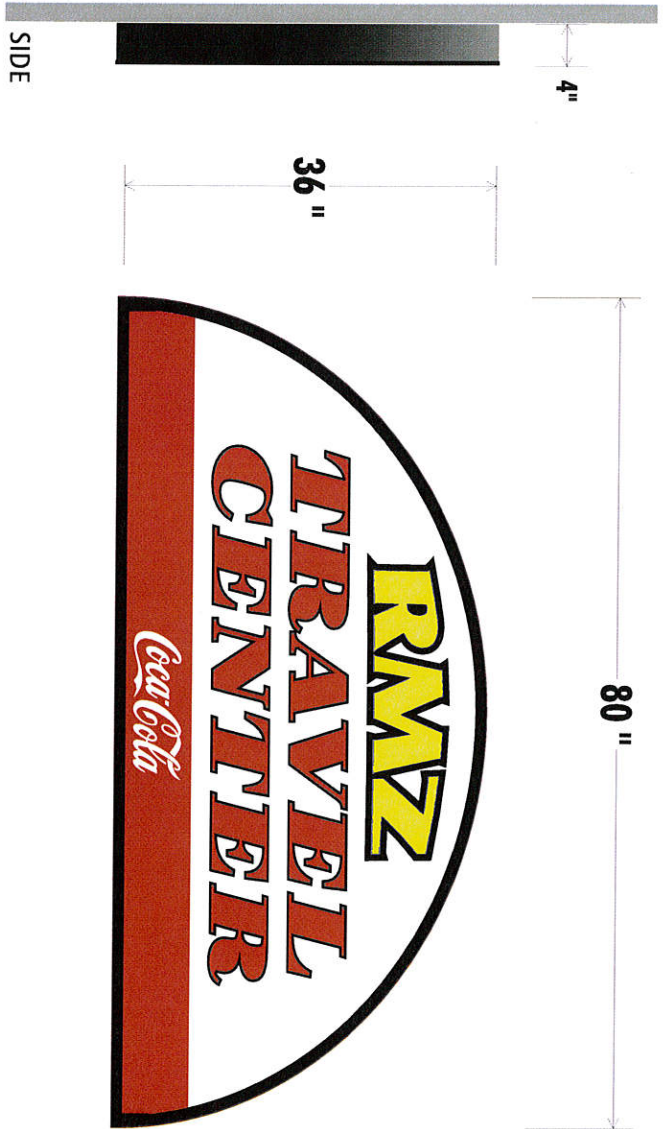
CUSTOMER: PLEASE PROOF ALL SPELLING

DATE:	10/29/14	JOB NAME:	RED ARROW
JOB FILE:		JOB LOCATION:	LONDONDERRY, NH
REP:	THOM	CONTACT:	GEORGE/ CAROL
			<input checked="" type="checkbox"/> CUSTOMER AUTHORIZATION.





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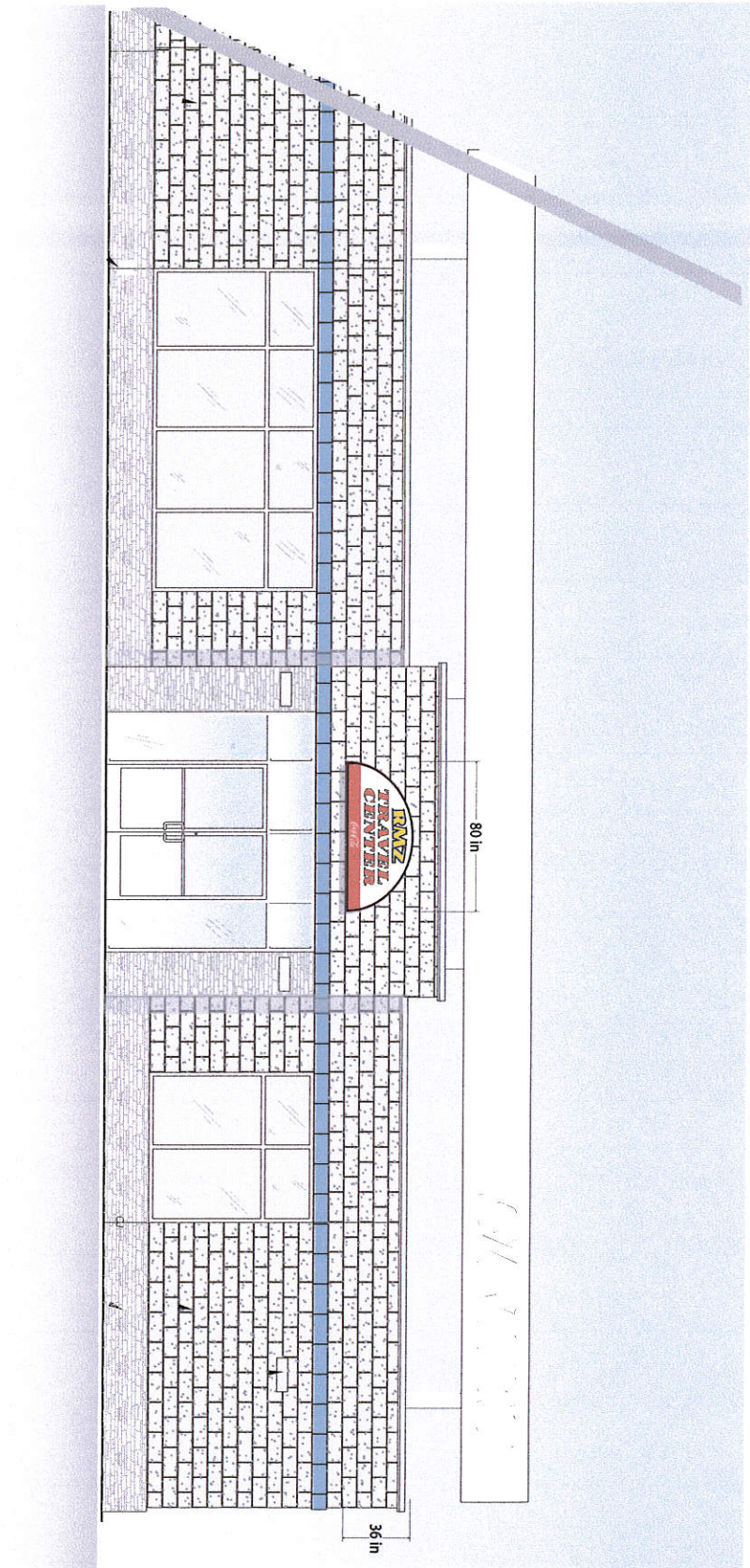


36" X 80"-2,880 SQ. IN. / 144 = 20 TOTAL SQ. FT. PER SIGN

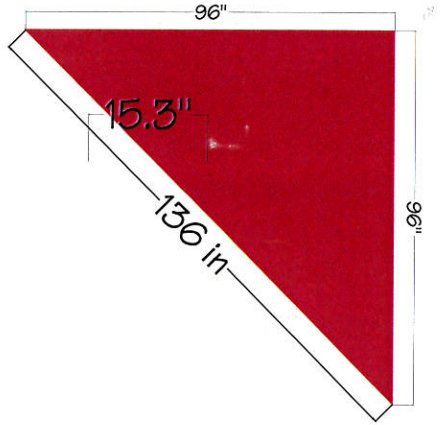
(TWO) SINGLE FACE INTERNALLY ILLUMINATED SIGNS

 <p>60 OLD DERRY ROAD LONDONDERRY, NH 03060 PH. 603.437.1200 FAX 603.437.1222 www.nhsigns.com</p>		CLIENT: RAMZ TRAVEL STOP LOCATION: LONDONDERRY, NH DATE: 09 05 14	
DESIGNER: CFC ACT. REP: DAN HUTCHINS REVISION NOTES: BY 1 0/0/14 2 3		CUSTOM DESIGN FOR CUSTOMERS OF  Londonderry Lowell Seacoast CCNNE - Bedford	
FILE NAME/ LOCATION <input checked="" type="checkbox"/> DESIGN APPROVED BY: _____ DATE: / / 14		NAME: _____ UNDERSTANDING THE ELECTRIC SIGN	
INSTALLATION NOTES: _____ _____ _____		SPECIAL ORDER: _____ _____ _____	
<p><small>Please Note: It is the customer's responsibility to provide primary electrical service (including ground wiring) directly from panel box to which the sign will be connected. © JANDRA HOLDINGS. NH SIGNS OWNS THE COPYRIGHT ON ALL ORIGINAL DESIGNS. NH SIGNS INCORPORATED FURNISHES COPYRIGHT INFRINGEMENTS</small></p>			

SINGLE FACE INTERNALLY ILLUMINATED SIGN



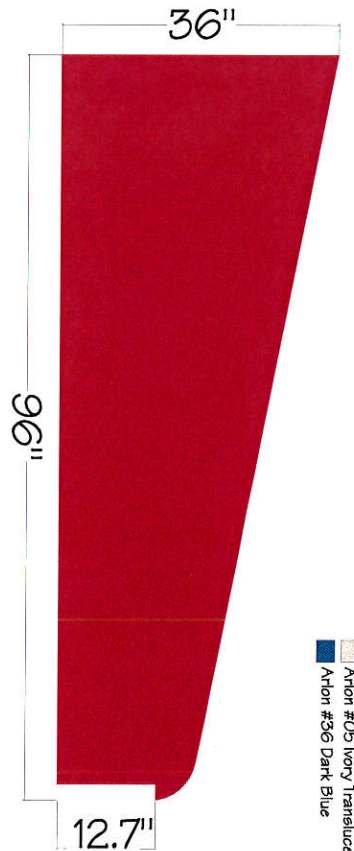
<p>60 OLD DERRY ROAD LONDONDERRY, NH 03060 PH. 603.437.1200 FAX. 603.437.1222 www.nhsigns.com</p>	
<input type="checkbox"/> DESIGN <input type="checkbox"/> MANUFACTURE <input type="checkbox"/> INSTALL <input type="checkbox"/> SERVICE	<p>NAME _____</p> <p>CLIENT: RVAZ TRAVEL STOP LOCATION: LONDONDERRY, NH DATE: 09.05.14</p>
<p>CUSTOM DESIGN FOR CUSTOMERS OF</p> <p><input type="checkbox"/> Londonderry <input type="checkbox"/> Lowell <input type="checkbox"/> Seacoast <input type="checkbox"/> CCNNE - Bedford</p>	
<p>DESIGNER: GFC ACCT REP: DAN HUTCHINS REVISION NOTES: BT 1 9/0/14 2 3</p>	
<p><input checked="" type="checkbox"/> DESIGN APPROVED BY: _____ DATE: / / 14</p>	
<p>INSTALLATION NOTES</p>	
<p>PRODUCTION NOTES</p>	
<p>SPECIAL ORDER</p>	
<p><small>Please Note: It is the customer's responsibility to provide design files and specifications in writing and in full of detail. All materials are subject to change without notice. All prices are in US dollars and include shipping and handling charges. All prices are in US dollars and include shipping and handling charges. All prices are in US dollars and include shipping and handling charges.</small></p>	



Overhead View

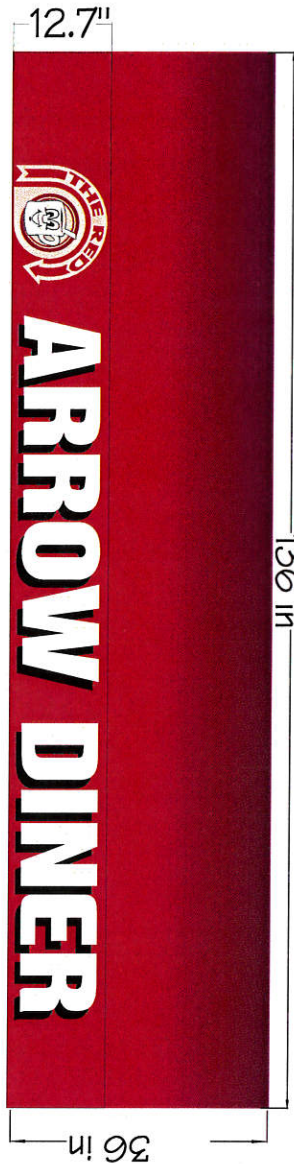
Scale: 1/4"=1'-0"

Side View



Scale: 1/2"=1'-0"

- Arlon 2510 Red Awning Fabric
- Arlon #43 Light Tomato Red Translucent Vinyl
- Arlon #49 Burgundy Translucent Vinyl
- Arlon #05 Ivory Translucent Vinyl
- Arlon #56 Dark Blue



Corner Awning

Illuminated w/ 2 rows of standard High-output lighting and electronic ballast

Scale: 1/2"=1'-0"

Custom water-fall style internally illuminated awning over rear entrance corner of building.
Awning to be welded 1"x1" aluminum construction.
Fabricated translucent sign panel installed over awning frame



*Conceptual Only

UL Listed under MET Lab Certification No. E212479

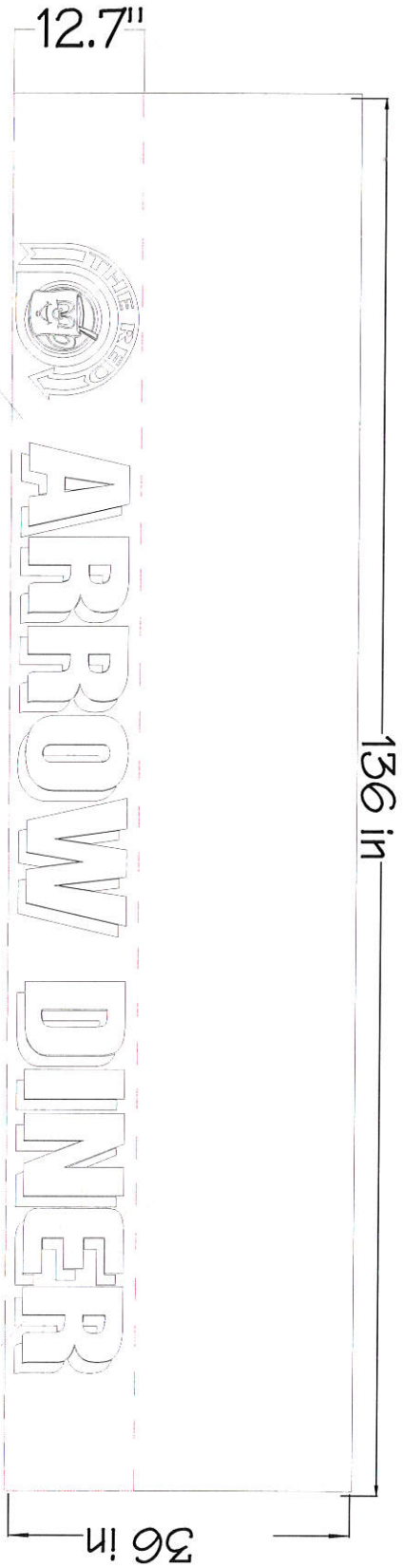
CUSTOMER: PLEASE PROOF ALL SPELLING

DATE: 11/04/14	JOB NAME: RED ARROW
JOB FILE:	JOB LOCATION: LONDONDERRY, NH
REP: THOM	CONTACT: GEORGE/ CAROL
	<input checked="" type="checkbox"/> CUSTOMER AUTHORIZATION



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Fabricated translucent sign panel

11.99 total sq. ft.

Corner Awning

Illuminated w/ 2 rows of standard High-output lighting and electronic balast

Not to Scale

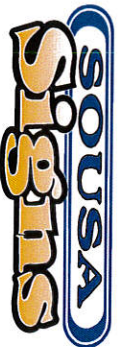
Custom water-fall style internally illuminated awning over rear entrance corner of building.
Awning to be welded 1"x1" aluminum construction.
Fabricated translucent sign panel installed over awning frame

CUSTOMER: PLEASE PROOF ALL SPELLING

DATE: 10/29/14 **JOB NAME:** RED ARROW

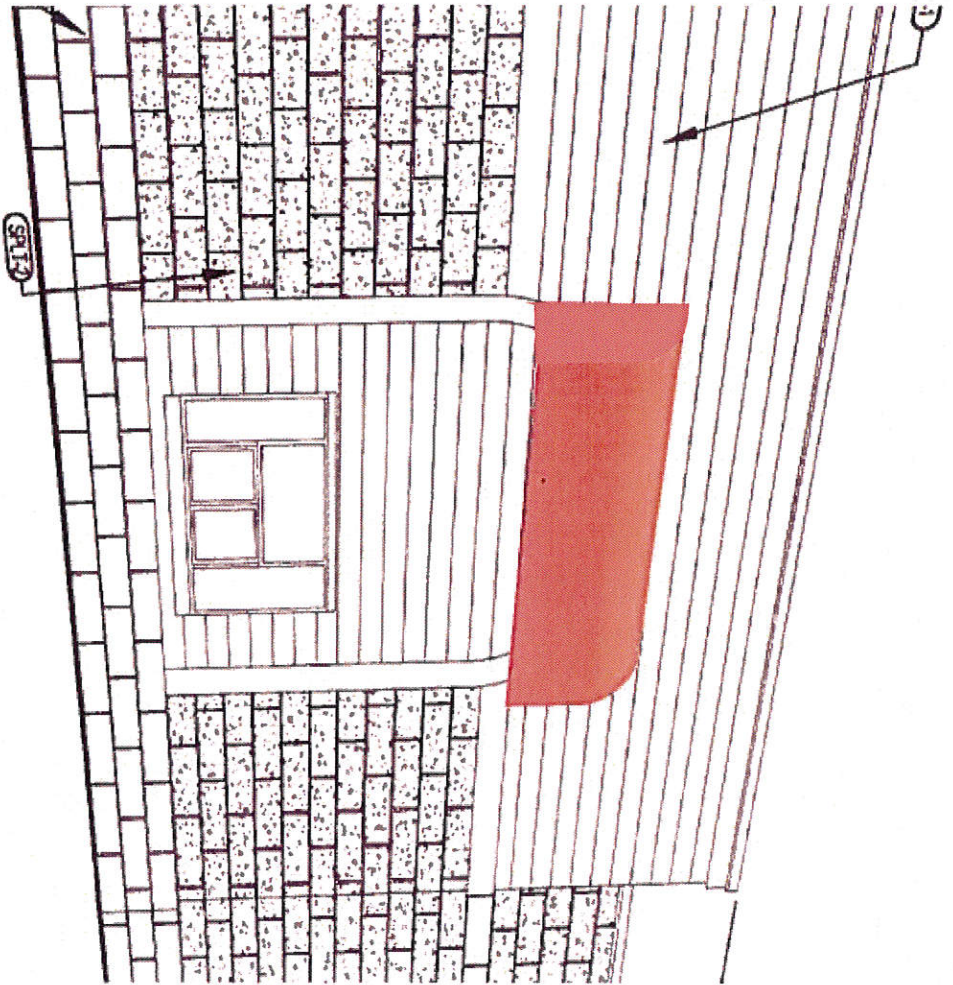
JOB FILE: **JOB LOCATION:** LONDONDERY, NH

REP: THOM **CONTACT:** GEORGE/ CAROL CUSTOMER AUTHORIZATION.



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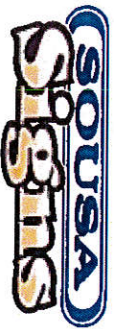
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**Red Arrow
Drive Thru
Awning Dimensions
36" X 108" X 18"
internally illuminated**

CUSTOMER: PLEASE PROOF ALL SPELLING

DATE: 10-6-14	JOB NAME: RED ARROW
JOB FILE:	JOB LOCATION: LONDONDERRY, NH
REP: THOM	CONTACT: GEORGE/ CAROL
	CUSTOMER AUTHORIZATION X



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Londonderry Apple Way Corridor Management Plan

September 2014



Prepared by the:
Scenic Byway Committee /
Londonderry Heritage Commission/Historic District Commission
Planning and Economic Development Department
SNHPC

Apple Way Members Council

Voting Town Members

Art Rugg, Chair
James Schwalbe, Vice Chair
David Colglazier, Secretary
Martin Srugis
Sue Joudry
Tom Bianchi
Jim Butler
Janet Cichocki
Pauline Caron

Participating Town Members

John Vogl, GIS Manager/Comprehensive Planner

State Agency/Regional Planning Commission Members

William 'Bill' Watson, Jr. P.E., Administrator, NH DOT, Bureau of Planning and
Community Assistance
Elizabeth H. Muzzey, Director and State Historic Preservation Officer, NH Division of
Historic Resources
Adam Hlasny, Transportation Planner, Southern NH Planning Commission

Supporting Staff

Insert Table of Contents Here

DRAFT

Introduction

This Corridor Management Plan serves as the central planning document for the Londonderry Apple Way. The plan addresses the existing conditions of the byway, current regulations and other guidelines that are in place. It also offers potential strategies and actions that will maintain and enhance the features of the byway.

There are 14 points that are required in a Corridor Management Plan for the nomination process for the National Scenic Byway designation for the Federal Highway Administration (FHWA). The following table serves as a guide to where each of these points is addressed in this document.

DRAFT

Statement of Significance

Introduction

The Town of Londonderry first designated the historic route that connects several orchards, as well as historical landmarks, as the **Londonderry Apple Way** in 1996. This route showcases many cultural and historical features of the town that are of significance to the state of New Hampshire and to the history of the United States. The route is on town roads just west of I-93, and just north of NH Route 102.

The History of the Agriculture in the Apple Way

Since 1719 when the first Scots-Irish settlers brought their flax seed and weaving skills to the area known as Nutfield, agriculture has been an important force in Londonderry. These skillful pioneers soon created a thriving business producing fine thread and linen which was much in demand in New England and Europe. The potatoes they cultivated soon became a staple in New Englander's diet. And later they planted apple trees, and apples would become a major crop for local farmers.

The variety of crops increased with the expansion of the local economy. During the late 18th century, maple sugar production became important. More land was cultivated as transportation routes opened up new markets in the cities. In the years leading up to the Civil War, over two-thirds of New Hampshire's landscape was cleared from forests for crops and pasture.

The Industrial Revolution expanded the market for dairy and poultry products, fresh fruits and a variety of vegetables, as more people moved to the cities.. In the 1870s, the New Hampshire Board of Agriculture and the Grange were both established to address farming concerns. The organization of creameries, a result of this initiative, helped dairy farms to thrive.

At the turn of the **??th** century, city dwellers discovered New Hampshire as an attractive get-a-way. Local farmers, sensing an opportunity for business, opened their homes to summer boarders who enjoyed clean air, beautiful scenery and fresh food from the farm. The Grand Resorts and others hospitality sites flourished as trains brought new seasonal visitors – and their food demands – to the state.

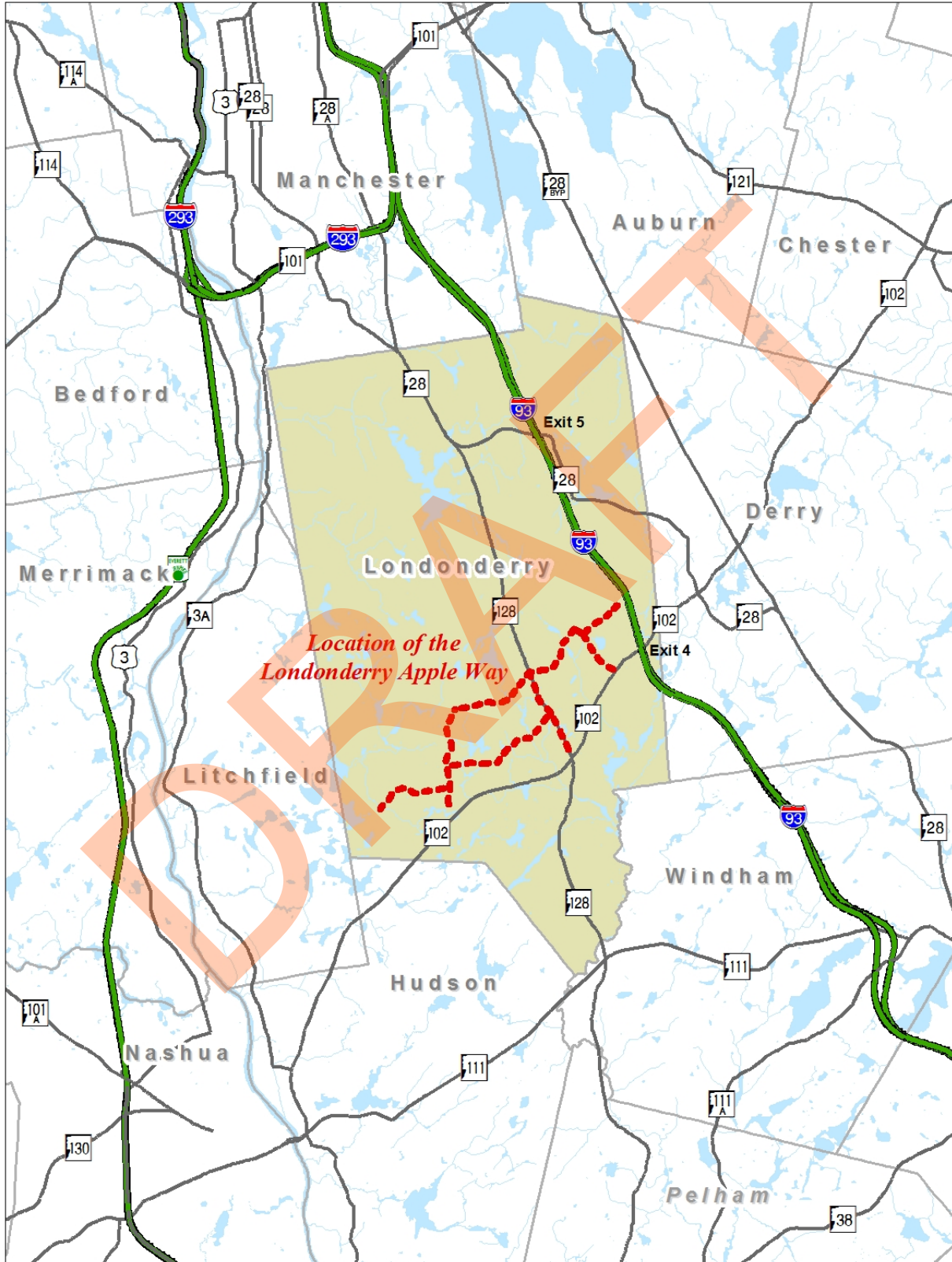
Early in the 20th century, apples became a major crop. Many local dairy farms changed their attention to planting orchards as the new demand for apples, especially the Macintosh, increased in the Merrimack Valley. Apples were primarily sold locally during the 1920s and 1930s. By the 1970s Londonderry apples had found a much broader market throughout the United States, as well as in Canada, Great Britain, and South America.

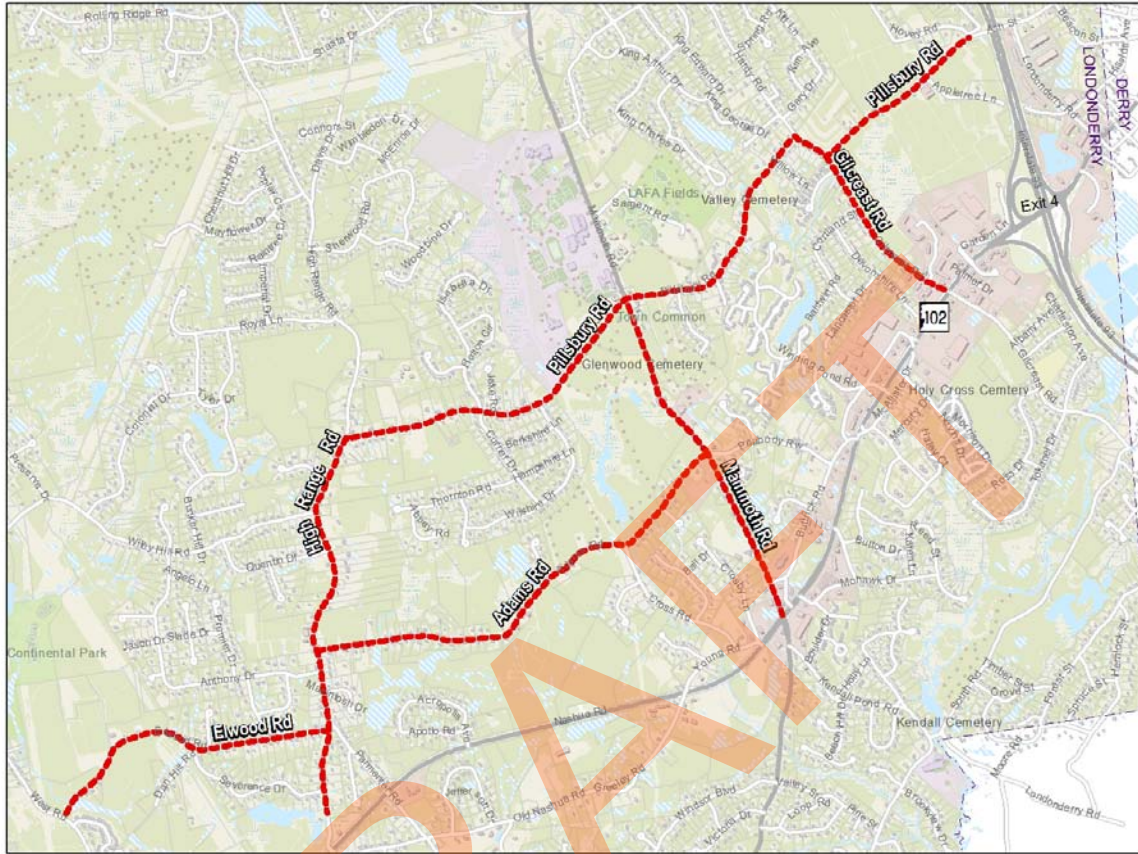
Summary

Londonderry's five historic orchards – Woodmont, Sunnycrest, Elwood, Moose Hill, and Merrill's in North Londonderry – are a vital part of our history, and what makes Londonderry special to its residents and visitors. Londonderry's apple growers contribute to the local economy, and provide for valuable open spaces. New Hampshire's tourists have made the orchards a destination when they visit. Londonderry's Apple Way, a designated New Hampshire Scenic and Cultural Byway, winds past orchards, old farmhouses and local landmarks, reminding residents and visitors alike of our heritage. It is a core cultural feature of our community that we are anxious to preserve and to promote.

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Insert Vicinity Map
here





Inventory of Intrinsic Values

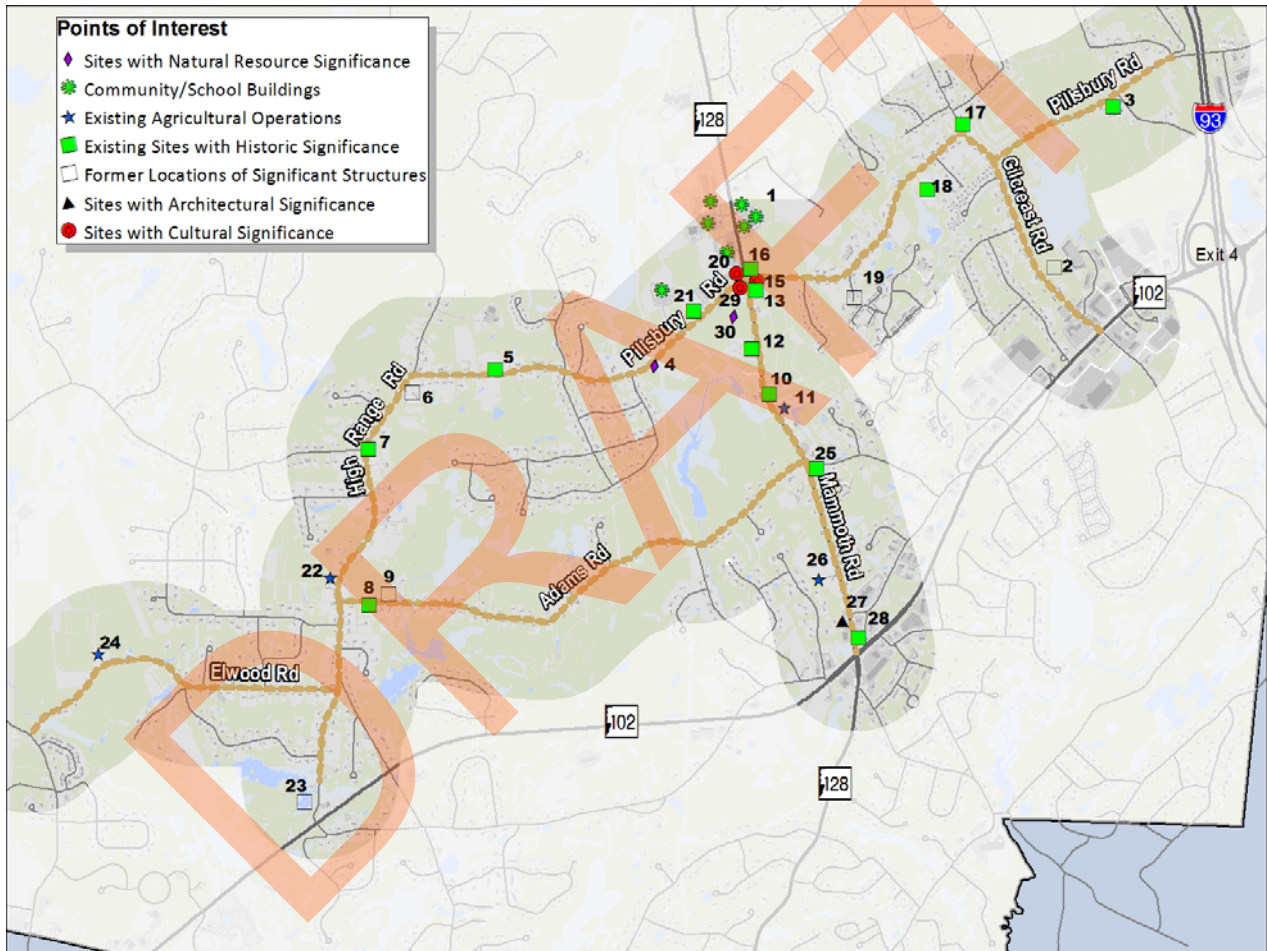
An inventory of historic, scenic, cultural, recreational and other intrinsic features and values was conducted by the Town of Londonderry. A copy of this inventory with photos and site descriptions is included in Appendix A of this plan.

With the official state designation of the Apple Way in 1996, a local Byways Advisory Committee was established. In 2014, to enable this plan update, a new Byway Advisory Committee was established with the representatives from the Londonderry Heritage Commission.

A total of five intrinsic values are identified. As defined by the Federal Highway Administration (FHWA) National Scenic Byways Program, these include:

1. ***Historic Quality*** encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the past actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped and interpreted. They possess an integrity of location, design, setting, material, workmanship, feeling, and association.
2. ***Cultural Quality*** is the evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture. The cultural qualities of the corridor highlight one or more significant community and/or ethnic traditions.
3. ***Scenic Quality*** is the heightened visual experience derived from the view of natural and manmade elements of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and memorable visual experience. All elements of the landscape - landform, water, vegetation, and manmade development - contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares intrinsic qualities.
4. ***Recreational Quality*** involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road may qualify as a pleasurable recreational experience. The quality and importance of the recreational activities as seasonal operations must be recognized.

5. *Site Access* Some of the intrinsic values, features and sites identified in the following catalog. Several of the historic properties, can only be viewed from the scenic byway, unless prior authorization to enter the facility or site is obtained from the property owner. Opportunities and visiting hours for these sites will be made possible through published marketing materials as well as the website for the byway.



Apple Way Intrinsic Values

#	Resource	Intrinsic Value	Location
1	Londonderry Town Offices		
2	Dutton Farm	Historical	
3	Woodmont Orchards	Historical	
4	Flax Retting Brook	Natural	
5	Plummer's Place	Cultural	
6	Bear Meadow Farm	Recreational	
7	Jackson Hall	Recreational	
8	Breezy Hill Farm	Historical	
9	Wycoff Palm Leaf Hat Factory	Historical	
10	Mack Family Homestead at Moose Hill Orchard	Historical	
11	Mack's Apples	Recreational	
12	Glenwood Cemetery	Historical	
13	Lions' Hall	Historical	
14	Reverend William Morrison's Meeting House	Historical	
15	The Methodist Church	Cultural/Historical	
16	Londonderry Grange #44	Historical	
17	School House #1	Cultural/Historical	
18	Valley Cemetery	Historical	
19	Anderson Slaughterhouse	Historical	
20	Londonderry Presbyterian Church	Historical	
21	Morrison House	Historical/Cultural	
22	Sunnycrest Farm	Recreational	
23	Lithia Springs	Historical	
24	Elwood Orchard	Historical/Recreational	
25	School House #2	Historical/Cultural	
26	Twin Gate Farm	Recreational	
27	Robie House	Historical	
28	Plummer's Tavern	Historical	
29	Town Common	Historical/Cultural	
30	Town Forest	Natural	

Current Physical Conditions

Safety and Traffic

The primary roads of the Apple Way are Pillsbury Road, Adams Road, Elwood Road portions of Gilcreast Road, High-Range Road and Mammoth Road (NH Route 128). All but Mammoth are Class V, town-maintained roads. Mammoth Road is a state maintained primary road. Each road is in a residential area, and functions as a collector

road. Mammoth Road is the main north-south route through Londonderry, carrying local and through traffic. Traffic counts along the segment vary from 9,100¹ at the southern extent and 11,000 at the northern extent². There are three controlled intersections; one light at each end of the Mammoth Road section, at the intersection with Nashua Road (NH Rte 102) to the south and Pillsbury Road to the north, and at the Gilcreast Road/Nashua Road (NH Rte 102) intersection. Gilcreast Road is widely regarded as a cut-through road for traffic from the north heading to exit 4 off Interstate 93.

The intersection of Mammoth Road and Pillsbury Road is the Town Center. This intersection has pedestrian crosswalks and crossing signals. The area hosts a number of community functions with pedestrian activity during summer evenings when events usually take place. , With the school campus in close proximity, the intersection is busy with students and other pedestrians walking to and from the schools. The Town has constructed a pedestrian pathway connecting each of the schools, with a section along Pillsbury Road from the intersection with Mammoth Road roughly ½ mile to the Moose Hill Schools.

The remaining sections of Apple Way roads contain little to no shoulder for pathways. The roads were striped with fog lines and center lines. No accommodations have been made for non-motorized use.

Figure XX (below) identifies traffic counts along Apple Way roads. The Town's 2013 Comprehensive Master Plan has identified the two intersections of Pillsbury Road and Gilcreast Road and Pillsbury Road and Hardy Road as experiencing peak hour delays. These two intersections were studied and slated for improvements as part of the Woodmont Commons Traffic Impact Analysis³.

¹ Source: SNHPC 2013 Interactive Traffic Count Map, Count Location 82269060, NH 128 Mammoth Road North of NH 102 Nashua Road. current 2013

² Source: SNHPC 2013 Interactive Traffic Count Map, Count Location 269526, NH 128 Mammoth Road South of Pillsbury Road. current 2013

³ Source: Woodmont Commons Planned Unit Development Master Plan, September 2013, Volume 4.2: Master Plan Traffic Impact Assessment.

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(insert map AADT.pdf)

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Existing Development and Conservation

The current development pattern throughout the byway is rural residential and agricultural, with limited commercial zones at the southern end of Mammoth Road. The central area of the Byway, at intersection of Mammoth and Pillsbury Road, functions as the Town Center. This is the location of three churches, the Town Common, the Town Forest and several civic buildings including three schools, a historic meetinghouse (pictured) and the Town's historical society buildings that are open to the public.

There are roughly 448 structures within 500 feet of the -_ mile length of the Apple Way roads, of which 405 are residential, 32 are commercial, four are religious, three are cultural/heritage structures, two are civic

and two are educational buildings.

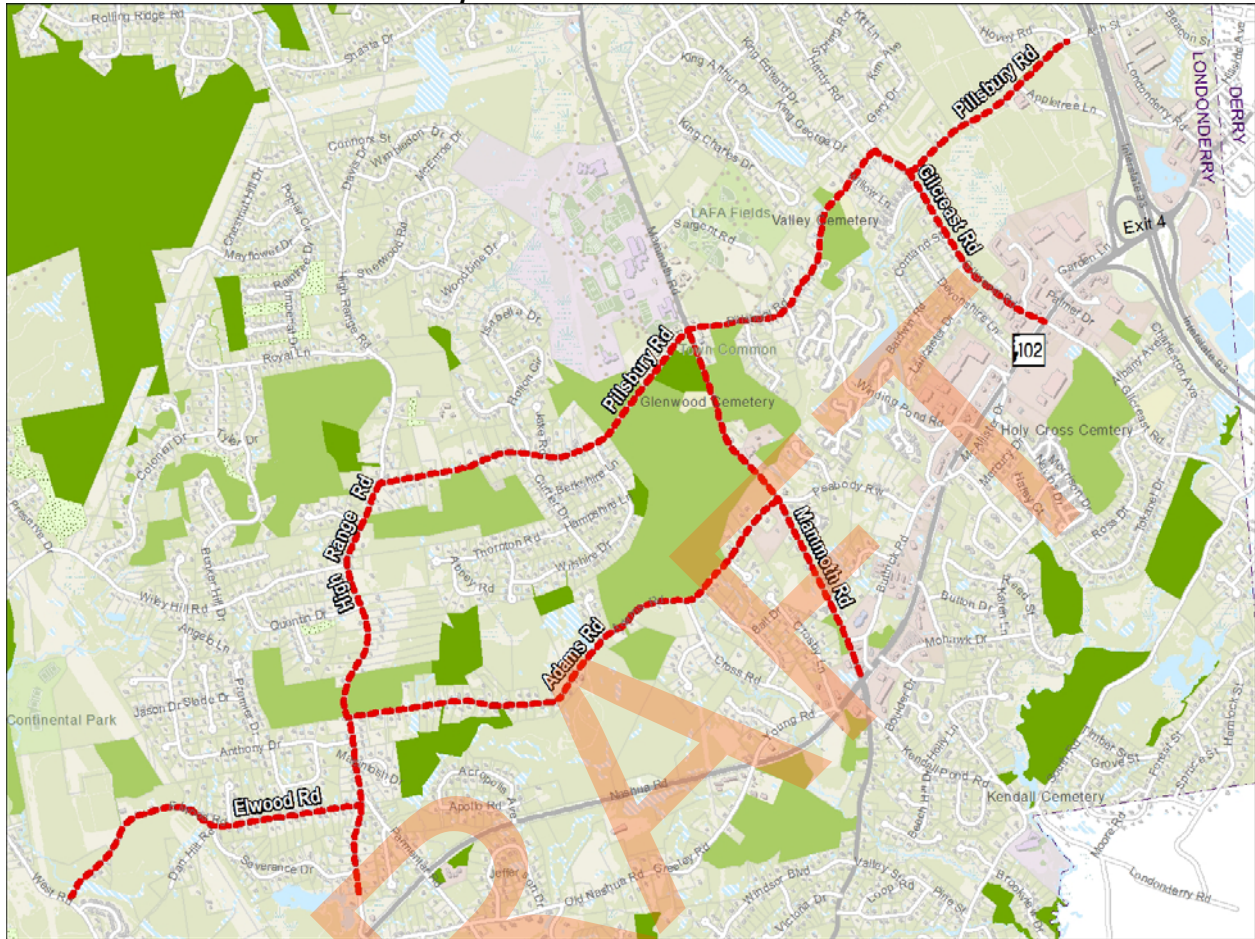
Streets and Traffic

The streets in the study area are among the oldest in Londonderry and constitute a network of collector streets for traffic from numerous subdivisions and neighborhoods. These streets pass through permanent open spaces, evoking the community's historic agricultural character that many residents and visitors alike cherish.

The Apple Way Today

The area's remaining four working orchards are located along the Apple Way, including Elwood Orchards, Mack's Apples and Sunnycrest Farm. The latter two farms are protected by agricultural easements. An additional orchard, Woodmont Orchards, has recently ceased commercial production. This property is permitted to become a Planned Unit Development (PUD) planned community consisting of a mixed-use village on 600+ acres in the easterly edge of the study area. The plan calls for a "like facing like" concept, where new development on the vacant side of roads will match the development patterns existing on the other side. With this new higher density development envisioned, the Apple Way becomes increasingly important to retain the agricultural identity of the study area, and to provide a visitor way-point.

Insert conservation lands map



Management Plan

Planning and Land Use Regulations

Master Plans and Zoning Ordinances

Each community addresses future development in their Master Plans and Zoning Ordinances. The byway passes through the portion of Londonderry that is zoned as Agricultural-Residential (AR-1), with single-family residential as the principal permitted use. AR-1 provides for soil-based lot size, but generally 1-acre minimum, with 150 feet of frontage. Four parcels in the town center, near the intersection of Pillsbury and Mammoth Road are part of the Historic Overlay District (HOD) which provides for Heritage Commission review and approval before land use changes proceed.

The eastern extent of the study area is included in the Woodmont Commons Planned Unit Development (PUD) which encompasses 600+ acres on both sides of I-93. The Master Plan permits up to 1,400 residential units, 500,000ft² of institutional space, 650 hotel rooms and 1,800,000ft² of commercial space. The PUD envisions a pedestrian-friendly, mixed use community. The plan calls for preservation of the existing apple trees along Gilcreast Road (included in the Apple Way) to preserve the agricultural heritage.

The 2013 Comprehensive Master Plan calls for creating activity centers in different areas of town but leaving much of the residential neighborhoods untouched. The westerly extent of the study area is residential. The Master Plan envisions a Town Center Village at the center of the study area, attracting mixed uses to enliven the center and add to the civic activities already in place.

State and Local Sign Regulations

Part of the byway, NH 128, is on a Federal - aid primary highway system and is subject to 23 U.S.C 131 (s) that prohibits outdoor advertising on a state designated scenic byway. In addition to the federal regulation, New Hampshire has enacted a regulation, R.S.A. 238:24, that prohibits outdoor advertising on any state designated scenic and cultural byway with two exceptions: (1) any directional sign that would cater to the traveling public, such as hotels and restaurants and (2) on-premise signs. As such, this regulation would apply since the entire Londonderry Apple Way has been approved as a state scenic byway. Local sign regulations for each community are in compliance or stricter than the state regulation. There are a few signs that appear to be out of compliance although it is believed that these signs have been grandfathered in prior to these regulations.

Design Standards

The Town has an extensive Design Review Committee that reviews Planning Board applications. The DRC includes all major Town departments and Boards/Commissions. The Town does not have formal design standards in place, however the Heritage Commission has developed a 'Look Book' that is reviewed to demonstrate preferred architectural and design styles for projects under review by that Commission.

Commercial Traffic

Open Space/Landscaping

Sign Management

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Action Plan Vision Statement

Public Participation Process

Timeline

The development of the Apple Way has been an ongoing public process since the mid-1990s. In July 2014, SNHPC contracted with the Town of Londonderry to help prepare a Corridor Management Plan (CMP) in line with NH DOT requirements. The following is the timeline of events to date.

- 1996: Apple Way designated by town
- July 2014: SNHPC contracts with Town of Londonderry to help prepare a Corridor Management Plan (CMP) for the existing byway
- September 2014: Public meeting held to garner input on the Apple Way
- *February 2015: CMP completed and submitted to NH DOT*

Ongoing Management

Goals and Strategies

The following goals and strategies were identified and developed by the Apple Way Council for the ongoing management of the byway. These goals and strategies will be achieved by the measures outlined in the detailed action plan. The detailed action plan will involve the coordination between the council, the individual communities, state and federal agencies, local community groups, non governmental organizations, and the regional planning commissions to achieve these goals.

Goal: Protect the historical and cultural features of the Apple Way.

Strategies:

- Work with land and property owners in maintaining historical sites and properties.
- Develop design guidelines in the town's site plan regulations.
- Work with local historical society to add historical points of interest to the state and/or National Register of Historical Places.
- Review zoning and land use regulations to ensure measures are in place to encourage productive use/reuse of existing historic structures.

Goal: Encourage the public to investigate the historical and resources of the byway.

Strategies:

- Review and update existing informational brochures, maps, and other marketing materials of the byway indicating each of the intrinsic qualities inventoried.
- Work with local newspapers, local cable access TV and other media to provide information about the byway.
- Work with New Hampshire Chronicle (a local community program) and New Hampshire Public Radio to be featured on their shows and have the programs available on their websites.
- Work with Southern NH Planning Commission (SNHPC) to promote the byway on their website.
- Develop podcasts for travelers to listen to while driving on the route.
- Work with the NH Department of Resources and Economic Development (NHDRED) Travel and Tourism department in promoting the byway.
- Partner with Greater Manchester Chamber of Commerce to provide Apple Way brochures at the Manchester Welcome Center and State Ambassadors Program.

Goal: Ensure that the byway is clearly marked, safe and attractive for both visitors and residents.

Strategies:

- Participate with the town to develop coordinated directional signage for the byway between the NHDOT and the public works director and town road agent.
- Participate with the town to fund and implement Context Sensitive Solutions (CSS) for problem intersections in coordination with the NHDOT.
- Work with the SNHPC in applying for Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) funds, if needed.
- Identify, improve and/or create appropriate pullover locations for scenic areas.
- Participate with the town to identify, improve and/or create off-road parking areas for points of interest, picnic areas and recreational activities.
- Participate with the town to leverage existing programs such as Safe Routes to Schools.
- Work with public works directors and road agents and the NHDOT on establishing safe roads for cars, pedestrians and bicyclists.
- Create and maintain limited picnic areas along the river and other attractive locations along the route.

Goal: Encourage appreciation and protection of the area's natural resources.

Strategies:

- Identify unprotected parcels of land which hold scenic and environmental value along the route. Work with local land trusts and land owners to place critical locations into easements.
- Identify, improve and/or create off road parking areas for points of interest, picnic areas and recreational activities.
- Participate in the town's open space planning processes.
- Identify areas for landscaping improvements. Incorporate plans to eradicate invasive species and replace with native plants and wildflowers; include comments in DRC review?

Goal: Expand existing local businesses, including local artists, agriculture, and tourist-related businesses. Encourage businesses and communities to market the byway in their advertising. Promote new tourist related businesses.

Strategies:

- Work with town staff to incorporate the byway in their economic development strategy.
- Provide support to small businesses in applying for Tourist Oriented Directional Signs (TODS) to help attract visitors to their business.
- Provide web-based brochures and maps to give away to visitors.
- Work with business owners to involve in the byway planning process.
- Inventory and promote Community Supported Agriculture (CSA) farms, local farm stands and farmer's markets.
- Work to extend the multi-use pathway further along Pillsbury Road to reach new, un-serviced neighborhoods.

Goal: Encourage recreational opportunities including sport fishing, hiking, walking, non-motorized boating and cross country skiing along the route.

Strategies:

- Identify and improve the condition of the current recreational paths. Connect paths between the neighborhoods to promote safe, non-motorized routes.
- Partner with the Conservation Commission to contribute to the Londonderry Outdoor Recreation Guide (LORG).
- Encourage outdoor recreation-oriented businesses.
- Host recreational events.

- Consider an Apple Way Interpretive Center as part of Morrison House Museum or another appropriate site.

Goal: Develop an ongoing management plan that includes stakeholders from each town.

Strategies:

- Continue regular discussion/meetings with Heritage Commission.
- Provide reports to Master Plan Implementation Commission.

Goal: Establish a metrics system to ensure that the goals are met and the action plan is implemented by targeted deadlines.

Strategies:

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Detailed Action Plan

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Marketing Plan

The following materials have been considered the marketing and promoting the General John Stark Scenic Byway.

Brochure and Maps:

Calendar of Events:

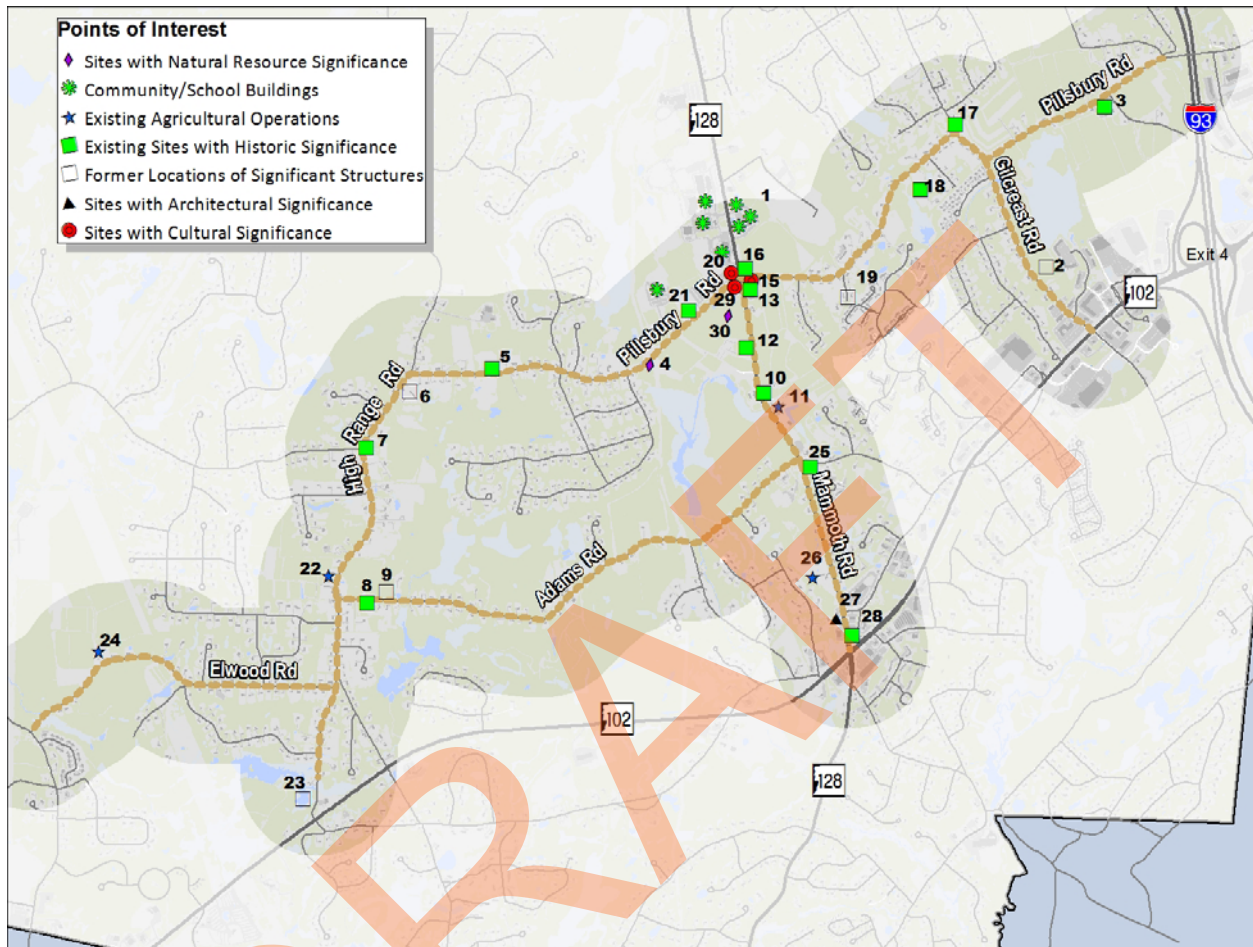
Website:

Historical Tours:

Podcasts:

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Appendix A: Current inventory prepared as part of the application to the NH DOT for continued recognition of the Apple Way as a NH Scenic and Cultural Byway



Historic and Cultural Elements

- 2. *Dutton Farm*: This saltbox house is the part of the Dutton farm where maple syrup was first produced in Londonderry. Sugar maples on the property are still tapped every spring. If you look behind the barn, you will see the old sugar shack.
- 3. *Woodmont Orchards*: Woodmont Orchards, once part of the Rosecrans Pillsbury Farm, and was purchased by William Lievens in 1938. This orchard was a pioneer in the use of refrigeration in the American apple industry.
- 5. *Plummer's Place*: a farm and summer boarding house where Mrs. Plummer would sometimes put her men to work peeling apples for pies to feed as many as 40 hungry guests.

- 8. *Breezy Hill Farm*: now a bed and-breakfast, this farm took its name from the farm by the same name which was located farther down on Adams Road and owned by the Adams family. The Adams' took in summer guests from Boston and treated them to fresh milk, butter; eggs and cream "well cooked and neatly served" for \$1 per day.
- 9. *Wycoff Palm Leaf Hat Factory*: Mrs. Wycoff, a Civil War widow, earned her living by making hats and selling them to local farmers for ten cents (without a ribbon).
- 10. *Mack Family Homestead at Moose Hill Orchard*: The Mack Family Homestead at Moose Hill Orchards was built in the late 1700s and updated in the late 1800s. The old horse and cattle barn predates the homestead. The weathervane on the barn is a reproduction of the original. The Mack Family began one of the first commercial orchards in Londonderry.
- 12. *Glenwood Cemetery*: Glenwood Cemetery was established in 1869. The terraced lanes and markers are typical of Victorian landscape architecture.
- 13. *Lions' Hall*: The oldest public building in Londonderry, was once the Presbyterian Church known as Reverend William Morrison's Meeting House. It was used for a time as a town hall, a school, and library.
- 15. *Methodist Church*: The Methodist Church was built in 1856 by the Methodist Episcopal Society for the sum of \$2,000, raised by its members.
- 16. *Londonderry Grange #44*: Londonderry Grange #44 was organized in 1875 with 24 charter members who were all engaged in the thriving agricultural economy. The building you see was constructed in 1909.
- 17. *School House #1*: This small house, built of locally-made brick, was the first public school in Londonderry. One teacher taught children in grades one through eight.
- 18. *Valley Cemetery*: The second oldest cemetery in town.
- 19. *Anderson Slaughterhouse*: The end of Anderson Lane was the site of the Anderson Slaughterhouse, a thriving operation in the 1800s.
- 20. *Londonderry Presbyterian Church*: Established in 1735, the church was built on this corner in 1837. It is the oldest continuing Presbyterian congregation in New England.

- 21. *Morrison House*: This, a circa 1760 cottage style farm house, was built by the Morrison Family, who was among the first sixteen families to settle Londonderry in 1719. The house was moved to its present site in 1990 and established as a museum for the Town of Londonderry.
- 23. *Lithia Springs*: Lithia Springs, in the woods at the end of High Range Road near Route 102, was discovered when cows wandered away from the Avery pasture. The water was bottled in Nashua and sold to Bostonians eager for a refreshing taste of the country.
- 24. *Elwood Orchard*: Elwood Orchard has been an active farm since the early 1800s. The homestead at 54 Elwood Road dates to 1820. Wayland C. Elwood purchased the dairy farm and orchard in 1910. Today the 250-acre farm grows apples and other fruit for retail and commercial markets.
- 25. *School House #2*: on the southeast corner of Mammoth and Peabody Row, School House #2 was built as one room with separate entrances for boys and girls. In 1941 it was made into two rooms and used until Central School was built in 1948. Potatoes once were planted in front of the schoolhouse where the maples now stand.
- 27. *Robie House*: Robie House, a Victorian style home with a mansard roof, was built in 1880. The Homestead Restaurant now occupies the building once known as Plummer's Tavern, a popular stagecoach stop in the 1800s.
- 28. *Plummer's Tavern*: [Description to be completed]
- 29. *Town Common*: the Town Common was once part of a land grant belonging to Matthew Thornton, who signed the Declaration of Independence. Monuments on the Common are dedicated to veterans of the Revolutionary War, the Civil War, and World Wars I and II. Maple trees shading the Common were planted by members of the Grange, and the bandstand was dedicated in 1976 as part of the Bicentennial celebration.

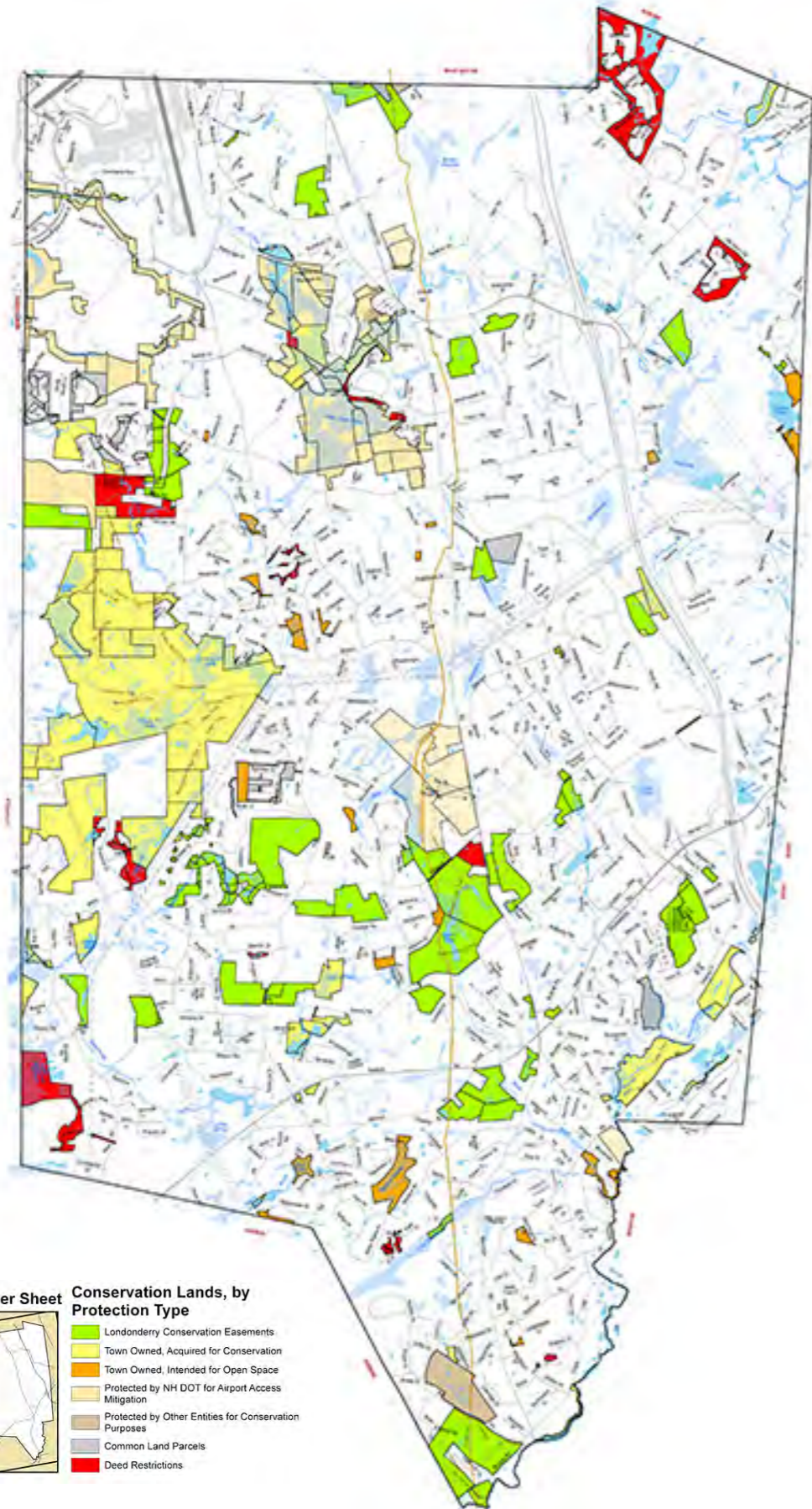
Natural Elements

- 4. *Flax Retting Brook (Doan's Pond)*: Flax Retting Brook is located where the stream crosses Pillsbury Road. Flax was the first cultivated crop in town. Londonderry Linen produced here was much in demand throughout New England and abroad.

- 30. *Town Forest*: [Description to be completed]

Recreational Elements

- 6. *Bear Meadow Farm*: Now a horse farm, this was once a dairy farm owned by the Hurd family.
- 7. *Jackson Hall*: Originally known as Bell Tavern, the Hall had a store downstairs and guest rooms above. It was renamed Jackson Hall after President Andrew Jackson stopped there on his way to Concord from Lowell, Massachusetts.
- 11. *Mack's Apples*: A popular destination for locals and travelers throughout the region looking for fresh apples, cider, pumpkins or produce.
- 22. *Sunnycrest Farm*: Established in 1943 by the Conner family; today, in addition to apples, people can pick their own strawberries, blueberries, fresh produce and flowers.
- 26. *Twin Gate Farm*: now a riding school, this was established as a boys and girls summer riding camp in 1956 on the site of an apple orchard and egg farm.

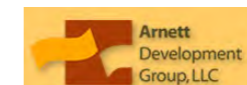


RECREATION PLAN

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

December 2014

Cover Sheet Conservation Lands, by Protection Type

- Londonderry Conservation Easements
- Town Owned, Acquired for Conservation
- Town Owned, Intended for Open Space
- Protected by NH DOT for Airport Access Mitigation
- Protected by Other Entities for Conservation Purposes
- Common Land Parcels
- Deed Restrictions

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Selected Conservation Land

- Adams Pond/ Moose Hill Orchards*
- Beaver Brook
- Kendall Pond Conservation Area *
- Musquash *
- Scobie Pond *
- West Road Athletic Fields *

Londonderry Open Space Networks

- Apple Way *
- Dragonfly Way
- Rail Trail *
- Neighborhood Connections

Long-Term Open Space Considerations

- Auburn Landfill
- Beaver Brook - Kendall Connection
- Little Cohas
- The Old Trolley Line

* 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.

Selected Conservation Land

Adams Pond/Moose Hill Orchards

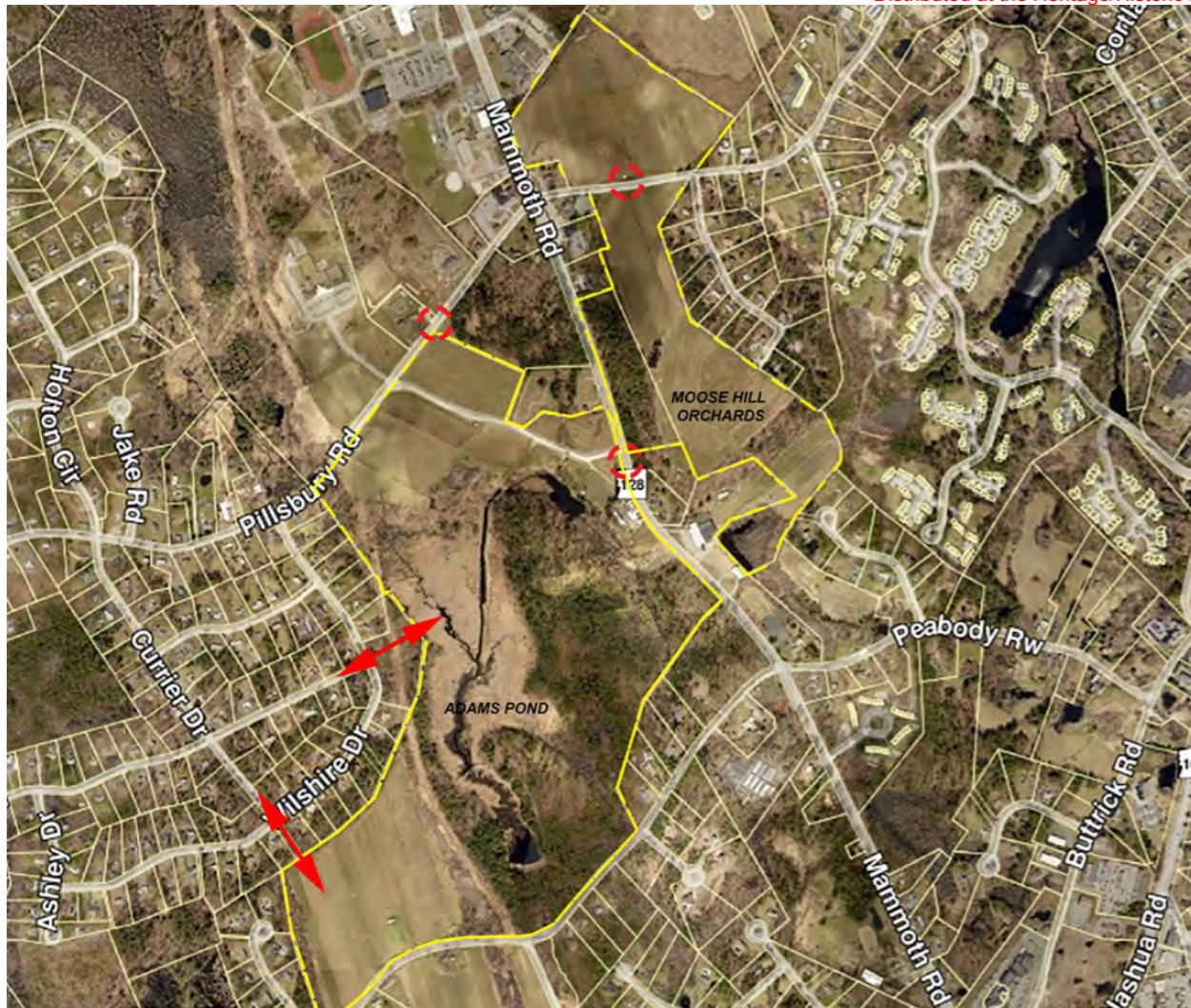
Beaver Brook

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.

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 the New Hampshire Department of Transportation to develop a safe crossing over Mammoth Road (in the vicinity of Mack's Apples) and with the Department of Public Works to develop a safe crossing over Pillsbury Road (in the vicinity of the Morrison House). 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



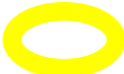


Trailhead

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-of-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 Gilcreast Road and Tokanel Drive. The land is mainly wooded, consisting of native conifers 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. 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. The access 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 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 Gilcreast 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 individual and family picnics.
- Develop short loop trails with interpretive signage.
- Develop an area for safe launch of canoes 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



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 an existing trail system in place, consisting of two main loops: the Yellow Loop and the Blue Loop trails. The trails are well maintained and are accessible throughout the year. A trailhead and parking area is located on 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.

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.
- Install 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

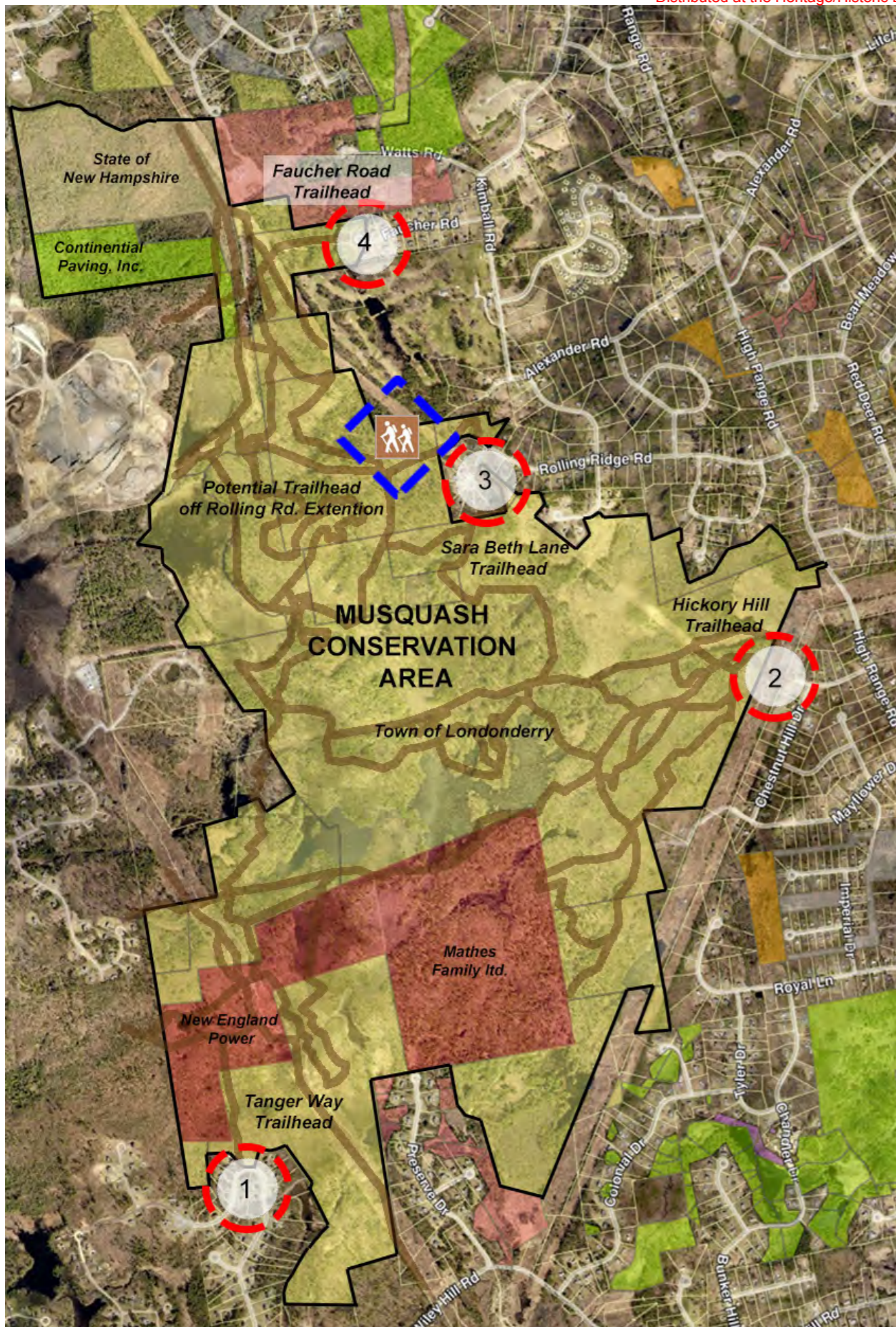
The Musquash Conservation Area

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 located on dead-end residential streets. Signage and other amenities vary with each location. The Hickory Hill (2) and Tanager (1) entrances have semi-designated off-road parking areas but much of the parking occurs along the edges of the road.

Hickory Hill seems to be the most popular entrance, especially with those arriving by automobile. However, the parking and arrival area are 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. This location 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. TANAGER WAY TRAILHEAD



2. HICKORY HILL TRAILHEAD



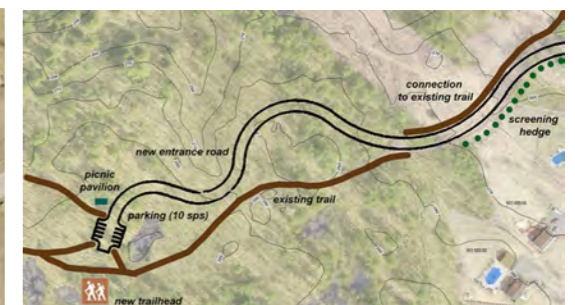
3. SARA BETH TRAILHEAD



4. FAUCHER TRAILHEAD

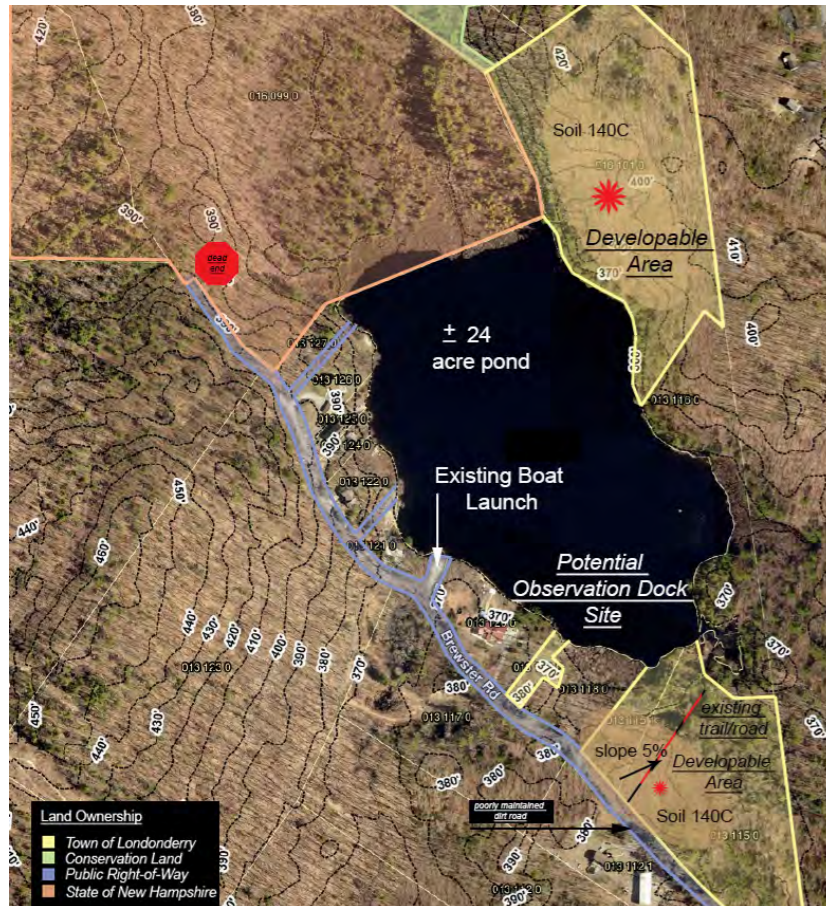


An existing Right-of-Way at the end of Rolling Ridge Road may allow for the development of a formal trailhead and entrance to the Musquash.



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 and wetland constraints. 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, kayaking, and fishing. Swimming is limited because 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 a trailhead on the Town owned land at southern 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 adjacent to the 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", 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 the 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

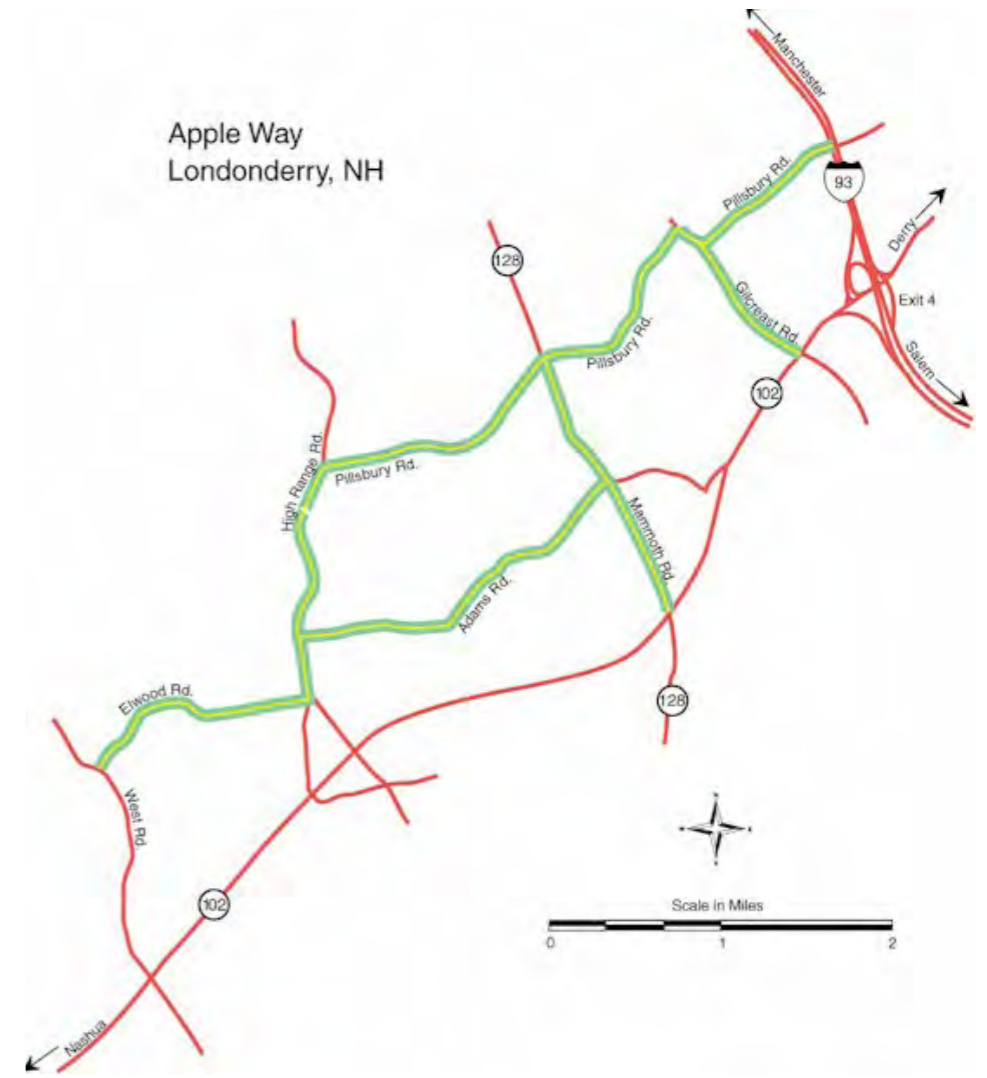
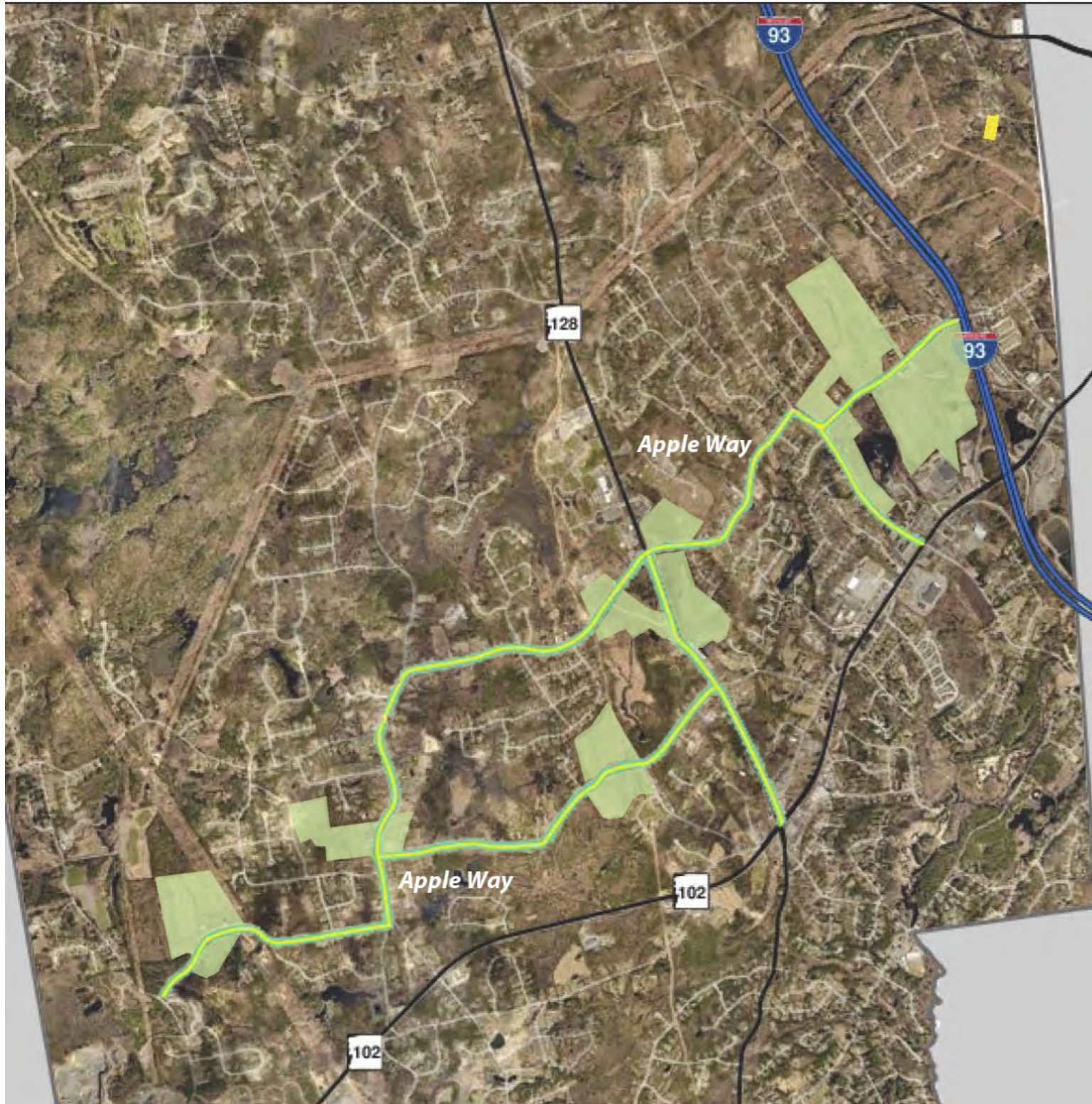
Rail Trail

Apple Way

Dragonfly Way

Public Rights-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 can contribute to the preservation of Londonderry's rich agricultural heritage.



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).

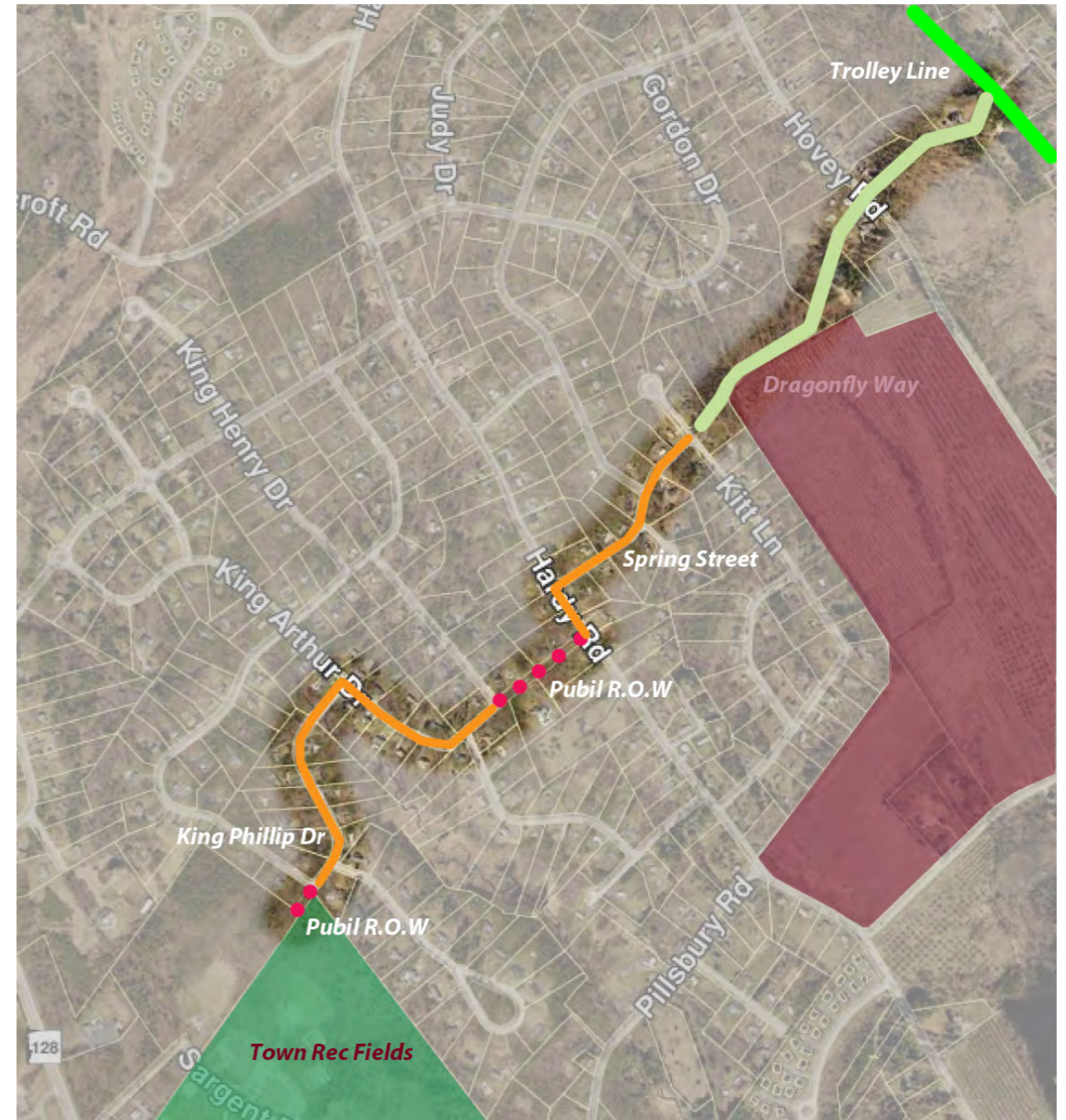
Dragonfly Way

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 Line byway (see section below), Dragonfly Way will help connect several neighborhoods while also proving 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.

Dragonfly Way



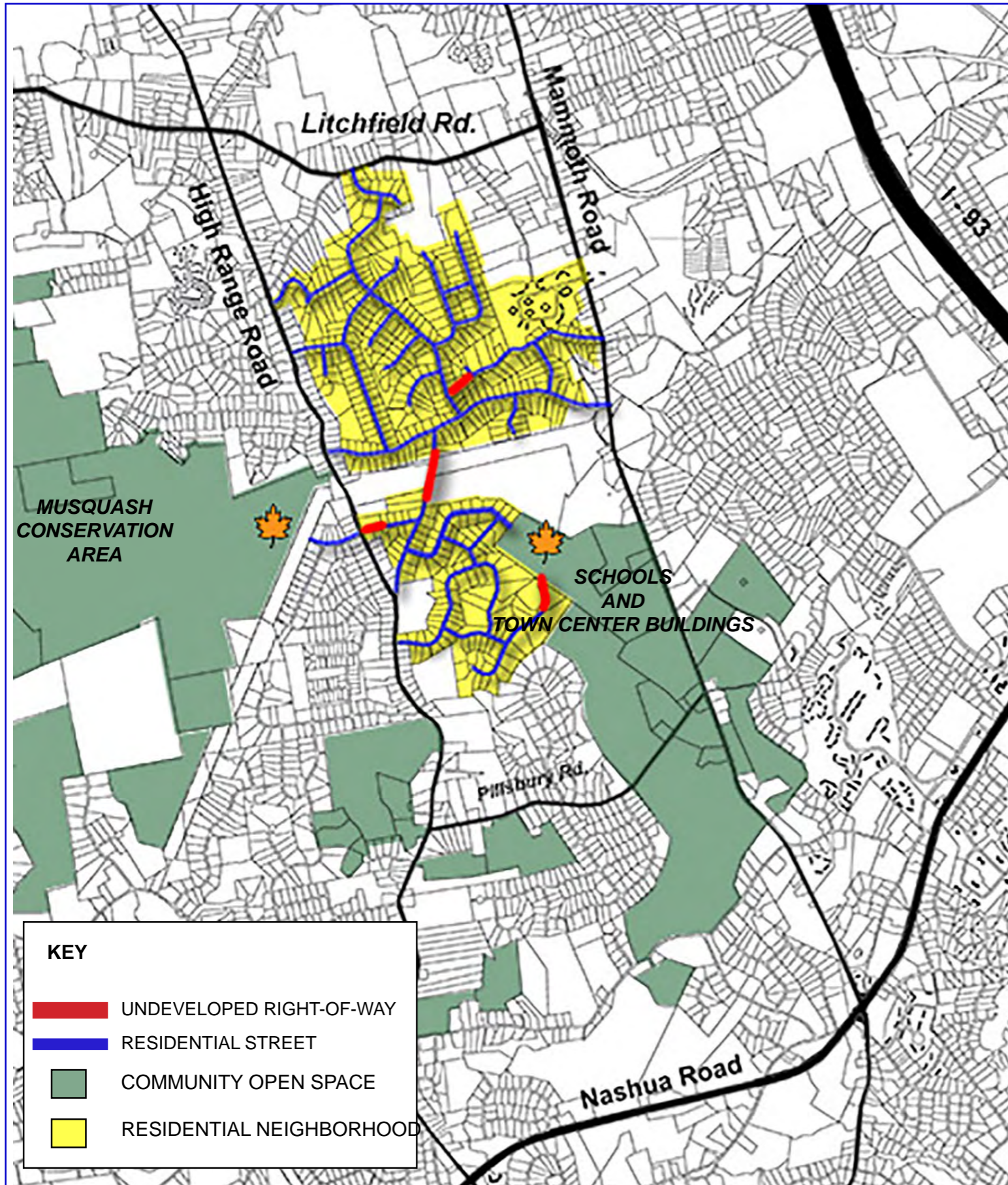
The above diagram illustrates the critical role Dragonfly Way (green) can serve in linking existing neighborhoods (gray tone) and the future development at Woodmont (maroon) to the open spaces at the Town Center. The red dots represent the development of existing right-of-ways into linear pocket parks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

Rail Trail

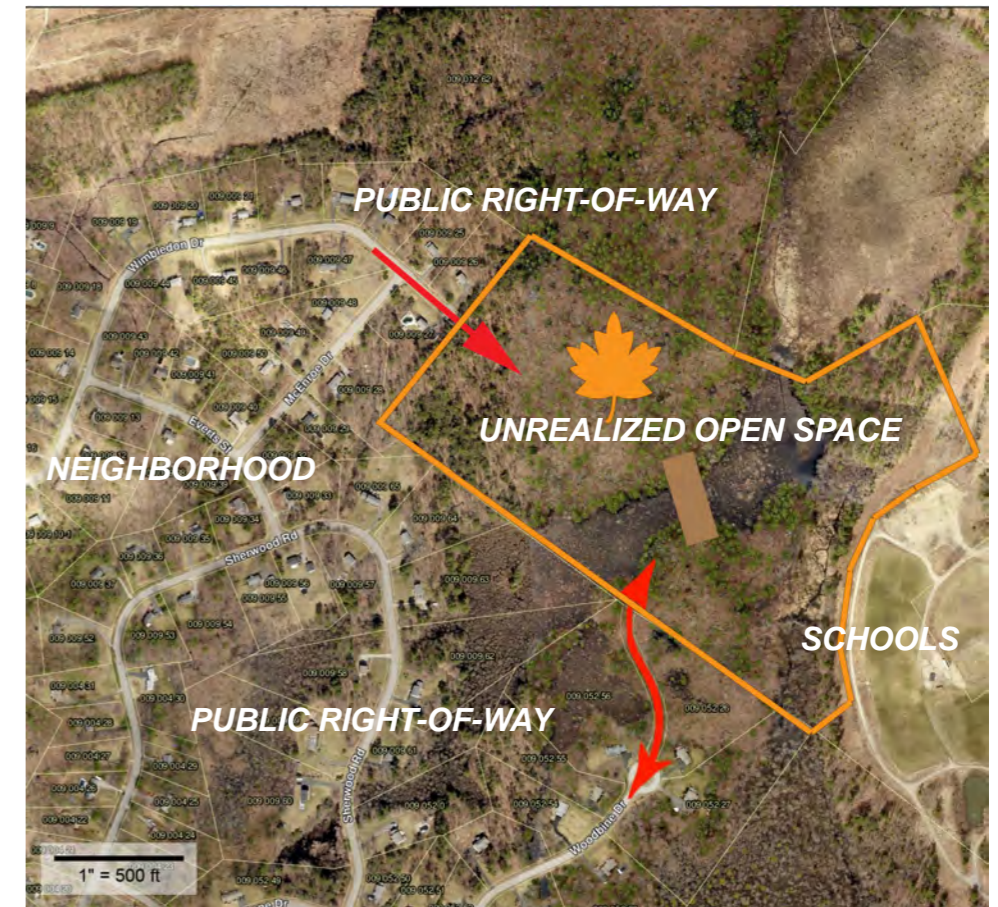


The Rail Trail being developed in Londonderry is part a of a statewide development effort aimed at bringing communities together with an uninterrupted bike-way/pedestrian way. The Rail Trail will eventually stretch from the shores of the Connecticut River in Lebanon, NH to the Rail Trail system at the Massachusetts border. The Rail Trail will serve as an important recreational and commuting resource that 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 its current terminus 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 Rights-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

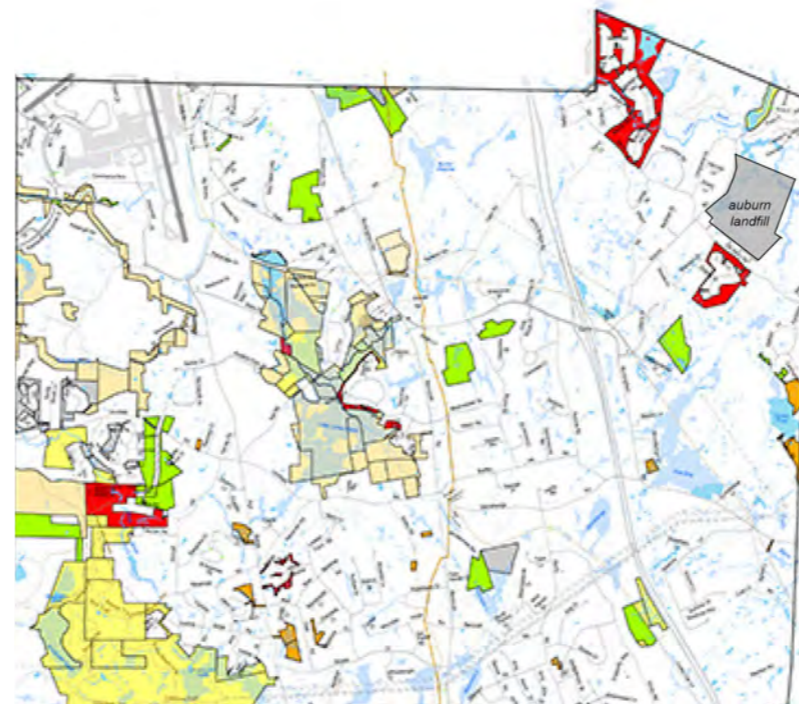
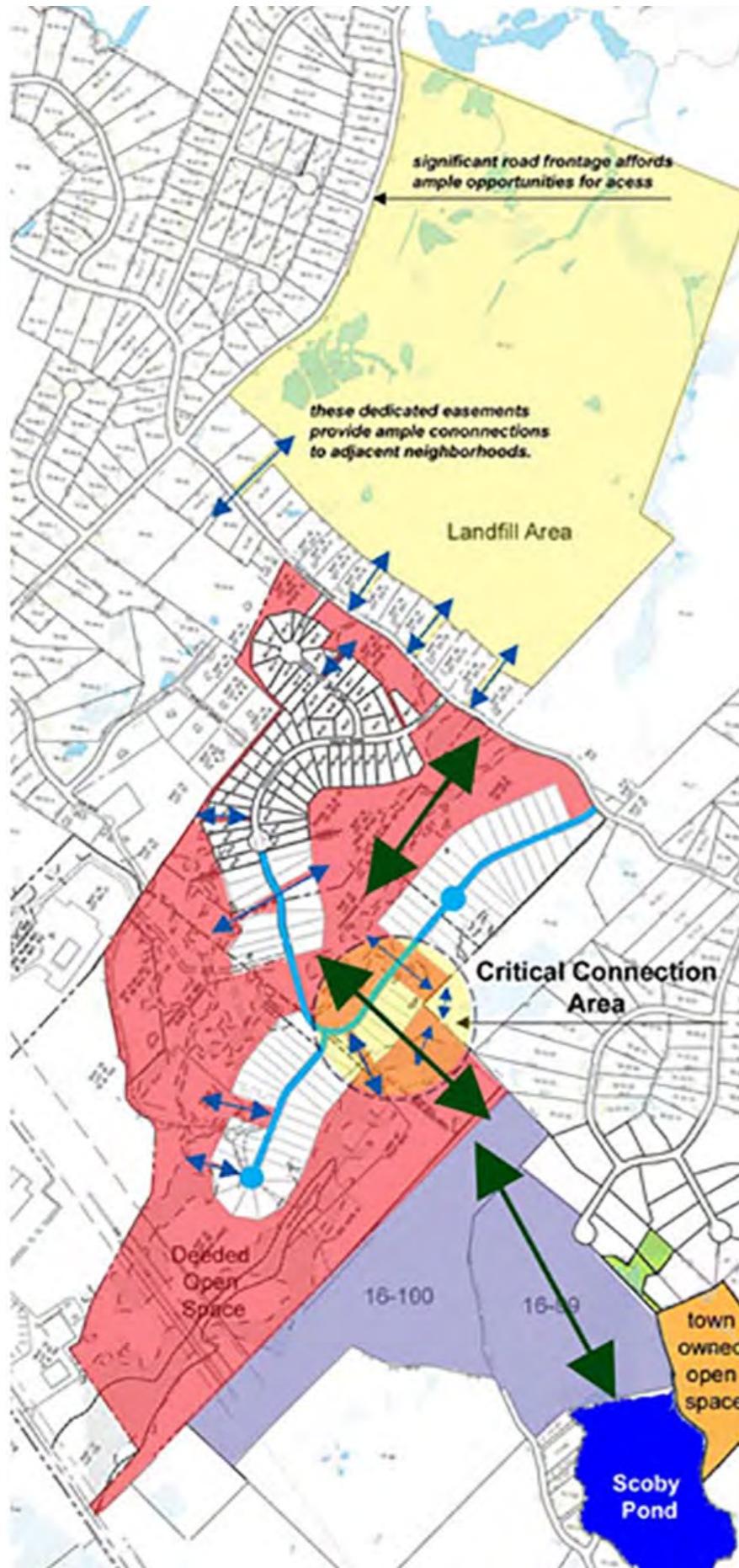
Auburn Landfill

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.

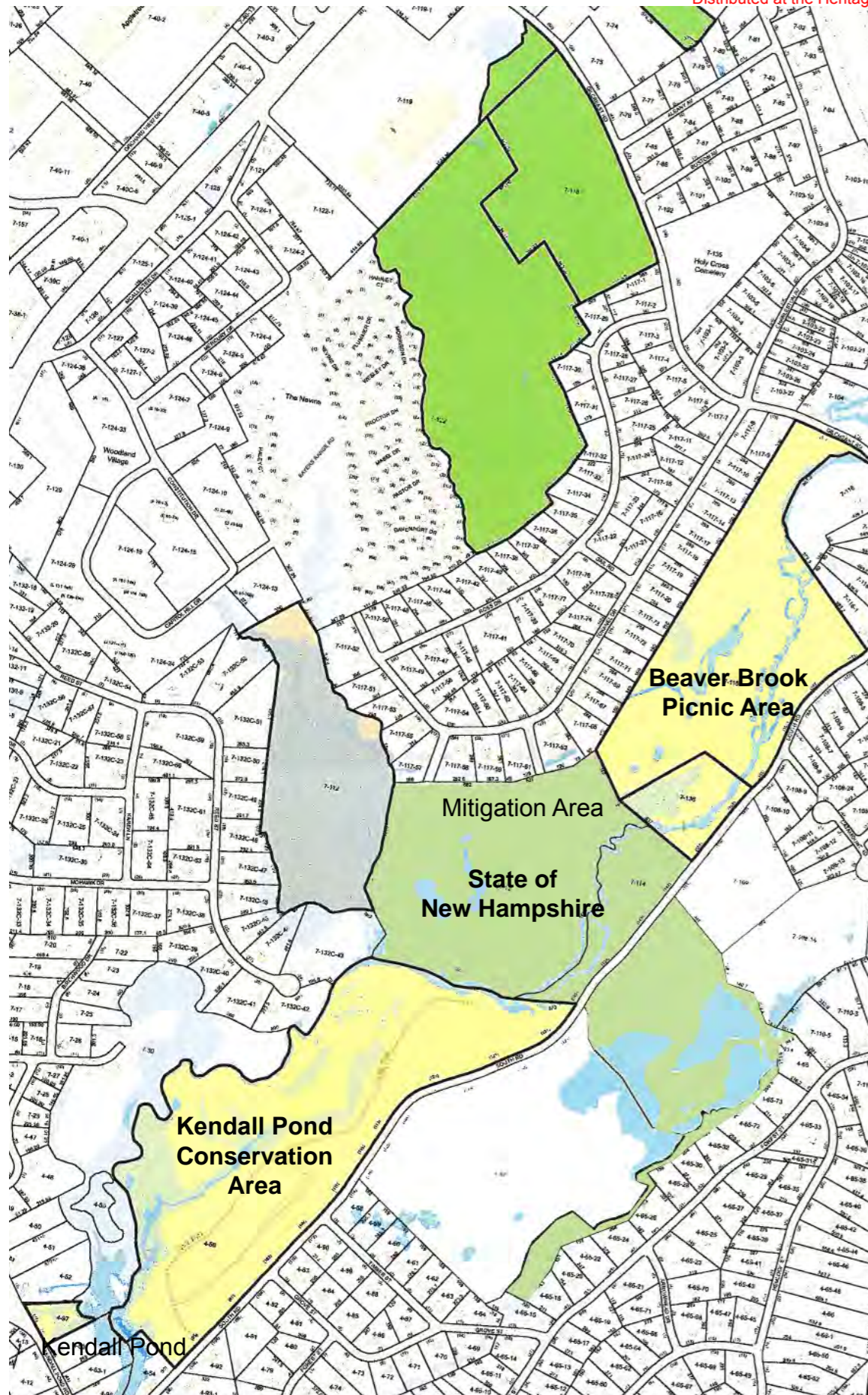
The above diagram provides a general overview of the development potential for the Auburn Landfill. The olive green areas depict the capped land. These areas may be suitable for the development of ballfields whereas the majority of the site offers significant opportunity for unrestricted development 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 space facilities, including the State owned woodlands, Scobie Pond and the Rail Trail. 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

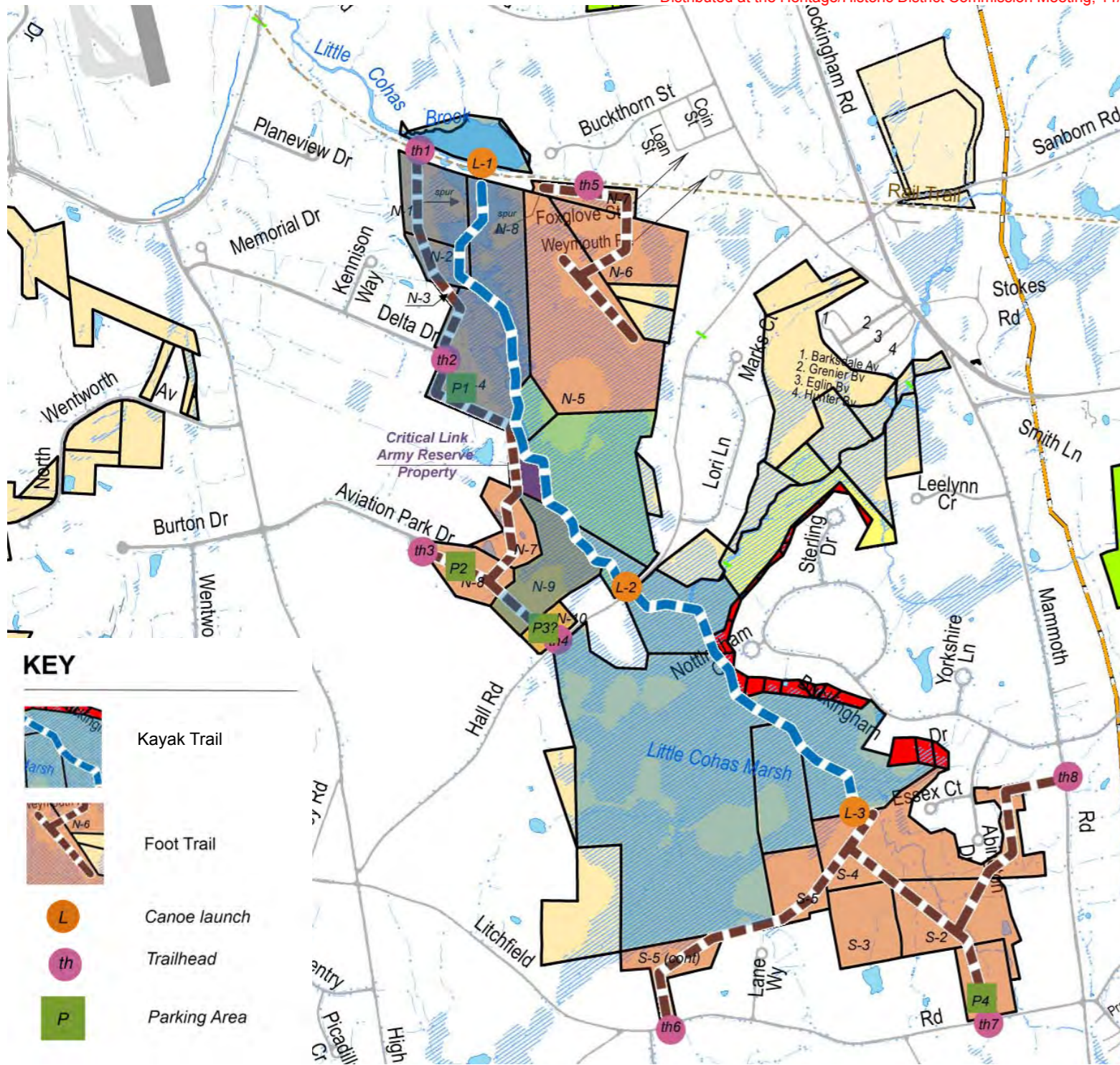


A view of Beaver Brook. The photo was taken at the northeast tip of the Kendall Pond Conservation Area and looks upstream into the State owned land.

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

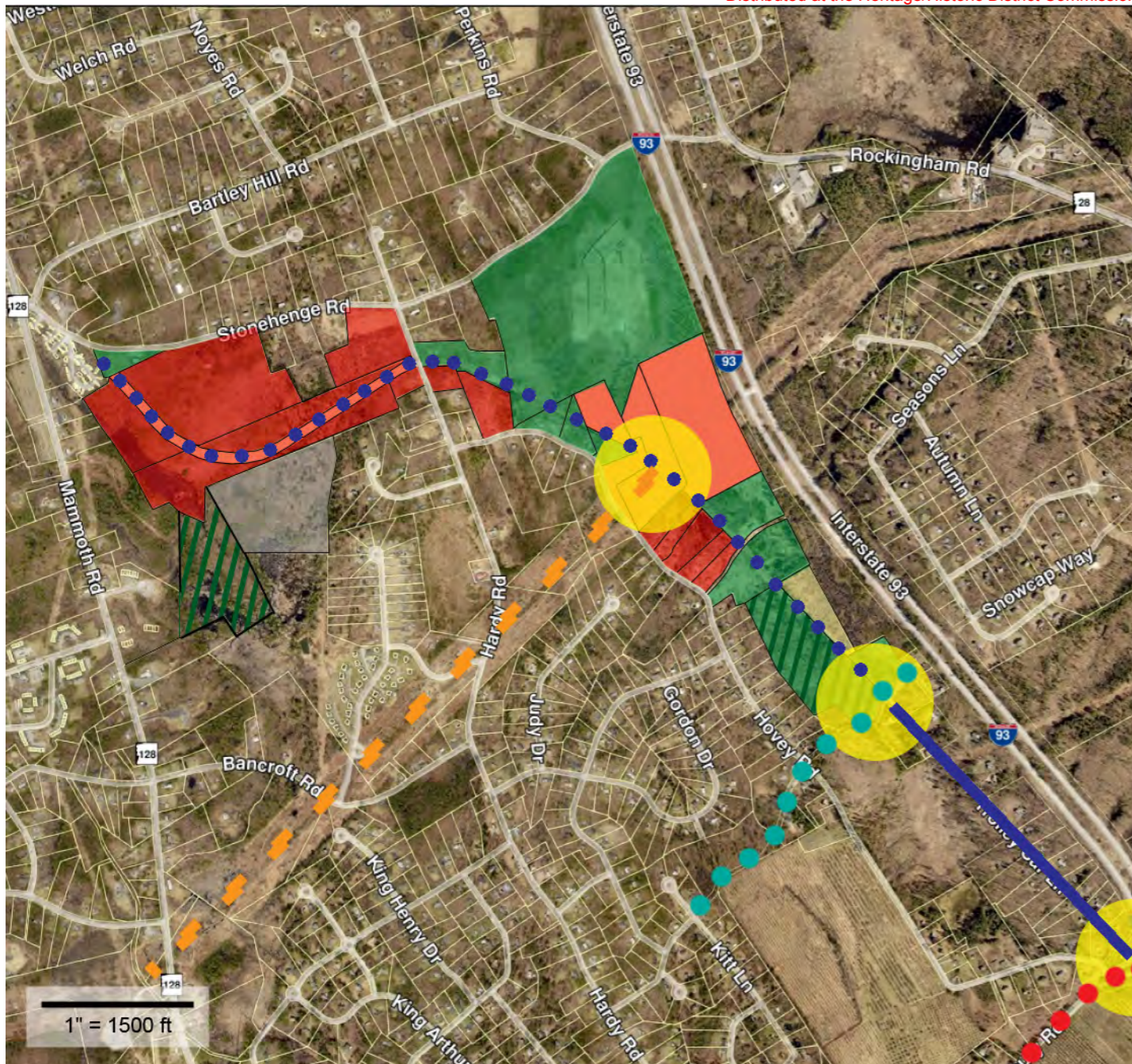
The right-of-way associated with the old trolley line offers a wonderful opportunity to enhance the pedestrian/bicycle connections throughout the town while also helping to link open spaces and community recreation areas. It is also an opportunity to recognize a special and very important component in 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 can become an important pedestrian corridor with the potential to complete a extensive loop trail 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.



KEY:

Property Owners

- Public Service Company of New Hampshire
- Private Property the Trolley Line Right-of-Way Passes Across
- Private Property Adjacent to the Trolley Line Right-of-Way
- Conservation Land
- Town Owned Land

Corridors

- Trolley Line Right-of-Way
- Power Line Right-of-Way
- Dragonfly Way
- Trolley Car Lane
- Apple Way
- Trail Intersections