

LONDONDERRY, NH PLANNING BOARD

MINUTES OF THE MEETING OF MARCH 8, 2017 AT THE MOOSE HILL COUNCIL CHAMBERS

I. Call to Order

Members Present: Mary Wing Soares, Vice Chair; Jim Butler, Town Council Ex-Officio; Leitha Reilly, member; Al Sypek, member; Ted Combes (alternate member); Ann Chiampa (alternate member)

Also Present:

Colleen Mailloux, Town Planner; John R. Trottier, P.E., Assistant Director of Public Works and Engineering; John Vogl, GIS Manager/Comprehensive Planner; Laura Gandia, Associate Planner; Michael Ramsdell, Town Attorney

Vice Chairperson Soares called the meeting to order at 7:00 PM, explained the exit and emergency procedures, and began with the Pledge of Allegiance. She appointed alternate member A. Chiampa to vote for A. Rugg and alternate member T. Combes to vote for S. Benson.

II. ADMINISTRATIVE BOARD WORK

A. APPROVAL OF MINUTES:

Member L. Reilly made a motion to approve the minutes of March 1, 2017, as presented. A. Sypek seconded the motion. The motion was granted, 6-0-0. The Vice Chair voted in the affirmative.

B. REGIONAL IMPACT DETERMINATIONS: N/A

C. DISCUSSIONS WITH TOWN STAFF: J. Vogl informed the Board that the Master Plan Implementation Advisory Committee (MPIC) held a meeting last Wednesday to continue the work regarding bike/pedestrian planning. He added that there is a brief memo in the read file with an update. Vice Chair Soares asked if the Town cleared snow from the rail trail and was informed by J. Trottier that it did not. She reminded the public that election day is next Tuesday with a contested race for Town Council, two people running for school board, and numerous warrant articles.

III. New Plans/Conceptual/Non-binding Discussions

A. Application and acceptance and Public Hearing for a formal review of a site plan for a multi-family workforce housing rental project comprised of twelve (12) twenty-four (24) unit buildings containing a total of 288 rental units, 30 Stonehenge Road & 13 Hardy Road, Map 12 Lots 120 & 131, Zoned AR-1, First Londonderry Association, LLC

(Owner & Applicant) – continued from the December 7, 2016 and the January 4, 2017 meetings

Vice Chair Soares read the case into the record, and noted that the application was previously continued from the December 7, 2016 and the January 4, 2017 meetings. J. Trottier stated that at the December 7, 2016 meeting the application was accepted as complete, waiver requests nos. 1-5 were approved, waiver requests nos. 6 and 7 were denied, and the Conditional Use Permit was approved as outlined in the Staff Recommendation Memo dated December 7, 2016. He noted that at the January 4, 2017 meeting, the Planning Board continued the Public Hearing on the application requesting additional information on the following items:

- Further review of possible relocation of the trash and recycling containers;
- Meeting between traffic engineers, Town Staff, Police and Fire Personnel regarding public safety concerns with the proposed project;
- Input from New Hampshire Department of Transportation (“NHDOT”) regarding the Route 28 intersection and the mitigation proposed by the Applicant; and
- Review and recommendations by the Conservation Commission.

He added that subsequently:

1. the Applicant coordinated with Waste Management regarding the size and frequency of disposal of the trash and recycling containers and confirmed that the proposed compactor units are adequate and meet waste-industry standard for a development of this type/size;
2. a meeting was held with traffic engineers and public safety personnel regarding the traffic generated by the proposed development and its impact on public safety. A summary of this meeting is attached and the general conclusion of public safety officials is that the proposed mitigation associated with this project will result in an overall improvement to public safety;
3. NHDOT provided a letter documenting its support for the proposed mitigation at the Stonehenge Road / Route 28 intersection, acknowledging that the intersection is currently in failure and the proposed improvements will mitigate the impact of the development; and
4. the Conservation Commission reviewed the project and offered the following comments. Staff’s responses to the Conservation Commission’s recommendations are noted after each comment (in italics):
 1. That an acceptable deed be executed transferring the proposed easement land to Town ownership with the appropriate restrictions that it will be used as conservation land. *The ordinance requires that open space be owned by undivided*

interests appurtenant to lot ownership and Staff believes that deeded transfer of the open space does not comply with the Workforce Housing Ordinance. The maintenance of the land as open space for conservation purposes can be accomplished with appropriate conservation easements (see recommended Precedent Condition No. 9).

2. That during the earth moving site preparation phase there be a full-time on-site monitor from a third party to ensure that the proposed mitigation measures are thoroughly and effectively carried out. *The Town currently requires 3rd party construction monitoring for private site development. Staff believes the current level of onsite inspections during construction is adequate to address the Conservation Commission's concern.*
3. That a before and after water quality survey be conducted at a point most likely to get storm water flows from project area. *While post-development water monitoring can be conducted at specified points, there is no mechanism that Staff is aware of to provide a meaningful comparison of water quality specific to this project. The Applicant is meeting Town and NHDES standards for stormwater management in terms of quantity and quality, and it is not clear what the requested monitoring program would accomplish.*
4. That by the judgement of the Commission, the benefits of the project only marginally exceed the benefits that would accrue to the Town if the project were built. *Comment noted.*

Vice Chair Soares asked for Board input. A. Chiampa asked that the MacGregor Cut monument be protected during construction by the developer and during any trenching for drainage on the road, during any limbing of trees to open up the road for sunlight or to reduce icing on the hill and pavement during the winter. She asked for that to be added to the requirements. She noted that she was pleased with the recommendation of placing two electronic speed signs on Stonehenge Road which will help with some of her concerns. She added that she heard a lot from the residents in town and she believes that a signalized light is needed at the Route 28/Stonehenge Road intersection, and a real effort is needed by the Town of Londonderry, the Southern New Hampshire Planning Commission or any other entities to engage NHDOT to take action at this intersection. She expressed concern over the safety of the residents and over livability factors for the neighborhood such as lighting, traffic, and placement of signs.

Vice Chair Soares apologized to the applicant noting that before she took Board comments, she should have offered the applicant an opportunity for introduction and to present any additional comments.

Mark Fougere, Fougere Planning & Development, 253 Jennison Road, Milford, NH, Raja and Samir Khanna, First Londonderry Associates, LLC, Jeffrey Merritt, P.E.,

Keach-Nordstrom, 110 Commerce Park North, Suite 3B, Bedford, NH 03110, Steve Pernaw, Pernaw & Co., 47 Hall Street #3, Concord, NH and Attorney Bill Tucker, Wadleigh, Starr & Peters, PLLC, 95 Market Street, Manchester, New Hampshire appeared for the applicant. M. Fougere noted that he was given some tasks as outlined by J. Trottier. He explained that the biggest item was to gather more traffic data for the Route 28/ Stonehenge Road intersection, and to further explore possible mitigation measures. He referenced the NHDOT and Staff memos which concurred that the proposed mitigations will improve the situation at Route 28 and Stonehenge adding that the long term situation is a light at that intersection. He added that the intersection will operate more efficiently and will be safer with a right turn lane. He commented on the drainage improvements, installation of speed sign, and noted the significant amount of input from Town Staff, police, and fire personnel throughout the whole process.

Samir Khanna addressed the Board. He stated that he felt that it was important for him to speak today to address the public's concerns in the last two meetings which consisted of traffic and health concerns and personal attacks. He explained that it would be helpful to the public to know who he and his brother are. He added that they are lifelong residents of New Hampshire living in Windham with an office in Londonderry since 1995 where they spend significant amount of time living, working and shopping. He described the company's background noting that they take pride in their properties and in their work. He stated that they are heavily involved in the management of their properties, genuinely concerned with the look and appearance of those properties, committed to the success of the project, and concerned for the safety of the residents. He added that the police department, fire department, Town Staff, Stantec (the town's engineer), and NHDOT came to the same conclusion that the proposed mitigation measures/improvements will increase the safety on Stonehenge Road and the Route 28/Stonehenge intersection for all residents, and improve conditions beyond what they are today.

Vice Chair Soares asked the Board for public input. T. Combes stated that he was concerned with traffic not only on Route 28 but on Mammoth Road as well. He added that five different departments weighed in and concluded that that the proposed mitigation measures will improve the situation. He added that it is good that all of them were in agreement. L. Reilly focused her comments on the Conservation Commission's concerns when it met on January 10, 2017. She commented on the water and Little Cohas Brook concerns raised by the Committee. She asked for further explanation and how these concerns were addressed. Town Planner Mailloux stated in regards to water quality the Committee requested monitoring for pre and post development of water quality but noted that she is not aware of a method to identify and pinpoint one point source to monitor and to determine the source of any sediment attributable to this development. She added that the developer designed its stormwater system to meet the Town's standards and New Hampshire Department of Environmental Services ("NHDES") alteration of terrain standards. She added that she does not believe there is any other monitoring that can be put in place that will give an additional level of comfort other than what was presented. J. Trottier concurred. He commented on the detention pond, outlet structures and the vegetative buffer, and noted the developer has met all requirements. He stated that he was

confident in Stantec's ability to monitor the site as required by the ordinance. He added that the developer also has to file a SWPPP with the Environmental Protection Agency ("EPA") with additional third party monitoring. L. Reilly asked about the request to have someone on-site during construction. J. Trottier stated that is what is currently done per the Town's regulations. L. Reilly expressed appreciation for all the public's input. L. Reilly asked for the size of the parcel and J. Merritt stated that the parcel is roughly 60 acres with the buildings being on 17 of the 60 acres meeting the coverage requirements. L. Reilly commented on what else could be built on the parcel noting the density requirements. J. Trottier stated that there could be 30 house lots given the acreage but this does not take into account the roads, drainage, slopes, etc. J. Merritt commented on the density requirement noting that the regulations allow for 10 units per acre for a total of 600 units and they are only seeking 288 units. A. Sypek asked for Town Attorney Michael Ramsdell to answer a couple of questions. A. Sypek asked for Attorney Ramsdell to explain the statutory obligations of the Planning Board, what the Planning Board can and cannot do, and the ramifications of the Planning Board if it fails to do what it is supposed to. Attorney Ramsdell explained that there is a statute for workforce housing and requirements that need to be met, and the major obstacles to this project would have been and were considered during the Zoning Board proceedings two years ago. He added that when the Zoning Board was considering this project, a flawed ordinance was in place, and if a challenge had been brought at that time, the Town could not have withstood the ordinance or challenge adding that this was one of the reasons why zoning went under a comprehensive revision. He added that the reality is that the developer sought and was granted certain waivers which allowed the project to meet the density requirements and be financially reasonable. He added that the Town Staff did a good job looking at the issues that were raised and gathering information from NHDOT and the police. He added that if there is not an identifiable reason for the Planning Board to deny this application, and if the Planning Board denies the application, then the developer could take the Planning Board to court. If the Town loses in Superior Court, then the Town runs the risk of paying the Town and developer's legal fees with the possibility of the court awarding the developer a developer's remedy which would take the project out the Town's hands with the developer and the Court deciding how the project is going to be built with no input from the Town. He noted that the Board challenged the applicant with good questions and that the applicant has worked to address the Board's concerns and is not here with the same project. He added that the applicant met every challenged hurdle requirement put in front of them by the Board. A. Sypek added his personal comments concerning traffic. J. Butler reserved comment until after the public input.

Vice Chair Soares reminded the public of the two previous public hearings where the concerns were heard. She added that if the same comments are heard over and over again she would close public input. She noted the concern over rehashing the same concerns while trying to be fair to the public. A. Chiampa asked if she could ask one more question. She asked if the Wallace Farm development was included in the traffic studies for this project. J. Trottier stated that prior to any traffic studies being performed there is a scoping meeting where all approved projects are identified and included in the studies. S. Pernaw stated that Wallace Farms, Neighbor Works, School House Road, and Trail Haven Estate

were included in the studies. A. Chiampa added that she hopes that there would be increased police monitoring in that area. She expressed concern over light pollution and filtering of the back lights.

Vice Chair Soares stated that she does want to hear comments but does not repetitive comments. She opened public input.

Nearby resident Albert Lamson, 31 South Parrish Drive, addressed the Board in opposition to the application noting concerns for child safety and a hunting area nearby, water run-off and the catch basin, common land ownership of parcel for the Meetinghouse Drive residents, and proper abutter notification for those residents. Town Planner Mailloux stated that notification was sent to abutters on Meetinghouse Drive per State statute.

Resident, Donald Kilgus, Three Nottingham Court, addressed the Board in opposition to the application noting the difficult pedestrian nature of Stonehenge Road with the volume of traffic and speed, lack of shoulders, curves and topography, and limited visibility.

Resident Carol Zimmerman, 78 Rockingham Road, addressed the Board in opposition to the application noting concerns over the traffic and the Route 28/Stonehenge intersection. She commented on how many accidents she has seen at her house. She noted the location of her house and how she has cameras on her house. She expressed concerns over just having a right turn lane and not addressing the vehicles turning left onto Stonehenge Road. J. Butler asked C. Zimmerman a question about whether she observed an accident where police do not show up and if she has an opinion on accidents that occur and are not reported. She replied that she does not have enough time to explain everything that she witnessed. She stated on May 10th two years ago at 11 p.m., she witnessed a drunk driver who flew fast down Stonehenge Road and wedged his car into two trees and took off. She reported that accident. She noted the conditions of the road during winter conditions when there are fenders benders. She added that she called District 5 complaining about the intersection and that the Londonderry Police has used her footage to investigate accidents.

Nearby resident, George Yankopoulos, 49 Stonehenge Road, addressed the Board in opposition to the application noting concerns over how dangerous Stonehenge Road is, noise, lack of police presence, and the horrible signage at the intersection. He commented on the increase development and its effects. He added that "you are going to do what, where?" He also commented on community, citizenship and neighbors.

Vice Chair Soares noted that if anyone has concerns other the traffic then they are welcome to speak. J. Butler called for a point of order and expressed concerns over letting everyone speak. Vice Chair Soares added that the Board has heard the public's concerns over traffic and that is why further input was sought from police, fire, NHDOT and Town Staff. She added that there is no need to reiterate concerns about traffic. J. Butler made a motion to overrule the Chair and the motion was seconded by A. Sypek. The motion was granted. Vice Chair Soares

stated that anyone who would like to speak is allowed to speak but the time will be limited.

Resident Randy Fesh, Nine Darrow Way, addressed the Board in opposition to the application noting concerns over traffic particularly on Perkins Road, the tax implications, and impact on the schools.

Resident George McLaughlin, 54 Holstein Avenue, addressed the Board in opposition to the application noting concerns over the tax implications. He expressed concern over not wanting to litigate this matter.

Resident Tiffany Richardson, 10 Raintree Drive, addressed the Board in opposition to the application and informed the Board of a petition with 625 signatures in one week in opposition to this development and over 14 pages of comments from residents. She also expressed concerns over schools, traffic, wells, Stonehenge Road and surrounding roads, the strain on Town services, public safety, and other nearby developments. She also presented the Board with letters from residents with similar concerns. Vice Chair Soares noted the names on the letters as follows: Samon Kanata and Francine Kanata and Robert Durossa. A. Sypek suggested that T. Richardson get those signatures to her state senators, representatives and executive councilors to advocate for safety improvements to the Route 28/Stonehenge intersection. She also asked if a wetland scientist could monitor the site. Vice Chair Soares stated that that comment has been addressed.

Resident Henry Perron, Three Wedgewood Drive, addressed the Board in opposition to the application noting concerns over traffic, the location of the project, other potential developments including Woodmont Commons, the traffic studies, the rural nature of the town, the NHDOT letter and wording, and last week's accidents concerning Stonehenge, Hardy and Perkins Road.

Vice Chair Soares asked the public to consider going to the traffic safety committee, and commented on the need for increased police presence noting that both of these items are outside the purview of the Planning Board.

Nearby resident Deb Paul, 118 Hardy Road, addressed the Board in opposition to the application noting concerns over the possibility of the project moving forward. She asked for the developer to tell her what they have done for the Town and who they donated to and wanted to know what benefits the Town and its residents are receiving. She expressed concern over poor management and lack of conformity to HUD requirements. Vice Chair Soares asked for D. Paul to refrain from personal attacks. J. Butler requested that all comments be directed to the Chair. D. Paul asked the Chair for a list of benefits. Vice Chair Soares noted that in her personal opinion this development provides an opportunity for a place for people to live and work in town focusing on all the industrial development taking place in Town. She noted that many residents are not native Londonderry residents. D. Paul requested more information about the trash suggesting more than one compactor is needed and called for yearly water testing. Vice Chair Soares stated that those concerns were addressed. J. Trottier commented about the sediment monitoring

before and after the construction noting that there is a not a possible method to do this given there is not one point source. D. Paul continued to voice her concern over the water. She commented on the traffic studies and police involvement.

Resident Richard Flier, 43 Adams Road, addressed the Board in opposition to the application noting concerns over the legal opinion of Town Counsel and requested that the Town obtain a second legal opinion. He also noted liability to the Town with the traffic concerns expressed.

Nearby resident Greg Stanley, 112 Hardy Road addressed the Board in opposition to the application noting concerns over traffic and section 3.14.E of the Town's site plan regulation which he believes provides an opportunity to say no to the plan. He added that even with the improvements, the intersection will still be in failure. Vice Chair Soares asked J. Trottier if he had any comments and he stated not at this time.

Nearby resident Noelle Bristol, 25 Bartley Hill Road, addressed the Board in opposition to the application noting concerns over traffic and the intersection of Stonehenge/Mammoth Road as well as other intersections including Bartley Hill, impact to the schools, and the hiring of additional teachers. She also had a question of density calculations. Vice Chair Soares stated that the density calculation is calculated based on the parcel size. J. Trottier noted that is the way the ordinance is written. T. Combes commented that the traffic studies included all the surrounding intersections going in every direction.

Resident Cherylann Pierce, 23 Mayflower Drive, addressed the Board in opposition to the application with questions over the agent who purchased the property. Vice Chair Soares noted that the owners, 1st Londonderry, LLC, of the property are here. She requested that Attorney Ramsdell reiterate why the developer can sue the Town. Vice Chair Soares responded that since the applicant has complied with all of the ordinances, obtained waivers from the Zoning Board, met all of the Town's and Planning Board's criteria, presented the Planning Board with a legally allowed project, the Town, in his opinion, does not have the ability to say no. Town Planner Mailloux explained the workforce housing ordinance that was in effect for this application. She noted that the ordinance was flawed and not in compliance with State statutes and has since been rewritten to a legally defensible ordinance. She noted the variances were obtained in 2015. C. Pierce commented on the applicant's purchase price of the property at \$750,000, and Vice Chair Soares stated that this was irrelevant. C. Pierce then spoke of other entities associated with the applicant and commented on what she claimed where three properties owned or managed by the applicant that were not in good standing wanting the Board to deny the application on that basis. J. Butler explained that Town Council approached the owners about purchasing the parcel and that went nowhere. He also added concern over what "not in good standing" means. Attorney Ramsdell stated that he believes that C. Pierce is referring to the New Hampshire Secretary of State Corporation website where you can look up if a corporation is in good standing but this does not tell you anything about the properties themselves. He added that it basically tells you if a corporation is in compliance with its filing requirements. He added that there are many reasons why a corporation is not in good standing such as corporations merging, name

changes, and dissolution. He stressed that it has nothing to do with the properties. C. Pierce asked whether this should be explored further. Attorney Ramsdell stated it does not make a difference what the status of those corporations are especially since the Town of Londonderry uses a development agreement which is being utilized in this project. Vice Chair Soares also noted that a fiscal impact study was conducted. Town Planner Mailloux explained that a development agreement is a recordable legal instrument which codifies the conditions of approval as well as bonding requirements. C. Pierce also echoed having a second legal opinion. J. Butler stated that he believes that is a reasonable request.

Nearby resident Kerri Stanley, 112 Hardy Road, addressed the Board in opposition to the application and asked about the timing of improvements. J. Trottier responded that certain conditions are required to be completed before any certificates of occupancies are issued. She noted concerns over the traffic studies which she felt were in favor of the developer. Vice Chair Soares responded that the Board has a lot of confidence in the Town's professionals and the figures from these professionals are actual and factual.

Nearby resident David Neise, 11 Faye Lane, addressed the Board in opposition to the application, noting concerns over the size and location of the project, the traffic studies, the failure of the Route 28/Stonehenge Road intersection, and questioned why the Town is adding more traffic to a failed intersection. He wanted the developer to signalize the intersection. The Planning Board and Town Staff explained to him that Route 28 is a State road under the jurisdiction of the State. Town Planner Mailloux responded that the intersection is in failure and the legal criteria of the Town is that a development cannot make the traffic conditions any worse and need to provide appropriate mitigation which will not result in a level of decreased service. She added that there has to be a rational nexus between what is requested of the applicant and the proposed impact of the development. She further stated that in this case there is no rational nexus to require any additional mitigation measures from the developer beyond the turn lane. She added that after numerous studies, meeting and involvement with NHDOT, NHDOT concluded that the proposed mitigation measures are reasonable and will provide a reasonable accommodation for the developer's increase in traffic. She noted that the NHDOT is currently updating its 10 year plan and the Town is putting forth the studies that were performed with the hope that NHDOT will include this intersection on its 10 year plan with appropriate funding. She added that the developer's mitigation measures are a first step towards signalization of this intersection. D. Neise also questioned the height of the balloon test performed earlier this year. J. Merritt and A. Chiampa both explained how the height was calculated and confirmed that the height was the correct.

Nearby resident Laurie Riedel, 29 Hardy Road, addressed the Board in opposition to the application noting concerns with the growth of the Town, and that the Woodmont Commons development was not included in the traffic study. She requested that another study be performed to include Woodmont as well as the Pillsbury and Hardy intersection. She asked who was responsible for the flawed ordinance. L. Reilly explained that as a result of the work of performed with the Master Plan, a warrant article was placed on the ballot and approved by the voters

allowing for a zoning rewrite where this issue was addressed. She noted that a zoning rewrites and updates are continuous processes.

Resident Keith Wheeler, 11 Darrow Way, addressed the Board in opposition to the application noting concerns over school enrollment. Town Planner Mailloux stated that this issue was addressed in the fiscal impact analysis which showed .17 school age children per unit for a total of 49 students from this development. K. Wheeler expressed doubt over that number and concerns over the number of cars. S. Pernaw responded that in morning peak hours there will be 147 trips (29 in and 118 out) and in the evening peak hour, there will be 179 trips with a majority of those cars entering. K. Wheeler also expressed concern over the lack of good standing expressed by C. Pierce .

Resident Glenn Douglas, Six Overlook Avenue, addressed the Board in opposition to the application, expressed concerns over the process and commented about term limits and on the process of updating and/or changing an ordinance. He stated he was present when the original workforce housing statute was worked on and that legal counsel has not changed. He expressed concern over having the same legal counsel giving an opinion on this application. Vice Chair Soares corrected the record by noting that the Town has new counsel. He asked if anyone met with the developer prior to him coming to the Planning Board. Vice Chair Soares stated that Town Staff meets with the developer to discuss its merits. He expressed frustration about not getting the facts and answers to questions. G. Douglas referenced the Woodmont Commons development several times and was instructed by the Vice Chair to remain focused on the project at hand and not to discuss Woodmont. J. Butler offered to meet with G. Douglas to talk about Woodmont. G. Douglas stated he was done because he believed he was told to keep his mouth shut. Vice Chair Soares stated that was not what he was being told. J. Butler noted that G. Douglas had a bad attitude. Vice Chair Soares instructed the members not to make personal comments. G. Douglas added that this is why people do not come to the meetings. Vice Chair Soares stated they cannot discuss Woodmont because it is not on the agenda adding that Councilor Butler offered to speak with G. Douglas at any time.

Resident Raman Chakravarthy, Nine Buckingham Drive, addressed the Board in opposition to the application, expressing concerns over the traffic volume and impact to the school district. He asked when a decision will be made. Vice Chair Soares said it will be determined after public input and the Board's deliberations.

Resident Brenda MacDonald, Six Picadilly Circle, addressed the Board in opposition to the application, expressing concerns over her husband being intimidated, payment of the traffic light, and taxes. Vice Chair Soares stated that there is no light being proposed but the light that is being mentioned is on a state road which would be paid by everyone's taxes.

Nearby resident Ritta NeMan, 16 South Parrish Drive, addressed the Board in opposition to the application, expressing concerns over the Board properly considering the Londonderry residents, and concerns over school and traffic.

Nearby resident, George Yankopoulos, 49 Stonehenge Road, addressed the Board in opposition to the application and commented on the master plan asking why the Town is not doing more to fight approval of the application. He stated the project is in the wrong place.

Resident Thomas Bianchi, 16 Vista Ridge Drive, addressed the Board in opposition to the application and asked if there was a percentage of people who work in town who will actually live in these homes. Vice Chair Soares stated that she cannot give a percentage with certainty but this development provides an opportunity for these people to live and work in Londonderry, and for young people to stay in our town. L. Reilly stated that this is not low income housing. T. Bianchi asked if the developer is given any special treatment or waivers. Town Planner Mailloux responded that under the ordinances there are certain densities permitted for this type of development, and there are no other bonuses of which she is aware. Town Planner Mailloux stated that she is not aware of any tax credits in response to J. Butler's inquiry. M. Fougere stated that the project receives a higher density but there are no subsidies or HUD money.

Nearby resident Greg Stanley, 112 Hardy Road, addressed the Board in opposition to the application and asked if the conditional approval is connected to the right hand turn lane. J. Trottier stated the right hand turn lane is part of the conditions of approval.

Resident Cherylann Pierce, 23 Mayflower Drive, addressed the Board in opposition to the application and asked when construction would be complete and R. Khana explained that the timing of construction was dependent on many variables and offered a possible timeframe of 12-18 months. He explained that the project is phased for three years. C. Pierce then asked for the projected rents. Town Planner Mailloux responded that the rents range based on median income and HUD value, and stated that for a two bedroom at Wallace Farm the rent is anywhere from \$1400-\$1500 for a two bedroom unit.

Nearby resident Noelle Bristol, 25 Bartley Hill Road, addressed the Board and asked if the Town's engineer reviewed the letter from NHDOT. Vice Chair Soares answered yes. J. Butler asked J. Trottier if the Town hired its own professional to conduct a traffic study. J. Trottier stated that David DeBaie, the Town's traffic engineer consultant, reviews the traffic study completed by Steve Pernaw who works for the developer. She asked for clarification on how much workforce housing is allowed in town. Town Planner Mailloux stated that the Town has to allow for the opportunity for workforce housing. N. Bristol asked if there was a certain percentage. Vice Chair Soares stated that there is only a certain amount of buildable land left and answered that there is no percentage.

Resident Valerie Cloutier, Eight Twin Isles Road, addressed the Board with questions about the Zoning Board of Adjustment's ("ZBA") waivers. Vice Chair Soares stated that was a ZBA procedure. V. Cloutier asked if there were waivers

with Wallace Farm and Vice Chair Soares stated that Wallace Farms is not on the agenda. V. Cloutier then asked about the waivers granted for this project. J. Trottier explained the waivers again as outlined in the Staff Recommendation Memorandum dated March 8, 2017 two of which were denied and four of which were granted.

Resident Randy Fesh, Nine Darrow Way, addressed the Board in opposition to the application and asked how he can review and locate the traffic studies. He wondered if all the documents were reviewed thoroughly. He also wondered why certain intersections were not included. J. Trottier stated that only the projects that were on the books at the time of the scoping meeting are considered. Town Planner Mailloux stated that "on the books" means an approved site plan and added that all the documents are located at the Planning Department and open for public inspection and review. R. Fesh also commented on what he perceived as flaws in the traffic study.

Nearby resident Deb Paul, 118 Hardy Road, addressed the Board in opposition to the application with questions about the time periods allowed under statute. Town Planner Mailloux explained the 65 day time period provided for under NHRSA 676:4 noting that the application was accepted as complete in December, and there were two continuances with which the developer granted the Planning Board an extension to act within the 65 day frame. She noted that if the Planning Board fails to act within the 65 day time frame, then there are statutory requirements to be followed. D. Paul asked Attorney Ramsdell about the timeframe. Attorney Ramsdell reiterated the procedures as Town Planner Mailloux presented. He also added that the Planning Board is obligated by law to make a decision today unless the developer grants an extension. D. Paul added that she believes the project does not fit in the area. She requested that if the project is approved that the developer improve Stonehenge Road completely with a four way stop at Stonehenge Road and Hardy Road, put money in an account to help pay for the light, and tell the NHDOT that it will pay for half of the light.

Resident C. Pierce, 23 Mayflower Drive, addressed the Board again asking why the Board did not stop the application in December. She added that the Board had a responsibility to stop the project. Vice Chair Soares responded that the Board did not have a legal right to stop this project. J. Butler added that the developer has a right to build and present its application. He stated there is a process and the developer has rights. Vice Chair Soares added that just because the project is not liked does not give the Planning Board a reason not to approve a project. J. Butler noted that the developer has a right to use that property so long as it fits in with the guidelines.

Nearby resident Albert Lamson, 31 South Parrish Drive, addressed the Board again in opposition to the application noting concerns about notifying the abutters. Town Planner Mailloux responded that the abutter list was verified, certified mailings were sent, and abutters were properly notified per State statute. Vice Chair Soares stated that the abutters were notified in November. He also expressed concern over chemicals being used on the property and its effect on

Little Cohas Brook.

Vice Chair asked if there was any other public input and there was none. She asked for Board members' comments. J. Butler stated that he listened to concerns and had pictures of trucks trying to turn around on Stonehenge and Mammoth Road. He added that he did a synopsis of police department calls involving vehicles and visited the site. He presented the Board with new information he obtained from the police department. In the beginning of this year, he noted there were 14 calls year to date in that area which do not include accident or incidences that were not reported. He added that there are others that are not reported as stated by one of the residents who testified. He also spoke of the concerns of trucks on Stonehenge and Mammoth Road. He showed the Board pictures of a truck trying to turn on Stonehenge Road. He added that he respects the traffic studies adding that they are just studies and do not include what actually takes place – they are not bibles. He stated he looks at other intersections that were not included in the traffic studies. He also added that traffic studies make assumptions. He stated that there have been three motor vehicles records for Perkins and Stonehenge which is an intersecting way, and several on Hardy Road. He added that he has not heard anything bad about the developer. He added that the Town Counsel stated the Board needs an identifiable reason which he believes is the lack of content contained in the NHDOT letter which does not offer anything of value. He noted during the last meeting with Steve Pernaw, he asked that if right hand turn lanes are installed will the intersection still be in failure and was told yes. He added that he cannot in good conscience vote for this when the intersection will still be in failure and the public safety of the Londonderry residents is at stake. He stated he wants to fight the application and added that the developer had no interest in selling the property. He stated that the identifiable reason is that no matter what is done by the Town or the developer at the intersection of Stonehenge Road and Route 28, the intersection will still be in failure. He also commented on the traffic from Woodmont and Wallace Farms that was not accounted for in this project, and on the safety of Stonehenge Road with the lack of shoulders in some areas and the topography of the road. He added these items were not accounted for in the studies.

Member A. Sypek added that after he listened to the traffic studies he asked why only four years of data were included and the ability of J. Butler to obtain the data for five years. He noted that the five years showed 83 accidents in that corridor. He added that he agrees with J. Butler regarding the traffic concerns.

Member L. Reilly commented on Town professionals, police, fire, and Town Staff are of the opinion that the mitigation measures are appropriate noting the blessings from police and fire. Town Planner Mailloux referenced the meeting summary from the meeting with police and fire. Town Planner Mailloux added that the general consensus was that the proposed right turn will improve the traffic conditions at that intersection and recognized that the intersection will still be in failure. She also added that the lit indicator signs were included as part of the

proposed mitigation measures. She stated that the consensus was that the project is not making the area less safe. L. Reilly added that having roads in failure is not unique and there are plenty of roads in failure.

Member T. Combes stated that the developer cannot make the intersection worse than a failure - a failure is a failure. He added that it is not going from a D to an F. He then asked Attorney Ramsdell to repeat what the ramifications are to the Planning Board noting the builder's remedy. Attorney Ramsdell explained that if the application is denied and the developer takes the Planning Board to court and prevails, then depending on the basis for the court's decision, the court could remand the case back to the Planning Board, or if the court finds no basis to remand and rules in favor of the developer, then the developer could receive a builder's remedy if the Planning Board's basis for denial was not sufficiently articulable or made on the basis of animosity, intimidation or denying it knowing there was no good basis. He added that with a builder's remedy, the Court would supervise how the plan would be developed noting that it is an extreme result but a possibility. He also noted the Supreme Court appeal process. T. Combes noted that the developer and the applicant came before the Board with a complete application, dotted their I's and crossed their T's, doing everything that the Planning Board, Town, State and NHDOT required. He added that Stonehenge is a road in failure and the State does not have any money to improve it. He stated that the Town should be grateful that the developer is paying for and putting in the right hand turn lane. He added that the Town is lucky that they are willing to do that. He commented that this is a complete project and added that he would love to vote no on it but legally the developer can go to Court and fight it. He added that he did not state how he would vote but is stating the facts.

Member A. Chiampa stated that she believes that a signalized intersection is needed on Stonehenge Road and Route 28 and an immediate effort is needed to ensure that it happens. She also added that she believes there are flaws in the traffic study. She also commented that she believed that there is already a right turn lane but it just is not striped. She added that the visibility is negatively affected when trying to take a left turn because of that right turn lane and does not see how the right lane will help those taking a left onto Route 28. She added that the light is needed and there is no guarantee when that light will be installed. She commented that the safety of the town's residents is at stake. She added that the intersection is still in failure.

Vice Chair Soares added that there were three e-mails that came to the Planning Board from Corrie Nariff, David Elis and Bill Garvey and asked that those be added to the record. She thanked the public for coming out to night. She stated that at this point she would ask for a motion and the Board will take a vote or will discuss it further. J. Butler then stated that he will make a motion to deny. Vice Chair Soares then stated that there is a motion contained in the packet. L. Reilly stated to make a motion in the affirmative. J. Butler stated that he could not read it so A. Sypek offered to read it for J. Butler. The motion was as follows:

Motion to grant conditional approval of the Residences at MacGregor Cut site plan located at Stonehenge Road and 113 Hardy Road Map 12 Lots 120 and 131, Zoned AR-1, First Londonderry Association, LLC (Owner and Applicant), in accordance with site plans prepared by Keach Nordstrom Associates, Inc., dated August 3, 2015, last revised October 20, 2016 with the precedent conditions to be fulfilled within 120 days of the approval and prior to plan signature and general and subsequent conditions of approval to be fulfilled as noted in the Staff Recommendation Memorandum dated March 8, 2017.

Motion was seconded by A. Sypek for discussion.

Member J. Butler stated he was ready to vote and called for a roll call vote. Member A. Sypek stated that he was still considering things and was faced with a dilemma. He added that he agreed with the traffic concerns but that was his personal opinion. A. Sypek noted that T. Combes made a valid point. A. Sypek stated that the members took an oath to go by the law and ordinances, and he is having a difficult time going against his oath. He added that he does not like the development and wished the zoning ordinance was different in 2015. Vice Chair Soares asked if anyone has anything else to add. Member A. Chiampa reiterated her condition that the MacGregor Cut monument be protected if the application is approved. Town Planner Mailloux added that if the motion passed then there would be an additional precedent condition of approval that appropriate protections be indicated on the plan and carried out during construction for protection of the monument during any construction activity including vegetation management. She also wanted additional work performed on the intersection. Vice Chair Soares indicated that the project would be phased. A member for the public asked if she could ask a quick question and Vice Chair Soares stated no. The roll call vote occurred as follows:

Jim Butler:	No
Leitha Reilly:	Yes
Al Sypek:	Yes
Ann Chiampa:	No
Ted Combes:	No
Mary Sores:	Yes

Vice Chair indicated that there was a tie vote. Town Council Chairman, John Farrell, Four Hancock Drive, stated "Point of order, I call for a revote." J. Butler stated "he has a right." The members voted for a second time, restating their votes as follows:

Jim Butler:	No
Leitha Reilly:	Yes
Ann Chiampa:	No
Ted Combes:	No
Al Sypek:	No (changed his vote)
Mary Soares:	Yes

The motion was denied, 4-2-0, and the application was not approved.

Vice Chair added that the plan is not conditionally approved. She thanked the public again for coming out and for its input. Mark Fougere thanked the Board for its time. J. Butler then asked if the information he provided could be made part of the permanent record. Town Planner Mailloux asked J. Butler if he could make sure that the pictures he provided be placed in the read file. He agreed.

IV. Zoning Update

John Vogl presented the Board with an update to the zoning rewrite. He welcomed Bill Parker. He was seeking input from the Board regarding the commercial districts and any improvements that can be made. He noted the difficulties with navigating through the performance overlay district. He commented on the feedback the Town has received to remove the performance overlay districts from Route 102 and Route 28 in the hopes of more consistent zoning administration throughout the corridor. He added that those districts have a lot of criteria and characteristics which have proven to be cumbersome. He added that the Town is looking to promote the suburban retrofit that is identified in the Master Plan, encourage flexibility, uses and designs throughout the commercial corridor, and promote more discretion through the conditional use permits. He commented on the uses by Exit 5 which were well received. He reviewed and identified the commercial districts in Town. T. Combes asked for J. Vogl to describe the overlay district. J. Vogl stated that the overlay district was developed in the 1990s with the intent to encourage uses that were more cohesive with the community character, and to reduce building sizes, and add a higher degree of flexibility, design and uses. He spoke of the fiscal impact analyses and community and environmental impacts. He stated that minor differences between the C-I and C-II districts were identified. He noted the duplicative language with the site plan regulations and the performance overlay districts. He added that improvement in the district is sought while retaining some of the standards using conditional use permits more extensively and applying flexible dimension standards with buildings size and amendments. He added that the language in the performance overlay district will be reviewed for parking, landscaping, and open space to remove any duplicative language. He emphasized building placements, parking, landscaping, and architectural designs. Vice Chair Soares requested that Town Staff spell out the acronyms to make it easier. She asked what side of Exit 5 is mixed use commercial. J. Vogl added it is the western side.

Town Planner Mailloux added that the goal is to come up with a way to streamline the number of commercial districts and take the things that are working well and utilize them as an innovative zoning district with the conditional use process. She added that the ordinance is based more on meeting the character of the district and letting the Planning Board make determinations eliminating haphazard zoning districts. T. Combes asked about the mixing of uses in all commercial districts. Town Planner Mailloux stated that it would be mixing the uses, and J. Vogl stated it would allow a larger range of choices for the Board to consider while streamlining the process and providing uniform character. Town Planner Mailloux focused on what uses are allowed and on the architectural design and landscaping. She added that this is just a discussion and she is seeking direction from the Board. She added that the Heritage Commission has a "look book" and ask whether that should be codified in a design standard. Vice Chair Soares asked if we had the ability to restrict certain uses. J. Vogl responded that the Town does. A conversation ensued about sexually orientated businesses. The Board and Town Staff discussed various other uses and how they would be permitted by conditional use permit. L. Reilly commented that she liked what was before the Board and the consistency that it entailed. Town Planner Mailloux emphasized unintended consequences and reminded the Board that this is just a preliminary discussion. She added that zoning will be added as an agenda item to both April meetings.

Member L. Reilly made a motion to adjourn the meeting at approximately 11:00 p.m. Seconded by J. Butler.

Motion was granted, 6-0-0.

The meeting adjourned at approximately 11:00 PM.

These minutes were prepared by Associate Planner Laura Gandia.

Respectfully Submitted,



Chris Davies, Secretary

These minutes were accepted and approved on April 5, 2017 by a motion made by A. Sypek and seconded by L. Reilly.

PLANNING BOARD MEETING MINUTES OF MARCH 8, 2017

EXHIBITS

1. December 7, 2016 Stantec Memo;
2. January 10, 2017 Conservation Commission meeting minutes;
3. January 25, 2017 Traffic Safety Meeting – meeting summary with a Citation Status Report from 1/1/12 to 12/31/16 and Stonehenge accidents 2012 through 2016 excel spreadsheet;
4. February 14, 2017 New Hampshire Department of Transportation letter;
5. March 8, 2017 Staff Recommendation Memorandum;
6. J. Butler's four pictures of a truck; and
7. Change.org petition

MEMORANDUM

To: Planning Board

Date: December 7, 2016

From: Planning and Economic Development
Department of Public Works & Engineering
Stantec Consulting Services, Inc.

Re: Tax Map 12 Lots 120 & 131
Site Plan for Workforce Housing
Residences at MacGregor Cut
30 Stonehenge Road

Applicant: First Londonderry Assoc., LLC

Keach-Nordstrom Associates, Inc. submitted plans and supporting information for the above-referenced project. DRC and the Town's engineering consultant, Stantec Consulting Services Inc. reviewed the submitted plans and information, and review comments were forwarded to the Applicant's engineer. The Applicant submitted revised plans and information and we offer the following comments:

Checklist Items:

1. There are no checklist items.

Design Review Items:

1. The Applicant's Overview Plan on Sheet 1 and Phasing Plan on Sheet 24 are shown at a scale of 1"=120', and do not comply the maximum 1"=40 per section 4.01c of the regulations. The Applicant has submitted a **waiver request** for this requirement.
2. The Applicant's proposed landscaping does not provide shade trees at the maximum interval of 75 feet around the parking lot perimeter landscaping per section 3.11.3.g.5 of the Site Plan Regulations. The Applicant has submitted a **waiver request** for this requirement.
3. The Applicant's proposed site lighting at the driveway entrances at Stonehenge Road will exceed 0.2 foot-candles and does not comply with sections 3.13.c.3 and 3.13.c.12 of the Site Plan Regulations. The Applicant has submitted a **waiver request** for this requirement.
4. The Applicant's proposed drainage system includes some "yard drain" drainage structures that are not precast concrete as required by section 3.07.g.1 of the Site Plan Regulations. The Applicant has submitted a **waiver request** for this requirement.
5. The Applicant's proposed drainage system includes several pipe sizes less than 15" that are connected to "yard drains" and does not comply with section 3.07.g.1 of the Site Plan Regulations. The Applicant has submitted a **waiver request** for this requirement.
6. The Applicant's proposed drainage system design does not provide a vertical slotted weir for the detention basin outlet structure, consistent with Exhibit D108 of the Typical Details for Site and Roadway Infrastructure – Town of Londonderry, and does not comply with section 3.07.g.1 of the Site Plan Regulations. In addition, the low flow outlet structure detail on sheet 45 indicates a circular control outlet that does not comply with the vertical slotted weir of Town's typical detail Exhibit D109. The Applicant has submitted a **waiver request** for these requirements.
7. The Applicant's design indicates slope granite is to be provided along the proposed sidewalks, which does not comply with Exhibit R103 of the Town's typical details requiring

vertical granite curb. The Applicant has submitted a **waiver request** for this requirement. We recommend that the design be revised to provide vertical granite curb consistent with the Town and NHDOT standards and the detail on sheet 39 should be revised accordingly.

8. The Applicant indicates the NHDES Sewer Discharge Permit and Londonderry Sewer Discharge Permit have been submitted on the checklist. In addition, the project will require a NHDOT permit for the proposed work along NH Route 128 – Mammoth Road. The Applicant should submit for and obtain all project permits, indicate the permit approval numbers in note 20 on sheet 1 and provide copies of all permits for the Planning Department files per section 4.13 of the Site Plan Regulations and Item XII of the Site Plan Application & Checklist.
9. The Applicant presented conceptual designs for improvements to the intersection of Stonehenge Road at Rockingham Road – NH Route 28 at a meeting between NHDOT, Londonderry Department of Public Works, Londonderry Planning Department, and the Applicant at NHDOT District V on November 21, 2016 to address the Stonehenge Road left turn failure issue. As noted in the Applicant's traffic report, the project will contribute additional traffic to this intersection. We recommend that improvements to this intersection be part of the project approval.
10. The Applicant indicated in their response letter that the off-site improvement plans have been updated based upon test pits conducted to determine the depth of the existing Tennessee Gas mains crossing Stonehenge Road near station 5+50. We note the following:
 - a. On sheet 18, the proposed sewer design indicates a crossing of the existing Town of Derry force main near station 2+00 RT. and the cross section indicates that this crossing will be near the existing force main. We recommend that the Applicant confirm proper separation between the proposed sewer and existing force main is provided in this area acceptable to the Town of Derry and Town of Londonderry.
 - b. The sawcut limits shown on sheet 18 for the proposed sewer line in off-site improvements for Stonehenge Road provided in the revised plan set do not properly represent the necessary sawcut limits. The limits appear to be only 2 feet from the proposed sewer line with a trench width scaling to approximately five (5) feet. In addition, the sawcut limits do not properly address construction of manholes. The sawcut limits for the revised drainage system extended to station 1+50 should also be revised accordingly and acceptable to the Department of Public Works. In addition, please note that this trench work will include a permanent pavement patch installed after the completion of the trench work and prior to the pavement overlay along Stonehenge Road.
 - c. Please indicate the pavement sawcut limits for the proposed gas line trench shown crossing Mammoth Road in the pavement overlay portion (north of station 0+00) on sheet 18.
 - d. The revised off-site plans indicate a pavement overlay is now proposed along Stonehenge Road between the emergency access and main driveway on sheet 16, but the additional Stonehenge Road cross sections, provided in this submission, do not indicate or label this pavement overlay. Please update the cross sections accordingly. In addition, we understand that the Town typically requests a cold joint at the end of the overly limits that is not indicated on sheet 16. Please update the plan accordingly.

- e. The revised drainage design on sheet 18 indicates a new drainage pipe extending along Stonehenge Road to sta. 1+50 LT. with a FES outlet at elevation 328.14. Looking at the cross section, this appears to be the same elevation as the proposed gas line and would appear to conflict. Please review and revise the design as necessary to eliminate the potential drain pipe and gas line conflict.
 - f. The proposed gas line shown in section 2+50 appears to be close to the proposed drain line and would likely conflict with the drain pipe along the drain pipe route. We recommend that the proposed gas line be placed a minimum 10 feet from the proposed drain line to avoid gas line disturbance during future maintenance of the drain pipe by the Town. Please update the design as necessary acceptable to the Town.
 - g. The proposed new CB#83 appears to replace an existing catch basin, but plan does not address this work and the proposed inverts in the profile on sheet 35 do not appear to address the existing 12" CPP invert at the basin. Please review and update to properly address the catch basin removal and the existing pipe invert at the new catch basin.
 - h. Sheet 18 includes construction impacts at Stonehenge Road at the signalized intersection at Mammoth Road. Will the proposed construction of the utilities (sewer and gas) impact the traffic signal detector loops? Please clarify and provide additional information as necessary.
 - i. The revised design indicated a revised proposed gas line location. We recommend the Applicant confirm the proposed gas line location is acceptable with the Department of Public Works. In addition, we recommend that the Applicant obtain an updated utility clearance letter for the revised gas line location from the utility provider (Liberty Utilities).
11. The proposed phasing on the phasing plan – sheet 25 - is difficult to distinguish. We recommend that the plan be updated to clarify the work related to the proposed three phases, perhaps with a different hatch type for each phase.
 12. The Applicant indicated in the response letter that final approval from the Town of Derry is pending for the proposed crossing and potential impacts to the Town of Derry's existing force main located upon the property and within the proposed off-site improvement area. The Applicant should provide final agreement documentation that the Town of Derry has agreed to the proposed impacts for the Planning Department's file.
 13. The project proposes crossing and potential impacts to the existing Tennessee Gas Pipeline located within the proposed off-site improvement area. With this latest design revision, we understand that the Applicant has revised the location of the sewer line, gas line and water line elevations based upon recent test pits conducted at the location of existing gas lines as noted in the submission letter response. The Applicant should provide documentation that Tennessee Gas has agreed to the revised design layout and proposed impacts under this latest design for the Planning Department's file.
 14. It is our understanding the Eversource plan review process for the improvements on Lot 121A was initiated based upon a letter dated January 28, 2016, provided by the Applicant under a previous submission (in March 2016) and is still ongoing. The Applicant should provide documentation from Eversource regarding the final approval of the proposed improvements shown on the latest project plans for the Planning Board's file.

Board Action Items:

1. The Applicant is requesting seven (7) waivers to the Site Plan Regulations as noted in his letter dated February 15, 2016. The Board will need to consider each waiver under this application.

Board Informational Items:

1. This project is contingent upon approval of a voluntary merger of the two lots as stated in note 4 on sheet 1.
2. The proposed design indicates sewer service extension from Town's sewer interceptor at Mammoth Road to be along Stonehenge Road to the westerly property line of the site is proposed to be constructed by the Applicant to serve the project location.



Londonderry Conservation Commission
Tuesday, January 10, 2017
Minutes

1 **Present:** Marge Badois, Chair; Gene Harrington, Vice Chair; Roger Fillio, Member; Mike Noone, Member;
2 Mike Speltz, Alternate Member; Julie Christenson-Collins, Alternate Member; and Casey Wolfe,
3 Recording Secretary

4
5 **Absent:** Deb Lievens, Member; Jamie Mantini, Member; Mike Byerly, Member; Margaret Harrington,
6 Alternate Member

7
8 **Also present:** Bob Maxwell, Josh Cook, Jeff Merritt, Samir Khanna, and Raja Khanna

9
10 M Badois opened the meeting at 7:30 pm. She appointed J Christenson-Collins to vote on behalf of D
11 Lievens and M Speltz to vote on behalf of M Byerly.

12 **New Business**

13 **McGregor Cut:** Jeff Merritt introduced himself to the Commission. He is the engineer working on the
14 McGregor Cut project. He has been before the Commission for a wetlands application for this project
15 back in February 2016. Samir and Raja Khanna are the owners of the project. Merritt passed out a small
16 set of plans to each of the Commissioners. He pointed out the buildings with 24 units in each building,
17 the clubhouse, and the 508 parking spaces. The proposed plans would put 30 acres of land into
18 conservation. J Merritt explained how the site would access utilities and that the water booster station
19 is going to create 77 square feet of wetland impact. J Merritt walked through how water will drain from
20 the site. The project has to meet Town standards and has to get an alteration of terrain permit from the
21 State. M Speltz asked why the site will not be using pervious pavement. J Merritt responded that
22 Londonderry's site plan regulations do not allow pervious pavement. J Merritt showed on the plans
23 where snow storage would be. If the site runs out of storage, the snow has to be removed from the site.

24 The conversation went back to the proposed conservation easement. The Conservation Commission
25 would be the shepherd of the easement. J Merritt passed out copies of the proposed conservation
26 easement. M Speltz expressed concerns about the change in the elevation and the risk if sediment
27 getting in the Little Cohas watershed. M Speltz would like to see a third party supervisor on site during
28 construction. After the CO's are authorized, M Speltz would like a third party reoccurring check-up to be
29 sure that crucial measures are functioning as they are supposed to. J Merritt said that the Town will
30 have Stantec inspect the construction site. Additionally, with this project, there has to be a Construction
31 General Permit from the EPA. The project also needs a Storm Water Pollution Prevention Plan (SWPPP)
32 in place. The State is also requiring a long term maintenance program in place. M Speltz clarified that he
33 wants someone to show up for work along with the operators. He is also looking for a water quality
34 sample to be taken before and after construction to get a feel for what chloride and sediments are in
35 there. After this is complete, this would only need to be done periodically for another two or three
36 years. J Merritt pointed out that other things pollute the watershed. He didn't think the tests would



Londonderry Conservation Commission
Tuesday, January 10, 2017
Minutes

37 achieve the results that M Speltz was looking for because it would be very difficult to compare the
38 before and after values.

39 G Harrington wanted to know what kind of seeds are going to be planted – he did not want anything
40 that was invasive or anything that requires a lot of chemicals to maintain. The Commission looked at
41 page 52 on the plans. G Harrington mentioned that the Manhattan perennial rye would be hard to find
42 and that redtop is very expensive. M Speltz asked if there would be an impact on the project if the
43 easement extended a little more west. There was discussion about a proposed walking trail in the
44 proposed conservation easement area. M Badois felt that this would probably be a waste of money –
45 these types of trails are frequently removed because the residents do not want them. The trails attract
46 undesirable activity. The Commission wasn't even sure if they wanted the easement. J Merritt explained
47 the phasing plan to the Commission. M Speltz had the idea of conveying the land that was proposed to
48 be a conservation easement to the Town. He also commented that this is not an appropriate place for
49 this kind of development. The impacts exceed the benefit of having this type of housing there. The
50 Khanna brothers pointed out that the project is well exceeding the drainage requirements. In addition,
51 this site was identified by New Hampshire Housing as a good place for Workforce Housing. The Khanna
52 brothers looked at the plans for previous proposals for the site. They made an effort to condense the
53 impact on the land – only 17 of the 60 acres are going to be disturbed. M Speltz agreed that someone
54 else could have come along with a more impactful project.

55 There was a consensus among the Commission that it would be better to convey the land to the Town
56 rather than to put the land into a conservation easement. M Speltz encouraged them to include more
57 land to the west of the stream to create more of a buffer. R Fillio asked if the drop is going to be a
58 problem. J Merritt explained that if the slope is flattened, the footprint of the disturbance will increase.
59 M Speltz asked about a maintenance plan for the rip rap slope around the south west side of the
60 development. The Khanna brothers explained that part of the requirement would be for landscapers to
61 clear this out – it would be a part of site plan compliance. M Speltz asked why some people in the
62 Planning Board objected to the trash and recycling scheme. Waste Management prefers to have one
63 collection area. The collection area will have one compactor for trash and one compactor for recycling.
64 For people who live in apartments, taking out the trash is more of a daily chore and they take it out on
65 their way to work typically. The Commission initially thought it was a case of the trash compactors being
66 closer to the buildings than the recycling compactors. M Speltz asked if there is anything in the
67 regulations that would prevent these units from getting “condominiumized.” J Merritt explained that
68 the State prevents this from happening for decades after the apartments open. The Khanna brothers are
69 not interested in this anyway – apartments are their business. M Speltz made a motion to recommend
70 the plan be approved as presented with the following conditions: (1) that an acceptable deed
71 transferring the proposed easement land be instead transferred to Town ownership with the



Londonderry Conservation Commission
Tuesday, January 10, 2017
Minutes

72 appropriate restrictions that is will be used as a conservation land (2) that during the earth moving site
73 preparation phase there be a full-time on-site monitor from a third party to ensure that the proposed
74 mitigation measures are thoroughly and effectively carried out (3) that a before and after water quality
75 survey be conducted at a point most likely to get storm water flows from project area (4) and that by the
76 judgement of the Commission, the benefits of the project only marginally exceed the benefits that
77 would accrue to the Town if the project were built. G Harrington seconded this motion. The motion
78 passed 7-0-0.

79 **Old Business**

80 **Field Day:** J Christenson Collins reminded everyone that there was a date change for the Musquash Field
81 Day. The event is now on February 18th rather than February 11th. She did email Fred Borman to let him
82 know about the date change. F Borman suggested doing winter tree identification as an activity. J
83 Christenson-Collins will go to the Town Council to tell them about the event. There was a discussion
84 about getting flyers to the schools. The boy scouts and Londonderry Trailways should also be invited.
85 The event should be advertised in the newspaper and on the Londonderry Facebook page. The
86 Commission will need to get a permit from the fire department the day of the event to have a bon fire
87 going. R Fillio made a motion to spend up to \$35 for kid prizes from the petty cash. M Noone seconded
88 the motion. The motion passed 7-0-0. M Noone volunteered to bring firewood. There was a discussion
89 about having hotdogs, cookies, marshmallows, and paper products. The Commission decided on a
90 schedule for the hikes at the last meeting. They will need a gas container for the stove. M Byerly should
91 be working on the flyers. There was a discussion about having a medical safety kit on site and getting a
92 key for the gate.

93 **Stantec:** We are waiting on D Lievens to look at the contract with Stantec to make sure the latest invoice
94 is within the agreed contract.

95 **Project Leaders:** M Badois hasn't gotten the chance to review this since the last meeting.

96 **Monitoring:** M Noone has a meeting with Kevin Smith, Richard Canuel, and Chief Hart regarding an
97 Escalation process for encroachments. He still needs to write an encroachment letter to the abutter of
98 the Kamco property.

99 **Newsletter:** M Byerly sent out the latest issue today!

100 **Public Walk:** The snowshoe walk is scheduled to be this Saturday the 14th at Kendall Pond at 11:00 am.

101 **Job Description:** M Speltz will email out the latest draft of the job description so that the Commission
102 can vote on it at the next meeting.



Londonderry Conservation Commission
Tuesday, January 10, 2017
Minutes

103 **GPS:** M Noone purchased the GPS and the Bird's Eye View content for \$239.

104 **Water Extraction:** M Badois drafted a sign for Kendall Pond and for the Rail Trail that says "water
105 withdrawal prohibited." M Speltz felt that the signs should be ordered from a company so that they look
106 official. M Badois will get an estimate.

107 **Trailways:** M Badois had a meeting with Londonderry Trailways. They are looking for a consistent person
108 to be the point of contact for trail maintenance. Additionally, Trailways received a grant to put up
109 informative signs throughout the rail trail.

110 **The Nevins:** M Badois was contacted by a landscaper who was asked to cut ragweed in the buffer at 4
111 Harriet Court. The resident there is allergic to ragweed. M Speltz said that the Ordinance does not
112 prevent mowing in the buffer. M Badois will tell the landscaper that it is not a problem to cut the
113 ragweed.

114 **Warrant Article:** M Badois read the two petitioned warrant articles that were submitted to the Town.
115 These both concern the MacGregor Cut project. One Warrant Article would allocate \$500,000 for the
116 purchase of the property. The other Warrant Article would authorize the Conservation Commission to
117 purchase the property. M Speltz clarified that the property does not abut town-owned conservation
118 land.

119 Town Council heard the Warrant Article presentations. M Speltz summarized the petitioned warrant
120 article presentation: They want recreation land on the South end of the Town. This project would
121 improve security. This project would include 550 feet of new trail. The formal budget public hearing is
122 next Monday. They submitted 50 signatures so it should be on Warrant. M Noone explained that there
123 are three ways the Commission could get the money to do this project: (1) from the Town budget (2)
124 from the Warrant Article (3) from the land use change tax. M Noone felt that it might make sense to
125 reach out to the abutters in advance. They should be included in the design phase especially since there
126 are concerns about lighting. M Speltz said that they should certainly comply with the Town's lighting
127 regulations.

128 **Mitigation Site on South Road:** The Commission received a monitoring report for the site. ATV use on
129 the site has increased remarkably. Fish and Game needs to figure out who is responsible.

130 **North School:** M Speltz had a good meeting at the North School. There will be a section of 20 kids from
131 the fourth and fifth grades. The program will be from 3:30 to 5:00 each Thursday in four six-week
132 phases. Two of these phases will be in the Spring Semester and two of these Phases will be in the Fall
133 semester. The focus will be on what happens in the woods in the winter. The Commission is a resource.
134 There will probably be another meeting next month or so. Then there will be another in May for an after



Londonderry Conservation Commission
Tuesday, January 10, 2017
Minutes

135 action report. The Commission will receive \$500 to cover material expense and a \$500 stipend for
136 participation. M Speltz explained that these are the future voters and that we need to get them closer to
137 nature.

138 **DRC:** The Commission observed the plans for the Tower of off Chase Road. The Commission commented
139 that the Planning Department should ensure that the applicant is obligated to remove the tower if it is
140 no longer in use. They also asked if the barbed wire is necessary in an AR-I zone.

141 **Non-Public Minutes:** There was a discussion about starting the redaction process of the nonpublic
142 minutes from the last couple of years. C Wolfe did find them on the server.

143 **Minutes:** R Fillio made a motion to accept the minutes as amended. M Speltz seconded. The motion
144 passed 7-0-0. M Speltz made a motion to accept the non-public minutes as amended. G Harrington
145 seconded the motion. The motion passed 7-0-0.

146 **Adjournment:** M Speltz made a motion to adjourn the meeting at 10:28 pm. G Harrington seconded the
147 motion. The motion passed 7-0-0.

148 Respectfully Submitted,

149

150

151 Casey Wolfe

152 Recording Secretary



Town of Londonderry
Planning and Economic Development Department

268B Mammoth Road
Londonderry, NH 03053
Phone 603.432.1100 x 134
www.londonderrynh.org

TO: File
FROM: Colleen P. Mailloux, AICP
DATE: January 25, 2017
RE: **Residences at MacGregor Cut – 1/24/17 Traffic Safety Meeting – Meeting Summary**

At the Planning Board meeting on January 4, 2017, the Board directed Staff to coordinate with the Police and Fire Departments to review crash data from the area of the proposed development, to review the Applicant's proposed off-site improvements, and to assess the potential impact to public safety associated with the traffic generated by the proposed project.

Meeting Attendees: Samir Khanna – First Londonderry Assoc., Raja Khanna – First Londonderry Assoc., Jeff Merritt- Keach Nordstrom, Mark Fougere- Fougere Planning & Development, Stephen Pernaw – Stephen G. Pernaw & Co., David DeBaie – Stantec, Brian Johnson – Londonderry Fire Dept. Division Chief of Prevention, Gerard Dussault – Londonderry Police Dept. Deputy Chief, John Trottier & Colleen Mailloux

J. Trottier noted that at the Planning Board meeting there was concern regarding the traffic study, and the impacts generated by this development, and the Board requested that Police and Fire review if the traffic data and proposed mitigation are credible. In advance of the meeting, the PD provided accident and citation data along Stonehenge and at the Stonehenge-Rockingham intersection from January 1, 2012 through December 31, 2016.

Stonehenge – Rockingham Road Intersection

The intersection of Stonehenge and Rockingham Road was discussed. It was noted that the intersection is currently in failure. The Applicant is proposing to construct an additional lane on Stonehenge approaching Rockingham Road. The Level of Service (LOS) will still be an F overall, but the overall function of the intersection will improve and the right turn lanes in the AM peak hour will no longer be LOS F. J. Dussault noted that this will be an improvement over the current configuration, but there will still be problems taking a left turn. J. Trottier noted that this is not a cure all and this is a step towards what should be a NHDOT project to improve the intersection, which is in failure even without this project. B. Johnson agreed that the turn lane will improve the intersection, but that a long-term solution will be a signalized intersection. B. Johnson asked about queue length for the turn lanes, it was noted that there will be stacking for 5-6 vehicles.

C. Mailloux stated that the Planning Board expressed concern regarding the impacts of vehicle queuing on emergency vehicles. J. Dussault stated that because of the maneuverability of police vehicles, the queuing was more of a concern for the fire department and their larger apparatus. B. Johnson stated that the additional lane will improve emergency vehicle access on the intersection approach. Presently,

the Fire Department will make use of the westbound lane of Stonehenge if vehicles are queued in its present configuration. With the proposed improvements, if there are vehicles queued in the left lane, Fire apparatus can make use of the right lane to bypass stopped vehicles. It was later noted that Station 1 responds to incidents in that area of Town and would not be coming through the intersection from the Stonehenge approach, but if the ladder truck is responding from Central Station, or the tanker from Central Station they may go through that intersection.

A general discussion took place on access to Rockingham Road, use of Perkins Road to get to Exit 5, the potential for the additional turn lane to reduce driver frustration, and acknowledgement that there will need to be a long term fix for this intersection. It was noted that NHDOT, during an early meeting in November, saw the proposed concept as an appropriate first step towards long term improvements at the intersection.

J. Dussault noted that Rockingham Road is super-elevated in the area of this intersection and that long-term intersection improvements will need to correct that issue.

It was noted by J. Dussault, and B. Johnson concurred, that the safety of the Stonehenge-Mammoth Road intersection has improved significantly since the installation of the traffic signal at that intersection.

Stonehenge-Rockingham Road Intersection Crash Data Trends

S. Pernaw reviewed the crash data provided by the Police Department for 2012-2016. All agreed that the data showed fairly consistent crashes at the intersection, ranging from 3-7 crashes per year. Since 2012, a total of 28 crashes have been reported at the intersection. An average of 5.6 crashes per year. S. Pernaw indicated that he had modeled expected crash data for an intersection with the configuration and traffic volume of the Rockingham-Stonehenge intersection and found that the expected crash rate, based on 2015 traffic volumes, would be 7 crashes per year. It does not appear that the intersection has an unexpected number of crashes for the through volume, and the proposed development will not significantly alter the number of expected crashes. D. DeBaie indicated that the program used to do this modeling is fairly new, but S. Pernaw's methodology appears to be sound.

Stonehenge Road

There was a discussion of the existing condition of Stonehenge Road. It was noted that the hill nearest the Mammoth/Bartley Hill intersection is prone to icing. J. Trottier noted that the existing stormwater flows and tree cover contribute to the current condition. J. Merritt stated that, with the extension of utilities from Mammoth Road to the site, the project will include reconstruction of Stonehenge Road, to include providing a road base to town specs, correcting the crown, adding curbing, and improvement of the closed drainage system. The improvements will reduce water accumulation on the road and thereby reduce icing.

It was noted that Stonehenge is a narrow road. B. Johnson indicated that Fire Department apparatus are able to navigate the road. M. Fougere stated that if the road is widened, it will increase speeds on the road, and there has been testimony heard that the road is a "speedway". M. Fougere stated that they heard from the Board that the speed sensor signs that were installed on Mammoth Road had been well received by the community and asked if installation of those signs would be appropriate. J.

Dussault stated that with the installation of those signs near the school zone, the PD was able to reduce the number of man-hours spent monitoring speeds at the beginning of the school year and the signs appear to be effective. The PD is looking to install additional signs around Town, and noted that the replacement of batteries is a drawback. The group agreed that the placement of two signs, one on the easterly travel lane and one on the westerly travel lane, in the area of Hardy Road where the road flattens out and travelers typically pick up speed would be helpful.

It was noted that, of the 85 citations on Stonehenge Road from 2012-2016, 31 were related to speeding, 21 related to failure to obtain inspection, 13 for unregistered vehicles. J. Dussault noted that, typically, for each citation, there are 4-5 additional vehicle stops that do not result in a citation being issued.

R. Khanna and S. Khanna stated that, in order to help with the icing problem due to the tree canopy over the road, they will look to remove selective vegetation that will help to improve sun exposure and they will contact abutting property owners to coordinate additional vegetation management.

Conclusions

The group concurred that:

- The proposed right turn lane will improve the traffic at the Stonehenge and Rockingham intersection, and the reduction in delay may reduce driver frustration. With the project, the LOS in the AM peak hour will improve for right turn lanes. The LOS for the intersection as a whole will remain in failure, but will not be worse than current conditions.
- The long-term solution, with or without the construction of this project, is installation of a signal at the intersection. The proposed lane will be a first step towards that future project.
- The length of the right turn lane will be maximized in order to maximize the length of the queue.
- Work on Stonehenge as a result of the utility extension is expected to improve stormwater drainage and reduce the potential for icing during winter conditions.
- Tree clearing on Stonehenge will be coordinated by the Applicant and abutters to improve sun exposure to accelerate melting on the roadway.
- The Applicant will install two hard-wired speed indicator speed limit signs. The Applicant received the specifications for the signs from the PD and those will be incorporated into the plan.
- The installation of stop signs on Stonehenge Road is not recommended by Police Department, Fire Department, Planning or DPW staff.



Citation Status Report
From: 01/01/2012 Thru: 12/31/2016

<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>	
DS788805	MSM	01/22/2012	2050	Civil	CARON RYAN CHARLES	
Location/Street>	LONDONDERRY / 8 STONEHENGE RD					
Violation/Disp>	STOP SIGN/YIELD SIGN					
					103.33	
DS788772	GMM	01/26/2012	2042	Civil	HEGSTROM BRUCE P	
Location/Street>	STONEHENGE RD					
Violation/Disp>	SPEEDING					
					77.50	
DS790271	JWP	02/06/2012	1243	Civil	PETERSON LEE ANNE	
Location/Street>	FOLEY RES / STONEHENGE RD					
Violation/Disp>	DRIVING AFTER REVOCATION OR SU					
				NOL-CROSSED	0.00	
DS789822	RSD	03/19/2012	0841	Civil	CONDO JAIME S	
Location/Street>	EAST OF HARDY / STONEHENGE RD					
Violation/Disp>	SPEEDING					
					77.50	
DS789833	RSD	03/25/2012	1123	Civil	SHEPARD STEPHEN B	
Location/Street>	EAST OF HARDY / STONEHENGE RD					
Violation/Disp>	SPEEDING					
					103.33	
DS789225	DMH	04/02/2012	2014	Civil	CAMPAGNONE JUSTIN W	
Location/Street>	STONEHENGE RD					
Violation/Disp>	STOP SIGN/YIELD SIGN					
					103.33	
DS789594	KAL	04/17/2012	0904	Civil	TREMBLAY DEVON	
Location/Street>	STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ					
					62.00	
DS792096	RSD	05/07/2012	0718	Civil	SELOVER ANDREW E	
Location/Street>	STONEHENGE RD					
Violation/Disp>	SPEEDING					
					206.67	
DS792028	NAP	05/23/2012	0841	Civil	KEENAN BRIAN C	
Location/Street>	STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ					
				NOL-CROSSED	0.00	
DS791613	RSD	06/12/2012	0727	Civil	BASINOW BRENDA J	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	SPEEDING					
				NOL-CROSSED	0.00	
DS791612	RSD	06/12/2012	0724	Civil	MICHAUD SARAH N	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	SPEEDING					
				GUILTY	206.67	
DS871878						

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	TTM	07/02/2012	0109	Civil	BAGLEY BRANDON D	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	OBSTRUCTION OF DRIVER'S VIEW					77.50
DS789865	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	JMK	07/08/2012	1930	Civil	ROBILLARD ANTHONY	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ					62.00
DS871899	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	RSD	07/16/2012	1311	Civil	MCMULLEN CATHLEEN A	
Location/Street>	STONEHENGE RD					
Violation/Disp>	SPEEDING					103.33
DS871937	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	TTM	08/13/2012	2248	Civil	REGO ALEXANDER J	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	LITTERING; PENALTIES					0.00
DS871914	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	RSD	08/23/2012	0725	Civil	CHURCHILL MATTHEW	
Location/Street>	BY THE APTS / STONEHENGE RD					
Violation/Disp>	SPEEDING					206.67
DS871989	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	TTM	09/19/2012	0435	Civil	WONG DUSTIN F	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	UNREGISTERED VEHICLE					0.00
DS903116	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	TTM	10/18/2012	2326	Civil	MIMMS JOSHUA L	
Location/Street>	1 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ					62.00
DS790146	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	GRM	01/13/2013	1618	Civil	ANDREWS JESSE R	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ					62.00
DS903962	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	SKS	01/24/2013	1017	Civil	VARIAN VANCE N	
Location/Street>	93 STONEHENGE RD					
Violation/Disp>	UNREGISTERED VEHICLE					0.00
DS903863	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	CJW	03/03/2013	1952	Civil	DEGRAW ABIGAIL	
Location/Street>	93 STONEHENGE RD					
Violation/Disp>	SPEEDING					103.33
DS904278	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	CJW	03/14/2013	0930	Civil	REAGAN ANDREW C	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	SPEEDING					51.67
DS904237	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	ABU	03/23/2013	1159	Civil	NEVEU JOSHUA	
Location/Street>	STONEHENGE RD					

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Violation/Disp>	FAILURE TO OBEY INSPECTION REQ				PAID @ DMV	62.00
DS792065	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	KAL	04/01/2013	1138	Civil	WILLIAMS JESSICA L	
Location/Street>	2 STONEHENGE RD					
Violation/Disp>	UNREGISTERED VEHICLE					103.33
DS912088	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	NG	05/13/2013	1657	Civil	WILLIAMS SEBASTIAN W	
Location/Street>	STONEHENGE RD					
Violation/Disp>	EQUIPMENT VIOLATIONS (AUTO)				PAID @ DMV	44.64
DS912149	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	GMM	05/22/2013	1139	Civil	NEVEU JORDAN	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	SPEEDING					77.50
DS912275	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	RSD	06/13/2013	0651	Civil	ENDERSON BRANDON J	
Location/Street>	2 STONEHENGE RD					
Violation/Disp>	SPEEDING				PAID @ DMV	103.33
DS912278	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	RSD	06/18/2013	0829	Civil	JAILLET SEAN	
Location/Street>	BY APTS / STONEHENGE RD					
Violation/Disp>	RECKLESS OPERATION				GUILTY	500.00
DS903908	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	DSP	07/02/2013	1146	Civil	SCHWOTZER SHAWN R	
Location/Street>	2 STONEHENGE RD					
Violation/Disp>	SPEEDING				PAID @ DMV	77.50
DS912259	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	NG	07/20/2013	1501	Civil	NELSON RYAN J	
Location/Street>	2 STONEHENGE RD					
Violation/Disp>	DRIVING AFTER REVOCATION OR SU				NOL-PROSSED	0.00
DS912481	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	JJF	08/07/2013	1529	Civil	CASCIO KATELYN ROSE	
Location/Street>	1 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ				PLACED ON FILE	0.00
DSB59317	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	BMA	09/11/2013	0806	Civil	FLEMING DONNA	
Location/Street>	2 STONEHENGE RD					
Violation/Disp>	UNREGISTERED VEHICLE				PAID @ DMV	103.33
DSB59318	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	BMA	09/11/2013	0806	Civil	FLEMING DONNA	
Location/Street>	2 STONEHENGE RD					
Violation/Disp>	SPEEDING				PAID @ DMV	103.33
DSB43209	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	TTM	12/14/2013	0106	Civil	OLIVEIRA YANN	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	YELLOW LINE				PAID @ DMV	103.33

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From: 01/01/2012 Thru: 12/31/2016

<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>	
DSB43258	BMA	12/18/2013	1610	Civil	DRISCOLL CHRISTIAN J	
Location/Street>	STONEHENGE RD					
Violation/Disp>	SPEEDING				GUILTY	206.67
DSB58838	JMA	02/24/2014	1558	Civil	SANTELLO BENJAMIN G	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	SPEEDING				PAID @ DMV	77.50
DSB58839	JMA	02/24/2014	1558	Civil	SANTELLO BENJAMIN G	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	CHILD RESTRAINTS REQUIRED				PAID @ DMV	51.67
DSB58840	JMA	02/24/2014	1558	Civil	SANTELLO BENJAMIN G	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	EQUIPMENT VIOLATIONS (AUTO)				PAID @ DMV	44.64
DSB58791	RRB	03/06/2014	0759	Civil	GOODNESS JASON	
Location/Street>	79 STONEHENGE RD					
Violation/Disp>	SPEEDING				PAID @ DMV	77.50
DSB58803	RSD	03/06/2014	0951	Civil	SILVERIO FELICIA P	
Location/Street>	APTS / STONEHENGE RD					
Violation/Disp>	AFTER MARKET TINTED GLASS PROH				PAID @ DMV	44.64
DS791843	TMO	03/12/2014	1016	Civil	SANDERSON STEVEN J	
Location/Street>	29 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ				PAID @ DMV	62.00
DSB58857	TTM	03/22/2014	2334	Civil	RUGGERIO CHRISTOPHER	
Location/Street>	26 STONEHENGE RD					
Violation/Disp>	UNREGISTERED VEHICLE				PAID @ DMV	103.33
DSB43303	JMA	04/11/2014	1756	Civil	RICHARDS NATHAN	
Location/Street>	STONEHENGE RD					
Violation/Disp>	MUFFLER; NOISE PREVENTION REQU				NOL-PROSSED	0.00
DSB43518	EMR	05/14/2014	1048	Civil	SULLIVAN KIM	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	UNREGISTERED VEHICLE				PAID @ DMV	103.33
DSA19613	CJW	06/06/2014	0758	Civil	DELLORUSSO RYAN E	
Location/Street>	1 STONEHENGE RD					
Violation/Disp>	SPEEDING				PAID @ DMV	51.67
DSA19054						

Citation Status Report
From: 01/01/2012 Thru: 12/31/2016

	RSD	07/05/2014	1035	Civil	GUIBERT JEAN A	
Location/Street>	@ THE APTS / STONEHENGE RD					
Violation/Disp>	MISUSE OR FAILURE TO DISPLAY P	PAID @ DMV				155.00
DSA18556	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	RSD	08/10/2014	1725	Civil	SUMMERS SAMANTHA P	
Location/Street>	EAST OF HARDY RD. / STONEHENGE RD					
Violation/Disp>	SPEEDING	PAID @ DMV				103.33
DSA18576	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	RSD	09/08/2014	0903	Civil	TOMPKINS DIANA L	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	UNREGISTERED VEHICLE	PAID @ DMV				103.33
DSA18540	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	JJF	10/08/2014	0947	Civil	SULLIVAN MICHAEL ROBERT	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	UNREGISTERED VEHICLE	PAID @ DMV				103.33
DSA18541	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	JJF	10/08/2014	0947	Civil	SULLIVAN MICHAEL ROBERT	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION	REQ	PAID @ DMV			62.00
DSA33828	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	KRL	10/21/2014	2252	Civil	CRUZ SANTIAGO	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	SPEEDING	PAID @ DMV				206.67
DSB58530	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	EPA	10/29/2014	1603	Civil	CENSABELLA PETER	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION	REQ	PAID @ DMV			62.00
DSA34175	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	RSD	11/13/2014	1117	Civil	STEEN BRYAN C	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION	REQ	GUILTY			31.00
DSA33354	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	TMO	12/02/2014	0725	Civil	MCNEIL JUDITH A	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	SPEEDING	NOL-PROSSED				0.00
DSB58534	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	EPA	01/01/2015	1447	Civil	BRENNER SERINA	
Location/Street>	93 STONEHENGE RD					
Violation/Disp>	FAIL TO YIELD - VEHICLE TURNIN	PAID @ DMV				74.40
DSA33835	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	KRL	01/02/2015	0945	Civil	PHILBROOK ROBERT	
Location/Street>	93 STONEHENGE RD					
Violation/Disp>	AVOIDING TRAFFIC CONTROL DEVIC	PLACED ON FILE				0.00
DSA34834	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
	BMA	01/16/2015	0714	Civil	BARTLETT SOPHIE	
Location/Street>	STONEHENGE RD					

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	Violation/Disp>	SPEEDING			NOL-PROSSED	0.00
DSA19168	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		RRB	02/08/2015	0821	Civil	REID RYAN
	Location/Street>	6 STONEHENGE RD				
	Violation/Disp>	SPEEDING (TYPE I OR II NOT SPE			GUILTY	103.33
DSA34277	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		MRT	04/09/2015	1816	Civil	MURPHY TRAVIS
	Location/Street>	BY THE APARTMENTS / STONEHENGE RD				
	Violation/Disp>	FAILURE TO OBEY INSPECTION REQ			GUILTY	62.00
DSA34208	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		JGT	04/13/2015	1643	Civil	EHL ALYSSA M
	Location/Street>	STONEHENGE RD				
	Violation/Disp>	UNREGISTERED VEHICLE			GUILTY	103.33
DSA64662	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		CGN	05/28/2015	1300	Civil	REDDY MIKAYLA
	Location/Street>	35 STONEHENGE RD				
	Violation/Disp>	UNREGISTERED VEHICLE				103.33
DSA64477	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		RSD	05/30/2015	1111	Civil	PECCE BRANDON M
	Location/Street>	2 STONEHENGE RD				
	Violation/Disp>	FAILURE TO OBEY INSPECTION REQ			GUILTY	62.00
DSA64749	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		JMA	06/07/2015	1826	Civil	MALAGODI CARL M
	Location/Street>	93 STONEHENGE RD				
	Violation/Disp>	FAILURE TO OBEY INSPECTION REQ			GUILTY	62.00
DSA64484	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		RSD	06/18/2015	1148	Civil	ABRUZZESE DARIO
	Location/Street>	EAST OF HARDY / STONEHENGE RD				
	Violation/Disp>	SPEEDING			NOL-PROSSED	0.00
DSA63950	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		DSP	07/14/2015	1833	Civil	LONG JACQUELYN
	Location/Street>	93 STONEHENGE RD				
	Violation/Disp>	FAILURE TO OBEY INSPECTION REQ			FAILED TO APPEAR	62.00
DSA64699	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		CJW	08/08/2015	1057	Civil	DIONNE SHAWN
	Location/Street>	45 STONEHENGE RD				
	Violation/Disp>	SPEEDING			GUILTY	51.67
DSA64060	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		SDB	08/12/2015	0052	Civil	THARRINGTON ANDREW J
	Location/Street>	BRIDGE / STONEHENGE RD				
	Violation/Disp>	FAILURE TO OBEY INSPECTION REQ			NOL-PROSSED	0.00
DSA64061	Officer	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>
		SDB	08/12/2015	0052	Civil	THARRINGTON ANDREW J
	Location/Street>	BRIDGE / STONEHENGE RD				
	Violation/Disp>	SPEEDING				77.50

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<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>	
DSA64381	CJW	11/24/2015	0807	Civil	WILBUR TODD A	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ				GUILTY	74.40
DSA64284	RSD	12/04/2015	0737	Civil	MAGOON KARISA M	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	SPEEDING				GUILTY	124.00
DSB27824	TTM	01/13/2016	0048	Civil	MADORE BRUCE	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	SPEEDING (TYPE I OR II NOT SPE				NOL-PROSSED	0.00
DSB27825	TTM	01/13/2016	0048	Civil	MADORE BRUCE J	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	EQUIPMENT VIOLATIONS (AUTO)				NOL-PROSSED	0.00
DSB27826	TTM	01/13/2016	0048	Civil	MADORE BRUCE J	
Location/Street>	45 STONEHENGE RD					
Violation/Disp>	STOP SIGN/YIELD SIGN				GUILTY	124.00
DSB27821	RAD	02/07/2016	0104	Civil	GODZIK CHRISTOPHER M	
Location/Street>	STONEHENGE RD					
Violation/Disp>	SPEEDING				GUILTY	124.00
DSB27317	JAH	03/01/2016	0051	Civil	DURAND STEPHANIE M	
Location/Street>	2 STONEHENGE RD					
Violation/Disp>	SPEEDING				GUILTY	93.00
DSB27851	JJF	04/10/2016	1734	Civil	STAMBACH MICHELLE M	
Location/Street>	STONEHENGE RD					
Violation/Disp>	UNREGISTERED VEHICLE				GUILTY	124.00
DSB27848	JJF	05/15/2016	1741	Civil	WHALEN MICHAEL	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	YELLOW LINE				FAILED TO APPEAR	124.00
DSB27853	JJF	05/15/2016	1741	Civil	WHALEN MICHAEL	
Location/Street>	8 STONEHENGE RD					
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ				FAILED TO APPEAR	74.40
DS089024	KLK	06/03/2016	0814	Civil	STOWELL JOSEPH F	
Location/Street>	STONEHENGE RD					
Violation/Disp>	STOP SIGN/YIELD SIGN				GUILTY	124.00
DS088950						

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	JAH	07/04/2016	1446	Civil	HOWLAND AARON S		
Location/Street>	2 STONEHENGE RD						
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ					GUILTY	74.40
DS088542	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>	
	SWC	07/14/2016	1828	Civil	JAMIESON SEAN K		
Location/Street>	STONEHENGE RD						
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ					GUILTY	74.40
DS-101963	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>	
	NG	10/25/2016	0147	Civil	BONIA SCOTT M		
Location/Street>	8 STONEHENGE RD						
Violation/Disp>	UNREGISTERED VEHICLE						124.00
DS-101964	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>	
	NG	10/25/2016	0147	Civil	BONIA SCOTT M		
Location/Street>	8 STONEHENGE RD						
Violation/Disp>	FAILURE TO OBEY INSPECTION REQ						74.40
DS-A64214	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>	
	SDB	11/12/2016	1700	Civil	FREDRIKSON KIM E		
Location/Street>	2 STONEHENGE RD						
Violation/Disp>	UNREGISTERED VEHICLE					GUILTY	124.00
DS-104771	<u>Officer</u>	<u>Issue Date</u>	<u>Time</u>	<u>Type</u>	<u>Issued to</u>	<u>Fine(s)</u>	
	AMK	11/17/2016	1729	Civil	STOCKER THOMAS W		
Location/Street>	25 STONEHENGE RD						
Violation/Disp>	SPEEDING						62.00

Verbal Warning: 0
Citation Voided: 0
Citation Warning: 0
Citation Arrest: 0
Citation Civil Charges: 85
Citation Criminal Complaint: 0

Total Fines: \$6,877.29
Total Voided Fines: \$0.00

Stonehenge Rd Accidents

January 1, 2012 through December 31, 2016 (5 years)

<u>Date</u>	<u>Day</u>	<u>Time</u>	<u>Reportable</u>	<u># of cars</u>	<u># of injured</u>	<u>Location</u>	<u>intersection related</u>	<u>accident number</u>
1/12/2012	Thurs	1448hrs	yes	1	0	Stonehenge at Hardy	yes	12-25-AC
2/24/2012	Fri	1416hrs	no	1	0	Stonehenge near Hardy	no	12-106-AC
3/3/2012	Sat	2242hrs	no	1	0	Stonehenge Rd	no	12-129-AC
4/6/2012	Fri	0720hrs	yes	2	0	Rte 28 at Stonehenge	yes	12-171-AC
4/11/2012	Wed	1115hrs	yes	2	2	Rte 28 at Stonehenge	yes	12-174-AC
5/1/2012	Tues	1814hrs	yes	2	0	Rte 128 at Stonehenge	yes	12-209-AC
5/25/2012	Fri	1533hrs	yes	2	0	Rte 28 at Stonehenge	yes	12-244-AC
7/15/2012	Sun	1655hrs	yes	2	0	Stonehenge Rd	no	12-331-AC
7/16/2012	Mon	1926hrs	yes	1	0	Stonehenge Rd	no	12-334-AC
8/9/2012	Thurs	1030hrs	yes	2	0	Stonehenge Apt. Lot	no	12-375-AC
8/11/2012	Sat	0048hrs	yes	1	0	Stonehenge at Bartley Hill	yes	12-377-AC
8/16/2012	Thurs	1115hrs	no	2	0	Mammoth at Stonehenge	yes	12-384-AC
10/11/2012	Thurs	0649hrs	yes	2	0	Rockingham at Stonehenge	yes	12-469-AC
1/16/2013	Wed	0646hrs	yes	2	1	Rockingham south of Stonehenge	no	13-20-AC
1/18/2013	Fri	1215hrs	yes	2	2	Stonehenge at Hardy	yes	13-29-AC
1/21/2013	Mon	2048hrs	no	1	0	Rockingham Rd at Stonehenge	yes	13-32-AC
2/8/2013	Fri	1435hrs	yes	1	0	Rockingham Rd at Stonehenge	yes	13-58-AC
2/18/2013	Mon	0004hrs	no	1	0	Stonehenge Rd	no	13-80-AC
2/24/2013	Sun	1148hrs	yes	2	0	Stonehenge at Rockingham Rd	yes	13-91-AC
3/19/2013	Tues	1139hrs	no	1	0	Stonehenge west of Perkins	no	13-128-AC
3/19/2013	Tues	1520hrs	yes	2	0	Rockingham Rd at Stonehenge	yes	13-129-AC
5/14/2013	Tues	0755hrs	yes	2	0	Mammoth at Stonehenge	yes	13-197-AC
6/13/2013	Thurs	2210hrs	no	1	0	Stonehenge east of Mammoth	no	13-242-AC
6/13/2013	Thurs	2301hrs	no	2	0	Mammoth at Stonehenge	yes	13-243-AC
7/3/2013	Wed	1356hrs	yes	2	2	Stonehenge at Hardy	yes	13-277-AC
10/9/2013	Wed	1755hrs	yes	1	0	Stonehenge	no	13-424-AC
10/19/2013	Sat	1535hrs	yes	2	0	Rockingham Rd at Stonehenge	yes	13-442-AC
11/3/2013	Sun	0643hrs	yes	1	1	Stonehenge near #22	no	13-476-AC

11/23/2013	Sat	1941hrs	yes	2	0	Rockingham at Stonehenge	yes	13-508-AC
12/1/2013	Sun	1015hrs	yes	1	0	Stonehenge east of Hardy	no	13-520-AC
12/26/2013	Thurs	1304hrs	yes	1	0	Stonehenge at Rockingham Rd	yes	13-578-AC
1/11/2014	Sat	0229hrs	no	1	0	Rockingham at Stonehenge	yes	14-22-AC
1/18/2014	Sat	2141hrs	no	1	0	Stonehenge Rd	no	14-37-AC
2/15/2014	Sat	1845hrs	yes	2	0	Rockingham Rd at Stonehenge	yes	14-86-AC
2/21/2014	Fri	0744hrs	no	1	0	Stonehenge Rd	no	14-97-AC
3/24/2014	Mon	0007hrs	yes	1	1	Hardy at Stonehenge Rd	yes	14-126-AC
4/16/2014	Wed	0620hrs	yes	2	0	Hardy at Stonehenge Rd	yes	14-152-AC
4/28/2014	Mon	0824hrs	yes	1	1	Rockingham at Stonehenge	yes	14-166-AC
5/13/2014	Tues	1747hrs	yes	2	0	Stonehenge at Bartley Hill	yes	14-185-AC
5/15/2014	Thurs	0025hrs	no	1	0	Mammoth at Stonehenge	yes	14-187-AC
7/8/2014	Tues	1441hrs	no	2	0	Stonehenge Rd	no	14-278-AC
7/26/2014	Sat	1549hrs	yes	2	1	Stonehenge at Hardy	yes	14-312-AC
8/6/2014	Wed	1106HRS	yes	1	1	Stonehenge at Hardy	yes	14-325-AC
8/14/2014	Thurs	1051hrs	yes	1	0	Stonehenge at Perkins	yes	14-331-AC
12/23/2014	Tues	2221hrs	yes	1	0	Stonehenge at WWTP	no	14-555-AC
12/24/2014	Wed	1716hrs	no	1	0	Stonehenge near Rockingham	no	14-557-AC
1/1/2015	Thurs	1447hrs	yes	3	0	Stonehenge at Rockingham Rd	yes	15-1-AC
1/4/2015	Sun	0959hrs	yes	2	1	Stonehenge Rd	no	15-13-AC
1/30/2015	Fri	0115hrs	yes	1	0	Rockingham at Stonehenge	yes	15-76-AC
2/15/2015	Sun	2021hrs	yes	2	0	Rockingham at Stonehenge	yes	15-137-AC
2/22/2015	Sun	1423hrs	yes	2	0	Stonehenge at Hardy	yes	15-159-AC
3/3/2015	Tues	2030hrs	yes	2	0	Stonehenge at Hardy	yes	15-168-AC
3/15/2015	Sun	1816hrs	no	1	0	Rockingham at Stonehenge	yes	15-187-AC
4/8/2015	Wed	0813hrs	yes	2	2	Stonehenge at Hardy	yes	15-221-AC
4/25/2015	Sat	1222hrs	yes	1	0	Stonehenge	no	15-240-AC
5/11/2015	Mon	0050hrs	yes	1	0	Rockingham at Stonehenge	yes	15-264-AC
5/29/2015	Fri	1732hrs	yes	2	1	Rockingham at Stonehenge	yes	15-229-AC
6/20/2015	Sat	0013hrs	yes	1	0	Stonehenge near #56	no	15-334-AC
6/23/2015	Tues	1145hrs	yes	2	2	Stonehenge at Hardy	yes	15-340-AC
9/5/2015	Sat	1436hrs	yes	2	0	Rockingham at Stonehenge	yes	15-456-AC
10/24/2015	Sat	1220hrs	yes	1	0	Stonehenge	no	15-532-AC
12/2/2015	Wed	1643hrs	yes	2	0	Mammoth at Stonehenge	yes	15-600-AC

12/12/2015	Sat	1727hrs	yes	2	0	Stonehenge at Perkins	yes	15-611-AC
12/30/2015	Wed	1805hrs	no	1	0	Stonehenge at Hardy	yes	15-639-AC
1/12/2016	Fri	2056hrs	yes	2	0	Stonehenge at Rockingham Rd	yes	16-21-AC
1/13/2016	Wed	0048hrs	yes	2	1	Stonehenge at Hardy	yes	16-23-AC
1/21/2016	Thurs	0917hrs	yes	2	2	Stonehenge at Hardy	yes	16-51-AC
1/29/2016	Fri	1307hrs	yes	2	1	Stonehenge Rd	no	16-60-AC
3/4/2016	Fri	1018hrs	yes	1	1	Stonehenge Rd	no	16-123-AC
5/22/2016	Sun	1501hrs	yes	2	0	Stonehenge at Hardy	yes	16-241-AC
7/4/2016	Mon	0910hrs	yes	2	1	Hardy at Stonehenge Rd	yes	16-309-AC
7/15/2016	Fri	1832hrs	yes	1	0	Stonehenge Rd	no	16-366-AC
7/18/2016	Mon	1604hrs	yes	1	0	Stonehenge	no	16-334-AC
8/12/2016	Fri	1416hrs	yes	2	1	Stonehenge at Hardy	yes	16-378-AC
8/25/2016	Thurs	1821hrs	yes	3	1	Rockingham at Stonehenge	yes	16-401-AC
9/9/2016	Fri	1755hrs	yes	2	0	Stonehenge at Hardy	yes	16-425-AC
10/25/2016	Tues	1711hrs	yes	2	0	Stonehenge at Rockingham rd	yes	16-503-AC
10/25/2016	Tues	1742hrs	yes	2	0	Stonehenge at Rockingham Rd	yes	16-504-AC
11/4/2016	Fri	1722hrs	yes	2	0	Bartley Hill at Stonehenge	yes	16-517-AC
11/14/2016	Mon	0750hrs	yes	2	0	Stonehenge at Rockingham Rd	yes	16-532-AC
12/5/2016	Mon	0640hrs	yes	6	0	Rockingham Rd at Stonehenge	yes	16-578-AC
12/5/2016	Mon	0737hrs	yes	5	0	Rockingham Rd at Stonehenge	yes	16-580-AC
12/23/2016	Fri	1908hrs	no	1	0	Stonehenge Rd	no	16-631-AC



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

February 14, 2017

Town of Londonderry
Planning Board
268B Mammoth Road
Londonderry, NH 03053

RE: Intersection of Stonehenge Road and Route 28, aka Rockingham Road in Londonderry, NH

Dear Town of Londonderry Planning Board,

This letter is being sent at the request of First Londonderry Associates, LLC to summarize the Department's position on proposed modifications to the Stonehenge Road approach to NH Route 28. The modifications are being proposed to mitigate traffic impacts resulting from the proposed residential development located on Stonehenge Road. The Department met with First Londonderry Associates, LLC, Steve Pernaw, Stantec and Londonderry Town Staff on November 21st, 2016 at the District 5 office to review alternatives and plans to mitigate traffic concerns at the intersection of Stonehenge Road and NH Route 28 in Londonderry, NH.

In its current state, the Stonehenge Road approach is considered to be in failure, meaning wait times for turns at peak hours exceed the acceptable level. Further, at this time, the NH Department of Transportation does not include this intersection on its 10-year plan for anticipated work or improvements.

Based on this meeting and our review of the alternatives we offer the following:

- NH DOT received a conceptual plan on 1/27 from Steve Pernaw that lengthened the right turn lane to provide increased storage length for the left turn lane and allows right turning traffic better opportunity to bypass the queued vehicles in the left lane. The Department is unsure whether this improvement can be considered the greatest benefit, but it will serve to mitigate this development's impacts to the intersection and reduce delay for both left and right turn movements on the Stonehenge Road approach to Route 28.
- This alternative is a marked improvement over the current state.
- There is no schedule or plan to construct a signalized intersection at this location. Future improvement type is unknown at this time so it is difficult to comment on the compatibility of this improvement with future work.

- The Department agrees this alternative should decrease delay and has the potential to decrease crashes.
- The Department has no direct jurisdiction over the proposed residential development since it is located on a Town Road. If this intersection improvement moves forward, the Town of Londonderry will need to apply for a Driveway Permit from the District 5 office to authorize the work within the NH Route 28 right of way.

We hope this letter answers your questions and concerns regarding the proposed modifications at the subject intersection.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Radwanski', written in a cursive style.

Richard C. Radwanski, PE
District Engineer

Cc: John Trottier, PE, Town of Londonderry
File w/ Londonderry

STAFF RECOMMENDATION

To: Planning Board
From: Colleen P. Mailloux, AICP, Town Planner
John R. Trottier, PE, Assist. Dir. Of DPW

Date: March 8, 2017

Application: Application Acceptance and Public Hearing for formal review of a site plan for a proposed multi-family workforce housing development comprised of twelve (12) twenty-four (24) unit buildings containing a total of 288 rental units, Stonehenge Road and 113 Hardy Road; Map 12 Lots 120 and 131, Zoned AR-1, First Londonderry Association, LLC (Owner and Applicant).

- **Completeness: The Planning Board accepted the application as complete on December 7, 2016.**
- **Waivers: The Applicant requested 7 waivers to the Site Plan Regulations. On December 7, 2016 the Planning Board approved waiver requests 1 through 5, and denied waiver requests 6 and 7 as outlined in the Staff Recommendation Memorandum dated December 7, 2016.**
- **Conditional Use Permit: On December 7, 2016, the Planning Board approved the Applicant's request for a Conditional Use Permit.**

Status Update: At its meeting on January 4, 2017, the Planning Board continued the Public Hearing on the application and requested additional information on the following items:

- Further review of possible relocation of the trash and recycling containers;
- Meeting between traffic engineers, Town Staff, Police and Fire Personnel regarding public safety concerns with the proposed project;
- Input from NHDOT regarding the Route 28 intersection and the mitigation proposed by the Applicant; and
- Review and recommendations by the Conservation Commission.

Subsequently, the Applicant coordinated with Waste Management regarding the size and frequency of disposal of the trash and recycling containers and confirmed that the proposed compactor units are adequate and meet waste-industry standard for a development of this type/size.

A meeting was held with traffic engineers and public safety personnel regarding the traffic generated by the proposed development and its impact on public safety. A summary of this meeting is attached and the general conclusion of public safety officials is that the proposed mitigation associated with this project will result in an overall improvement to public safety.

NHDOT provided a letter documenting its support for the proposed mitigation at the Stonehenge Road / Route 28 intersection, acknowledging that the intersection is currently in failure and the proposed improvements will mitigate the impact of the development.

The Conservation Commission reviewed the project and offered the following comments. Staff's responses to the Conservation Commission's recommendations are noted in italics after each comment:

1. That an acceptable deed be executed transferring the proposed easement land to Town ownership with the appropriate restrictions that it will be used as conservation land. *The ordinance requires that open space be owned by undivided interests appurtenant to lot ownership and Staff believes that deeded transfer of the open space does not comply with the Workforce Housing Ordinance. The maintenance of the land as open space for conservation purposes can be accomplished with appropriate conservation easements (see recommended Precedent Condition No. 9).*
 2. That during the earth moving site preparation phase there be a full-time on-site monitor from a third party to ensure that the proposed mitigation measures are thoroughly and effectively carried out *The Town currently requires 3rd party construction monitoring for private site development. Staff believes the current level of onsite inspections during construction is adequate to address the Conservation Commission's concern.*
 3. That a before and after water quality survey be conducted at a point most likely to get storm water flows from project area *While post-development water monitoring can be conducted at specified points, there is no mechanism that Staff is aware of to provide a meaningful comparison of water quality specific to this project. The Applicant is meeting Town and NHDES standards for stormwater management in terms of quantity and quality, and it is not clear what the requested monitoring program would accomplish.*
 4. That by the judgement of the Commission, the benefits of the project only marginally exceed the benefits that would accrue to the Town if the project were built. **Comment noted.**
- Recommendation: Based on the information available to date, Staff recommends that the Planning Board **CONDITIONALLY APPROVE** this application with the Notice of Decision to read substantially as follows:

Board Action Required: Motion to grant conditional approval of the Residences at MacGregor Cut site plan located at Stonehenge Road and 113 Hardy Road Map 12 Lots 120 and 131, Zoned AR-1, First Londonderry Association, LLC (Owner and Applicant), in accordance with site plans prepared by Keach Nordstrom Associates, Inc., dated August 3, 2015, last revised October 20, 2016 with the precedent conditions to be fulfilled within 120 days of the approval and prior to plan signature and general and subsequent conditions of approval to be fulfilled as noted in the Staff Recommendation Memorandum dated March 8, 2017:

“Applicant”, herein, refers to the property owner, business owner, or organization submitting this application and to his/its agents, successors, and assigns.

PRECEDENT CONDITIONS

All of the precedent conditions below must be met by the Applicant, at the expense of the Applicant, prior to certification of the plans by the Planning Board. Certification of the plans is required prior to commencement of any site work, any construction on the site or issuance of a building permit.

1. The Applicant shall address all appropriate items from the Planning & Economic Development Department/Department of Public Works & Engineering/Stantec review memo dated December 7, 2016.
2. The Applicant shall address all appropriate items from the Stantec traffic review comment letters.
3. The plans shall be revised so that the low flow outlet structure detail complies with the vertical slotted weir requirement of the Town’s typical detail Exhibit D109.
4. The plans shall be revised to provide vertical granite curb in compliance with Section 3.09.c.2.iv and Exhibit D4.
5. Off-site improvements at the intersection of Stonehenge Road and Route 28/Rockingham Road be completed in accordance with “Exhibit A” of the recommended traffic mitigation as reviewed with NHDOT. NHDOT approval of the traffic analysis and plans for off-site improvements on all state jurisdiction roadways is required.
6. Two hard wired-speed indicator speed limit signs be indicated on the plan, with detailed specifications and location to the satisfaction of the Police Department.
7. All required permits and approvals shall be obtained and noted on the plan, including NHDES Alteration of Terrain, NHDES Sewer Discharge Permit, NHDES Wetland Permit, NHDOT permit, and Londonderry Sewer Discharge permit. The Applicant shall indicate the permit approval numbers on the cover sheet and provide copies of all permits for the Planning Division files.
8. The Workforce Housing Restrictive Covenant shall be reviewed for form and content and approved by Town Counsel.
9. The Conservation Easement plan and documents shall be reviewed for form and content and approved by Town Counsel.
10. A Development Agreement incorporating all conditions of approval, reviewed for form and content and approved by Town Counsel, shall be executed prior to plan signature.

11. The Applicant shall note all waivers and modifications granted on the plan.
12. The Applicant shall note the approved Conditional Use Permit on the plan.
13. The Applicant shall provide a digital copy of the complete final plan to the Town prior to plan signature by the Planning Board in accordance with Section 2.05.n of the Subdivision Regulations.
14. Third-party review fees shall be paid within 30 days of conditional site plan approval.
15. Financial guarantees be provided to the satisfaction of the Department of Public Works and Engineering.
16. Final engineering review.

PLEASE NOTE – If these conditions are not met within two (2) years of the meeting at which the Planning Board grants approval, the Board’s approval will be considered to have lapsed and re-submission of the application will be required. See RSA 674:39 on vesting.

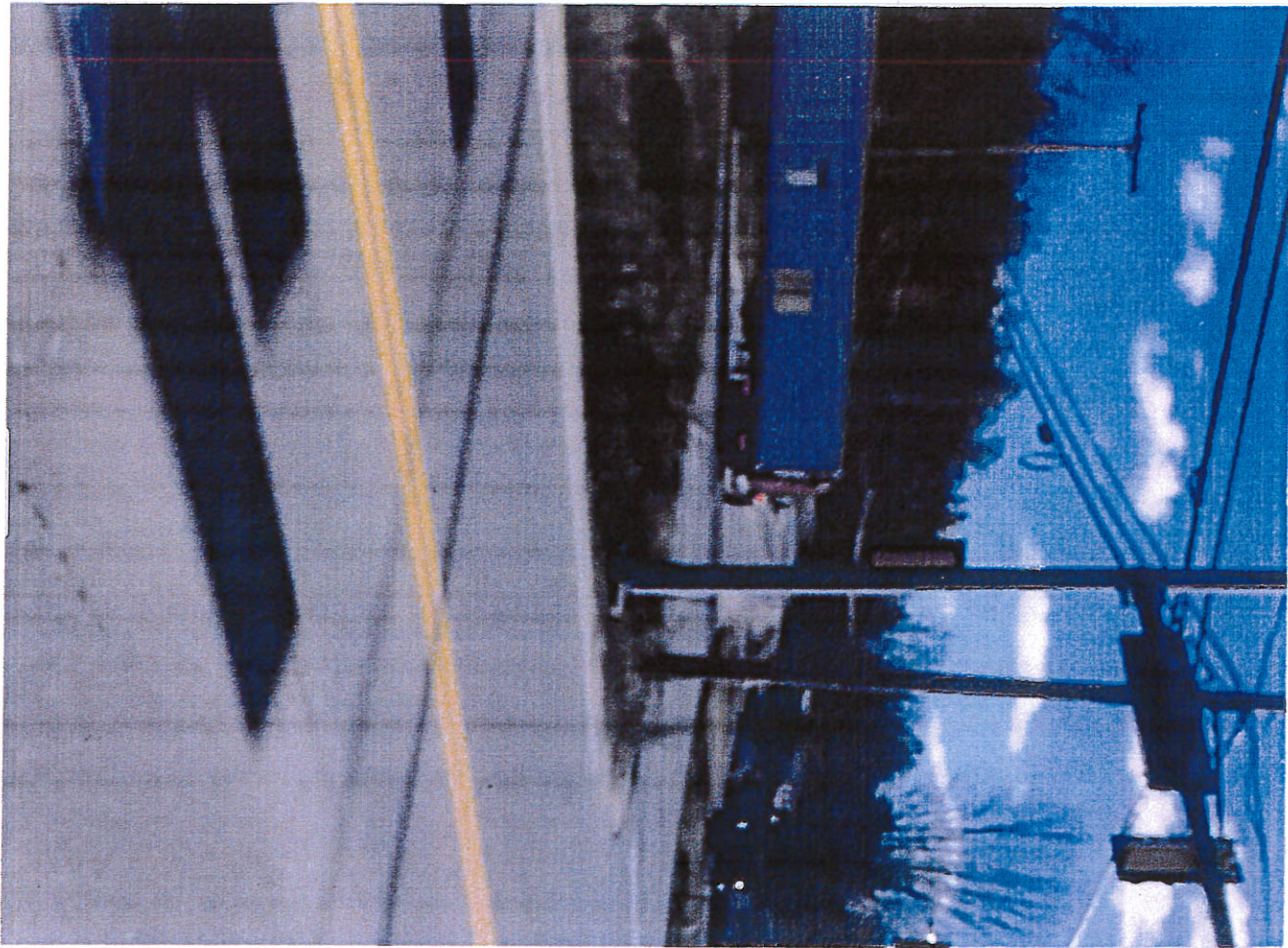
GENERAL AND SUBSEQUENT CONDITIONS

All of the conditions below are attached to this approval.

1. The Workforce Housing Restrictive Covenant shall be recorded at the Rockingham County Registry of Deeds prior to requesting a pre-construction meeting or commencing any work on site.
2. The Conservation Easement Plan and all applicable easement documents, shall be recorded at the Rockingham County Registry of Deeds prior to requesting a pre-construction meeting or commencing any work on site.
3. The water booster station shall be installed, approved and operational prior to the issuance of any certificates of occupancy for this site.
4. **No construction or site work for the subdivision may be undertaken until a pre-construction meeting with Town staff has taken place, filing of an NPDES – EPA Permit (if required), and posting of the site-restoration financial guaranty with the Town.** Contact the Department of Public Works to arrange the pre-construction meeting.
5. The project must be built and executed as specified in the approved application package unless modifications are approved by the Planning Department & Department of Public Works, or, if Staff deems applicable, the Planning Board.

6. All of the documentation submitted in the application package by the applicant and any requirements imposed by other agencies are part of this approval unless otherwise updated, revised, clarified in some manner, or superseded in full or in part. In the case of conflicting information between documents, the most recent documentation and this notice herein shall generally be determining.
7. Fire department access roads shall be provided at the start of the project and maintained throughout construction. Fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface.
8. All site improvements and off-site improvements shall be completed in accordance with the phasing plan approved by the Planning Board.
9. Prior to issuance of a certificate of occupancy, all site improvements and off-site improvements shall be completed in accordance with the phasing plan approved by the Planning Board.
10. It is the responsibility of the applicant to obtain all other local, state, and federal permits, licenses, and approvals which may be required as part of this project (that were not received prior to certification of the plans). Contact the Building Division at extension 115 regarding building permits.
11. Site improvements must be completed in accordance with the approved phasing plan prior to the issuance of a certificate of occupancy. In accordance with Section 6.01.d of the Site Plan Regulations, in circumstances that prevent landscaping to be completed (due to weather conditions or other unique circumstance), the Building Division may issue a certificate of occupancy prior to the completion of landscaping improvements, if agreed upon by the Planning Division & Public Works Department, when a financial guaranty (see forms available from the Public Works Department) and agreement to complete improvements are placed with the Town. The landscaping shall be completed within 6 months from the issuance of the certificate of occupancy, or the Town shall utilize the financial guaranty to contract out the work to complete the improvements as stipulated in the agreement to complete landscaping improvements. **No other improvements shall be permitted to use a financial guaranty for their completion for purposes of receiving a certificate of occupancy.**
12. As built site plans must be submitted to the Public Works Department prior to the release of the applicant's financial guaranty.





change.org

Recipient: Londonderry NH Planning Board

Letter: Greetings,

Say no to Stonehenge/Hardy Rd development

Comments

Name	Location	Date	Comment
Lisa Rogers	Londonderry, NH	2017-02-26	I live off of Hardy and do not welcome the additional traffic, drain on natural resources or addition of students to our school system which would likely lead to overcrowding.
Barbara Bailey	Londonderry, NH	2017-02-26	This building development will pursue too much traffic for the roadways and intersection .
Brian Gould	Londonderry, NH	2017-02-26	traffic in the area is getting bad enough. Just to get off my street now I have to wait 2-3 lights cycles
John Lang	LONDONDERRY, NH	2017-02-26	Londonderry is getting too over crowded. This putting too much stress on our emergency resources.
Julia Gamache	Londonderry, NH	2017-02-26	I do not want the new development. I live on the corner of Hardy and Bancroft and already report too many accidents yearly. This will just add more accidents and congestion. We do not need more housing.
Debra Paul	Londonderry, NH	2017-02-26	as a town we need to take a stand
Michelle Collins	Londonderry, NH	2017-02-26	Londonderry cannot support numerous high-density housing developments due to the negative impact they have on our schools, roads and emergency services. This available land is better suited for new single family housing developments at various price points which bring in more tax revenue and have far less of an impact on town services.
Linda and John Sharpe	Nashua, NH	2017-02-26	Please slow down the growth in town. We don't need the traffic or worries about water supply. Please retain the character of Londonderry. There are already so many new buildings going up. The Woodmont monstrosity will be bad enough. Please leave us something of the town we chose to live in.
Bill Garvey	Londonderry, NH	2017-02-26	Traffic
Laurie MacInnis	Londonderry, NH	2017-02-26	A development of this sort and size will put a huge drain on town resources, increase already heavy traffic, and provide an increased risk for crime and other negative influences on our town. I do not want Londonderry turning into another Salem!
Jennifer Dunne	Londonderry, NH	2017-02-26	Developers have gotten the message that Londonderry is theirs for the taking and they can put up what they want and where they want, regardless of the impact to the surrounding community. Based on what has been approved in the past few years, they seem to be right. This project should be denied to send the message that only projects that benefit the community will be approved going forward.
James Bacon	Londonderry, NH	2017-02-26	As a life long resident of Londonderry I know that this project is not the direction the town should be heading. We need to get a handle on the future of our school population. This town is quickly loosing it's hometown feel and if were not careful we won't be able to get it back. This project isn't right for the town at this time and it's most certainly not right for this location on an already crowded dangerous road.
Laurie Riedel	Londonderry, NH	2017-02-26	We already have too much development with the complexes on the corner of Rt 28 and Perkins Rd. Also, the Woodmont development. Traffic is not being addressed and there is way too much housing development the central part of Londonderry. It is all centered in the same area and is going to change neighborhoods of the entire area. Already too crowded.

Name	Location	Date	Comment
Terri Lee Chicarello	Londonderry, NH	2017-02-26	The intersection of Stonehenge and Hardy Roads are dangerous as it is. A development at this site would make it so much more so. That's just one reason. There are a plethora of other reasons which will be brought up at the meeting. It's hard to believe the Town is even considering such an asinine idea.
Carolyn Brown	Canaan, NY	2017-02-26	Too much development in town, especially in neighborhoods not prepared or able to handle it!
Susan Richardson	Londonderry, NH	2017-02-26	Too much traffic already
Amy Quimpo	Londonderry, NH	2017-02-26	I am against more apartment buildings in Londonderry
Zoppo Eileen	Londonderry, NH	2017-02-26	the roads,schools,taxes
Tiana Dompierre	Londonderry, NH	2017-02-26	There are already too many car accidents at the corner of Stonehenge and Rt 28. Many each year and this will make more.
Kevin Collins	Londonderry, NH	2017-02-26	It benefits "GREEDY" builders and at the end of the day brings down property values and crime just tumbles on in. Fact... I grew up in Billerica Mass and that's what it turned into and that's why I moved out. Don't let it happen here. Single family houses make more sense always. Work force housing? Call it what it is ... low income Housing Projects. Sounds harsh, but that's what it is.
LINDA LEBLANC	lynn, MA	2017-02-26	There is enough speeding traffic going through our neighborhood as a cut through. Adding an apartment building is adding more traffic, more cars and probably more kids to our school system. I don't think this town should turn into a city. We moved away from the city because of over crowding. I say, not a great idea!
Sarrah Cunningham	Lowell, MA	2017-02-27	I do not support this buildings development for numerous reasons, but mostly due to the negative impact it will have on our schools, roads, and emergency services.
Alison Lamson	Londonderry, NH	2017-02-27	That area cannot handle the additional vehicles. How will the schools support additional students? Not to mention other town resources... This project is not good for Londonderry.
Corrie Nartiff	Londonderry, NH	2017-02-27	This is a town.....this is not an appropriate type of development for our town. Just look beyond our borders. Please do not do this to our town. Do not turn us into a Salem or Derry. The type of appropriate housing would be a development on single family homes. Please think about the impact on our police and fire departments not to mention our schools. I promise you you can kiss goodbye our high college acceptance rate. Woodmont is already jeopardizing our small town feel.....STOP please!
Kristine Keyza	Londonderry, NH	2017-02-27	I lived on Stonehenge rd for 10 years and saw so many car accidents or dreaded my kids getting off the bus. This road doesn't need anymore traffic.
Peter McLinn	Lononderry, NH	2017-02-27	We do not want this development.
Kelly Lavoie	Londonderry, NH	2017-02-27	This isn't what Londonderry is all about. Do not ruin our small home town feel. The traffic will be out of control
Donald Kilgus	Londonderry, NH	2017-02-27	This is an awfully heavy traffic area already, despite being primarily residential. I suspect that this sort of population growth without comprehensive planning is exactly what made Salem so congested and unappealing.

Name	Location	Date	Comment
Penelope Goncalo	Londonderry, NH	2017-02-27	There are more and more cars traveling these beautiful roads in Londonderry just by the number of teenagers acquiring their new drivers' licenses each year! I cherish the small town feeling of Londonderry. With an increased population comes increased traffic, increased crowdedness, and unfortunately sometimes increased crime.
Suzanne Perry	Litchfield, NH	2017-02-27	Say no to new condos/apartments
Erin Fennessey	Londonderry, NH	2017-02-27	I Do not support the development. Our schools do not need additional transient, lower income individuals. Furthermore I do not want added traffic and crime.
Justine Davenport	Londonderry, NH	2017-02-27	This will cause our property values to decrease, overcrowd our school systems and increase traffic in the area. We like the small town family feel and would like to keep it this way. Our school system is highly rated and this new development can potentially cause a negative impact on it.
Justine Oates	Londonderry, NH	2017-02-27	We live in Parrish Hills off Hardy Rd ... we want to know how this project got this far..
Phyllis M Comeau	Londonderry, NH	2017-02-27	This Town is not set up to cope with this kind of increase and the surrounding roads are already at full capacity. This is not the appropriate area for this size complex and needs to be denied the permit to build.
Jax Oda	Westford, MA	2017-02-27	We moved to Londonderry for its small town feel. Since then there has been so much development. We don't want our schools and roads overrun and crowded.
Kristy Blanco	Londonderry, NH	2017-02-27	These large scale developments are ruining Londonderry's small town feel...a large piece of it's appeal. Additionally, this development will overcrowd our schools & streets, tax our emergency resources, & bring down property values. Londonderry is Not a city....let's keep it that way!!!
Sharon reed	Londonderry, NH	2017-02-27	we need to put a halt on developments. We dont even know what the full impact of Woodmont commons will be . We need to realize these large development drain more taxpayer funded resources than the tax money that is generated
Jodi euerle	sagamore beach, MA	2017-02-27	Too many alto not maintained!
Shannon Forbes	Londonderry, NH	2017-02-27	The intersection of Hardy and Stonehedge is dangerous, especially at sundown and sunrise. There have been numerous accidents. If the apartments are built here there will be a lot more traffic, which could result in more accidents. Also where are these children going to go to school? I'm assuuming people that move into said apartments will have children. Our school systems now already have at least 20 children per classroom. Look at Manchester, they are over crowded, crime is higher than ever there, do we want Londonderry turning into that? I know I don't.
jacques shatto	Londonderry, NH	2017-02-27	The traffic affecting my structure (HISTORIC) significance, is already depleting the foundation. Maybe the housing should go behind the police department.
Christine Brandel	Londonderry, NH	2017-02-27	This town is loosing the very character that drew me to it.
Cara Hayden	londonderry, NH	2017-02-27	This is a BAD idea for our town!!! The schools cant handle it, the traffic patterns cant handle it. We do not want out town to turn into a city.
Michael Robie	Londonderry, NH	2017-02-27	Londonderry does not need another large housing development, taxing our schools, municipal resources, and roads. Planning Board do you job and say, NO!

Name	Location	Date	Comment
Noelle Bristol	Londonderry, NH	2017-02-27	<p>There are multitudes of reasons that the Stonehenge development should not be approved by the town of Londonderry. The Stonehenge/Mammoth Road intersections and the Stonehenge/Rockingham Road intersections are already stressed and dangerous. Although relatively new, the lighted intersection at the bottom of the hill at Mammoth Road/Litchfield Rd is poorly functioning and not well thought out, and turning left from either direction during levels of high traffic are nearly impossible, and even at its best is like a game of Frogger. Wallace Farms already promises to cause even more volume on these roads and intersections as people move in in the next few months and buildings continue to be built. We do not yet know the school impact that the Wallace Farms development will bring, and it seems very reckless for the town to add another large apartment complex without truly knowing how the school district could potentially be impacted.</p> <p>Londonderry prides itself on being a family community, and I understand that more people and families want to be able to afford to live in our town, but that doesn't mean we should encourage high-density developments in every vacant swath of land that a developer can get his hands on. The draw of our town is the apple orchards and the wide open spaces and the (not overcrowded) schools.</p> <p>Although a few years out, the Woodmont Orchards development will also have affordable housing, apartments and lots of rental options. That development has already been approved and will create an impact as well, on our services and schools. If you include Vista Ridge, Wallace Farms, the newly built town houses across from Fieldstone Drive, and Woodmont, there are plenty of rental options, all North of 102/Nashua Rd, and all either currently available, soon to be available, or available in the future. I firmly believe that the Stonehenge apartments have no necessity in our town, now or in the future, and will only set a dangerous precedent for developers seeking dollar value investments regardless of how reckless it is to our town.</p>
Anne Marie Lowe	Londonderry, NH	2017-02-27	I want my town to stay a small town. Getting sick of developers lining their pockets and heading for dodge when it's all said and done. We moved to Londonderry for the small town appeal. If I wanted housing I would have moved to Nashua or Manchester. No construction.
Mackenzie Presher	Londonderry, NH	2017-02-27	I do not support this development it would put too much strain on the towns emergency departments, infrastructure and schools. This development is not good for Londonderry!
Kelly McGrath	Litchfield, NH	2017-02-27	I agree with others, I don't think this is a good idea at all. It will be a strain on the schools, the roads/traffic and our emergency crews. We moved here to raise our family in a small town!!
melissa reed	Londonderry, NH	2017-02-27	I love Londonderry and the country like feel it has.. unfortunately that is being taken away by these large housing complexes... it's ruining the town! Also all of these people moving into Londonderry will cause a huge strain on the school system and I for one do not want another school built which will only raise my taxes even more. I vote no!
Danielle Totton	Londonderry, NH	2017-02-27	The population is big enough in Londonderry. Our schools are already overflowing and teachers have too many students to give adequate attention to their each student!
Erin Wessling	Londonderry, NH	2017-02-27	I'm fearful of the traffic in my children's daycare area, increase burden on infrastructure, public safety, and most important to me, the school system. Keep our peace and quiet.
Samantha Vasseur	Methuen, MA	2017-02-27	I moved her to have the small town feel not to become the next Salem NH!!
Dannah Gaud	Londonderry, NH	2017-02-27	We are losing our small town feel.

Name	Location	Date	Comment
Jim Gregg	Londonderry, NH	2017-02-27	Maintain the integrity and reason I bought a house in this part of Londonderry. I see no value in this development.
Joelene Arnold	Londonderry, NH	2017-02-27	I moved to Londonderry in 2008 and fell in love with it. However it has been one development after another. I am a school bus driver and the amount of children and traffic and new streets are overwhelming! This is the first year that a chorus and band concert at the middle school there were so many parents and kids there was literally nowhere to sit! The town is getting congested! Stonehenge Road onto Rockingham is a disaster! I read about the "turn only Lane" that is not going to fix the amount of vehicles! Wallace Farm apartments haven't even begun filling in yet. I'm not looking forward to the traffic up Vista Ridge when it does. This is not helping Londonderry.
James Mazzucchelli	Londonderry, NH	2017-02-28	Development in this town is out of control. I'm sure the town loves it and considers it "progress" but the current residents don't want all the natural resources destroyed for "workforce housing" or condominium complexes, assisted living facilities, or cookie-cutter-villes. It's sad the "people at the top" of the town put their own selfish interests before those of the residents. There's the argument "oh but this keeps taxes down" - that gets old fast. Our taxes wouldn't increase dramatically if there wasn't consistent demand for new or more resources to keep up with all the development and droves of people moving to town. Believe it or not there are some people who live here (most) who want the small-town feel of a small town.
Jess Toomey	Londonderry, NH	2017-02-28	<p>I'm signing this petition because I grew up in this town. I grew up on Hardy road, and loved every second of it. I loved my time that I spent in the school district here and I love the time I spend here as a young adult.</p> <p>I believe this devolving idea is horrible because our town does not need this. We have enough housing for families. We do need to have low income housing. I truly believe developers are doing this for the money and not for the sake of the town. If any more families move here I am afraid this beautiful small town will soon turn into something it is not. Something it shouldn't be.</p> <p>Londonderry is known for its small town vibe. It's beautiful apple trees and it's wonderfully known school district.</p> <p>I am a 20 year old college student who is studying to become a Health and Physical Education teacher. I have always planned on moving back to Londonderry and teaching here. Knowing what the class sizes are now and how hard working and stressful a teaching job can be, I don't see a reason to add any more apartments or housing when our schools are already busy enough. The town (including Hardy rd/Stonehenge) deal with way to much traffic, and small busy roads. We do NOT need to be adding anything else here.</p> <p>There are plenty of other towns or areas around Londonderry to build these apartments. I truly believe the developers are doing this for the sake of money and not for the sake of the town.</p> <p>Londonderry is supposed to be a small town, a home town, a town with familiar faces and familiar families. A town with beautiful apple trees and green soccer fields to play on.</p> <p>Developers don't care about any of this, or any of us. But I do. And I will fight to keep this town the way it is.</p> <p>Note to developers: Take your money/time elsewhere.</p>

Name	Location	Date	Comment
James Mazzucchelli	Londonderry, NH	2017-02-28	Development in this town is out of control. I'm sure the town loves it and considers it "progress" but the current residents don't want all the natural resources destroyed for "workforce housing" or condominium complexes, assisted living facilities, or cookie-cutter-villes. It's sad the "people at the top" of the town put their own selfish interests before those of the residents. There's the argument "oh but this keeps taxes down" - that gets old fast. Our taxes wouldn't increase dramatically if there wasn't consistent demand for new or more resources to keep up with all the development and droves of people moving to town. Believe it or not there are some people who live here (most) who want the small-town feel of a small town.
Emily Dawson	Londonderry, NH	2017-02-28	I was a Londonderry resident for most of my life and Stonehenge/Hardy Rd are, first of all, awful roads to be on. With more cars, more accidents are susceptible to happen during the winter season due to the winding hills, if people aren't careful. It will also create a bigger traffic jam through the intersection of mammoth, Stonehenge, and Litchfield, which is already bad enough. This town doesn't need more developments after what's being put in at Woodmont Orchards, please protect the environment and the safety of the local residents by creating less traffic and saving the trees and natural habitats for native animals.
Matthew Brown	Boston, MA	2017-02-28	I live on a road adjacent to Hardy Rd., and with the new development the extreme amount of increased traffic on Hardy and Stonehenge will cause extreme delays to my commute and everyone in the middle/northern Londonderry area. Also, the intersection at Hardy Rd. and Stonehenge Rd. is already dangerous as it is, and the increased flow of cars coming down Stonehenge hill onto Hardy will make this intersection utterly more dangerous.
Amy Wheeler	Londonderry, NH	2017-02-28	Please stop with these developments. Keep the small town feel in Londonderry and stop it from becoming a Derry. I moved from the "city" to get away from the city-like environment. There is no need to build on every piece of available land. Allowing all of these developments in town is only increasing the traffic, school enrollment #s and crime. I don't want to regret moving here.
Lauren Reinhold	Londonderry, NH	2017-02-28	WOODMONT WAS THE LAST STRAW
Tiffany Richardson	Londonderry, NH	2017-02-28	Thank you for signing and commenting. I also wanted to make everyone aware the meeting is at 7pm march 8th. Keep those coming!
Jess Toomey	Londonderry, NH	2017-02-28	I am also confused as to why we need to add more apartments/ houses when mammoth rd has added a ton of apartments and houses. And exit 5 they just built those MASSIVE low income apartments? Why do we need to keep adding more when they haven't even filled those off of exit 5?
Mike H	Londonderry, NH	2017-02-28	*you
Alexis Dionne	Londonderry, NH	2017-02-28	I'm signing because I want londonderry to keep its small town charm, and the development would increase traffic and the loss of small shops.
Michael James Toomy	Londonderry, NH	2017-02-28	Too much development in the town as it is.
Kerin O'Brien	Londonderry, NH	2017-02-28	That intersection and road are already risky/dangerous. Both ends of Stonehenge are dangerous as well (pulling onto 28).
Philip Pane	Londonderry, NH	2017-02-28	We need to keep Londonderry as small town as we can and not have all that traffic straining infrastructure
Paula Krampfert	Londonderry, NH	2017-02-28	To add this development to this area would be a disaster. I time my travels in this area now because it is hazardous to say the least. There is already too much traffic traveling these roads. What the town needs is a connector from the industrial area to I 93, not more development that brings more traffic to local roads.

Name	Location	Date	Comment
Richard Joyce	Londonderry, NH	2017-02-28	This is a bad idea for the town. This will create a dangerous traffic situation
Andrea Dudley	Londonderry, NH	2017-02-28	I don't want this development!! We already have enough traffic on Harvey Rd going to the new access roads to the highways!
Judy Costigan	Londonderry, NH	2017-02-28	I've lived in our town for 25 years. This development is not a fit for Londonderry aesthetically and logistically. We already have too many cars on our streets, and we certainly don't want to see apartment buildings on a country corner. Neither Stonehenge/Hardy nor Stonehenge/Rt. 28 can support the additional traffic burden. Let's not turn Londonderry into a Salem or Manchester.
Lisa Sussenberger	Londonderry, NH	2017-02-28	The traffic will be too heavy, our schools overburdened, and our town growth too accelerated.
Joy Hotchkiss	Londonderry, NH	2017-02-28	I do not want the development! It will cause traffic issues. Water shortages and more school crowding!
Laura Bower	Londonderry, NH	2017-02-28	New location required
Paula Antista	Nashua, NH	2017-02-28	I moved to Londonderry because it is a smaller, tight knit community. Not only would this add congestion to an already busy area, but it would put more stress on taxpayer funded schools, roads, first responders etc. I also don't need my home value depreciating all so contractors and developers can make cookie cutter housing.
Christine Bristol	Londonderry, NH	2017-02-28	I do not wish to see additional large scale developments within such a close proximity.
Virginia Landry	Londonderry, NH	2017-02-28	It will create big traffic problems, crowd our schools and is out of character with our town. Construction of apartments is out of control.
Kathleen McMahon	Londonderry, NH	2017-02-28	There are several new developments in north and central Londonderry including more rental units off exit 5. Also, we have yet to see how Woodmont will impact the town. The impact on police/fire/school/traffic would be too much for such a large development.
Brian Bradford	Londonderry, NH	2017-02-28	The town is being overdeveloped. We need to preserve it's charm. These developments have no benefit. They make the minimal workforce housing for the complex but that doesn't help the towns total percentage. It also will put a burden on our school system.
Shelly Gagnon	Manchester, NH	2017-02-28	It will add too many more cars on Stonehenge Road, an already dangerous location. It is the last thing needed in this area.
Walter Stocks	Londonderry, NH	2017-02-28	We agree with all the comment made in this petition. The same applies to Woodmont. We do not need a development like this in Londonderry. Stop WOODMONT NOW.
Chris Powers	Londonderry, NH	2017-02-28	I don't want to see something with this many units put up in the wrong location and ending up as a negative impact to our town.
Amanda H	Boston, MA	2017-02-28	This is ridiculous. That's way too many units for the area nevermind Londonderry. This will make RT 28/Stonehenge intersection A DEATH TRAP. I've already been almost hit 6 times in the last few months. Rockingham Road is busy enough, adding nearly THREE HUNDRED UNITS is one of the worst ideas I've ever heard. If we plan on keep Londonderry safe and small town, this is clearly the opposite direction. Each unit will have at least 2 cars (more likely 3). I thought we all liked having backyards and a safe place for kids to play? This would do the total opposite and ruin our town. Deny this ridiculous money-scheming idea and GO TO ANOTHER TOWN.

Name	Location	Date	Comment
Tom Croteau Jr.	Londonderry, NH	2017-02-28	I absolutely don't want this, obviously that's not a great reason, but the traffic addition to Stonehenge will be horrendous. It's a narrow, winding road. Not to mention that a significant change needs to happen at the intersection with rte 28. Unless a traffic light and straightening of that corner goes in at builder's expense...I say no way...that intersection is horrible now without the addition of a couple hundred cars.
Lisa Santosuosso	Londonderry, NH	2017-02-28	I feel that our town is growing too quickly and the impact on our schools and roads is not being considered by town officials.
Maureen Cregg	Londonderry, NH	2017-02-28	We moved here for small town feel 15 years ago. This will have a huge negative impact and do not support it.
Rachel Leo Flagg	Londonderry, NH	2017-02-28	I DO NOT WANT THIS DEVELOPMENT IN MY TOWN
Joseph Richardson	Londonderry, NH	2017-02-28	Too much traffic for that road
William Flagg	Londonderry, NH	2017-02-28	Concerned about water table and non paying tax dollars School systems can't take this on.
Renee Jackson	Londonderry, NH	2017-02-28	We have had enough growth in the town, especially on the North end of town. I moved here because it was a nice smallish town and I want to keep it that way.
Brandi Wallace	Londonderry, NH	2017-02-28	#smalltownfeel
Karen Robinson	Londonderry, NH	2017-02-28	This is not beneficial in any way to our town. There are too many negative impacts on Londonderry and will cost more than anyone wants to pay for. The increase in population, traffic, and impact on our schools, police, fire, etc. will fall on taxpayers without anything positive to the town in return.
Stephanie Turek	Londonderry, NH	2017-03-01	The development is too big and the area cannot accommodate safely. The town infrastructure would also suffer.
James Callahan	Londonderry, NH	2017-03-01	I do not want over crowded schools for my children.
Justin Brown	Londonderry, NH	2017-03-01	No to more development in town!
Donna Zan	Londonderry, NH	2017-03-01	londonderry is being ruined by all these "pop up " apts all over town ruining a nice area hardy and stonehedge traffic will be bad schoolsover flooded
Erika Bell	Londonderry, NH	2017-03-01	We moved here last year out of the city bc the area was quaint and small. I can't see adding a development of this size would keep this town feeling the same way.
Carolyn Hoyt	Londonderry, NH	2017-03-01	I have lived here since 1980. Londonderry used to have a small home town feel and it is just getting too big.
Rebecca Smith	Londonderry, NH	2017-03-01	Adding this much housing to this particular area creates dangerous driving conditions, as well as putting a strain on local resources.
kelly Dudley	Londonderry, NH	2017-03-01	Don't think it is a good idea for Londonderry!
Tammy Smith	Londonderry, NH	2017-03-01	I grew up in this town and knew I wanted to raise my children in the community I grew up in. The town has grown so much since I was young. Adding this housing will lose that small town feel that so many residents move here for or keep residents here. Our schools can't accommodate this addition.

Name	Location	Date	Comment
Paul Gabso	Londonderry, NH	2017-03-01	<p>3 points:</p> <p>1) A balloon test was conducted on Faye Lane and had I been home, almost certainly I would have seen it as my view from the elevated side of Faye Lane looks over where these buildings will go, there will also be light pollution regardless of abatement.</p> <p>2) it is dangerous to add over 700 car passes on a country road ill-equit to handle it. These roads lead up to the highest elevation in Londonderry and I avoid them as I have had difficulty traversing them in winter. These people will have no choice but to travel the roads to get to work making for added danger to the residents.</p> <p>3) with this development there will be over 700 multi-family units and a hotel in a 2 mile radius. Hasn't our part of the community already done it's fair share in providing enough such housing? Yes, develop the land but with private homes so as not to increase the danger to all residents.</p>
Emily Tausek	Londonderry, NH	2017-03-01	I live on Hardy. The traffic and speed limit are already a huge issue. More development means more traffic in a residential area.
Allison Thomas	Londonderry, NH	2017-03-01	I want the roads to be safe in my town, especially for my children traveling to and from school.
Chimene Lantz	Londonderry, NH	2017-03-01	Traffic impact
Aline Flores	Londonderry, NH	2017-03-01	The town of Londonderry is not prepared to be able to handle the rate of growth that wil be expected with the multiple developments that are being approved. Please consider the best interest of the community over the profits of the developers
Kristina Anthony	Londonderry, NH	2017-03-01	Poor location, no true plan for unintended consequences for managing demographic shift. Assumptions in child headcount is underestimated for school district. Not enough police and teachers already which is how Manchester died in the late 80's and has never recovered.
Joseph Greene	Londonderry, NH	2017-03-01	This is too large for the roads in that area. Scale it down.
Terri Byerly	Londonderry, NH	2017-03-01	I spoke out against this previously when it was in front of the Zoning Board. This is the wrong place for a development like this. Further, it will increase traffic through dangerous intersections in all directions.
Gerry Neiman	Londonderry, NH	2017-03-01	Taken together with the massive new apartment complex under construction at the foot of Perkins Road (which intersects with Stonehenge Road) this additional development would absolutely flood Stonehenge Road. The intersections at both ends of Stonehenge are rapidly becoming problems, as is, and neither development is factored in at present. The Planning Board needs to stand up to these developers and say "NO".
Jason Knights	Londonderry, NH	2017-03-01	I am all for workforce housing, but that's not the proper location for it. Simply because someone buys a plot of land doesn't mean that it's up to the town to ensure they make money off it.
Helen Neiman	Londonderry, NH	2017-03-01	I live near Stonehedge. With the large apartment complexes already underway on Perkins Road I am sure that another additional complex will truly effect our traffic and that we are ill equipped to handle this development at this time. All this rapid development will surely put a strain on our town resources especially our schools.
Aaron Richards	Londonderry, NH	2017-03-01	Taxes are high enough and with increased rental / low income living, the overall drain on services and need for increased taxes to homeowners will only increase.

Name	Location	Date	Comment
David Dailey	Londonderry, NH	2017-03-01	I live on an abutting property and do not want my quiet wooded way of live i have enjoyed for 2 decades destroyed.
Cindy Rybczyk	Londonderry, NH	2017-03-01	I'm curious to know how the town is going to handle this influx of families and children. I'm all for growth but too many too fast means services will slow, schools will become crowded and tax payers will have to foot the bill. We already have plenty of housing coming in, can't we just slow down. Keep Londonderry the small town I fell for!
Michael Marks	Londonderry, NH	2017-03-01	We do not need this much vehicle traffic nor can we handle it at either intersection, build single family homes.
Peter Tausek	Nashua, NH	2017-03-01	I am a home owner on Hardy Rd. There is already significant traffic on the road with many people speeding. We don't need another 400 units adding more traffic in an already congested area!
Jacqueline Guillemette	Londonderry, NH	2017-03-02	I live off of Hardy Rd and do not want to have to deal with a lot more traffic. Hardy road already is a busy road. I'm also concerned with my well going dry with all those new apartments going in. Oh and don't forget all those extra kids going to our schools.
Lynne Cannon	Londonderry, NH	2017-03-02	I travel Hardy Rd in the morning and it already is too busy!
Mary McCann	Londonderry, NH	2017-03-02	Too much development in a one mile radius! Enough is enough!
yvonne coy	Londonderry, NH	2017-03-02	Londonderry does not need any more apartment buildings . We should be saving our land
Kaitlyn taylor	Londonderry, NH	2017-03-02	I like our small town, and id like it to stay that way. The schools dont need more kids, if we want to keep to a low crime rate we need to stop over crowding our town. We are a TOWN not a city
Valerie Cloutier	Londonderry, NH	2017-03-02	I understand the need for Workforce Housing in our state, but remember that this project required THREE waivers from the ZBA (so that it would be more profitable for the developer!) If their numbers are that tight, how well are the owners going to maintain the parking lots? The buildings? The landscaping? The town ZBA shouldn't have caved on these waivers. Rules and requirements are there for a reason--to protect the integrity of OUR TOWN. I think that the many residents will be learning much more about how our town politics work after this... The intersection of Stonehenge/Rte 28 is already a nightmare., and the additional traffic (estimated at 500+ cars per day, morning & night) will put the intersection into failure very quickly, if it's not already.
Chris James	Londonderry, NH	2017-03-02	How will the local infrastructure deal with the excess traffic? School system? Town services?
Barbara C. Pedley	Londonderry, NH	2017-03-02	Enough already! Where is the small town that was one of the reasons for moving here 25+ years ago? If we wanted all the expansion, we'd be living in Manchester or Nashua.
Dennis Goyette	Merrimack, NH	2017-03-02	I hunt, and I hunt in this area, and more development means less huntable land. Where the hell can they even add almost 300 units?!
Margo Houde	Manchester, NH	2017-03-02	Save the trees.
Chad D	Temple, NH	2017-03-02	Way too big of a development for that area and will destroy tranquility of that area.
Christeen Murray	Londonderry, NH	2017-03-02	We moved here for the school system and smaller town feel. Every year, my children's class sizes are increasing to a point I feel is unacceptable for elementary schools. North Andover, MA is in regret mode from all of their big developments of the last several years. I do not want that to happen here too.

Name	Location	Date	Comment
Dana Tilley	Londonderry, NH	2017-03-02	This will hurt our school system and overcrowd the roads even more than they are now. I see no benefit to this except to bring in more tax money.
Ryan Briles	Londonderry, NH	2017-03-02	Londonderry's charm does not come from 288 unit developments. We have had enough apartment units put into the town. If we continue to build these the value of property will diminish, traffic will increase and we will go from a small town with open land and New England charm to a mini Manchester. You do not want this town to become a mini Manchester.
Tiffany Richardson	Londonderry, NH	2017-03-02	I just want to say THANK YOU residents! 250 signatures yesterday wow
Ann Servaes	Londonderry, NH	2017-03-02	This project is a slap in the face to homeowners and taxpayers. Planning Board is out of control. Hardy Rd., Stonehenge, destroyed and dangerous. Who pays for the first traffic death? Lived here for 18 years. Watched the destruction of North Londonderry. Planning Board does not live near the destruction!
Wade Anderson	Londonderry, NH	2017-03-02	I moved to Londonderry to get away from the congestion and overcrowding of Massachusetts as well as for the great school system. The school system cannot handle that many more people and the overcrowding and congestion associated with this type of construction will make us start to feel like Massachusetts North.
James Fothergill	Londonderry, NH	2017-03-02	Again Stonehenge project!!!!
Paul Zepd	Londonderry, NH	2017-03-02	This is inherently bad for our town.
Thomas Stanley	Londonderry, NH	2017-03-02	Sad!!
Colleen Rutina	Londonderry, NH	2017-03-02	I've been a Londonderry resident for 19 years and I feel that enough is enough with all this housing development and traffic congestion. We're a town not a city!!!
Lydia Cannata	Londonderry, NH	2017-03-02	Roads are not built to accommodate. Safty concerns
janice hawthorne	junction, FL	2017-03-02	We have built enough apartments in our town. If we don't stop this town is going to become little Lawrence. Our roads and schools aren't equipped for the influx in people and the crime rates will certainly go up
Linda Cornett	Londonderry, NH	2017-03-02	This area is right in my backyard. This proposed development will add congestion to the traffic and appearance of this end of town. There's very little open space, with Woodmont Commons project underway as well. This development changes the face and feel of the area.
CarolLynn zimmerman	Londonderry, NH	2017-03-02	I have a front row seat to view the Stonehenge/Rockingham intersection and it is a mess. Nothing could ever be done to that intersection to accept all that traffic, let alone the congestion that will occur at Mammoth/Litchfield/Stonehenge/ Bartley Hill. The people at Bartley Hill have a hard time getting out as it is. Imagine adding a lot more traffic!
David Guillemette	Londonderry, NH	2017-03-02	I live on Dresden way which is off Hardy rd and I don't want this project here because of the traffic issues that will ultimately follow. The intersection of Rockingham rd. And Stonehenge rd. Is already a nightmare, (especially during snow events), so you add 400-500 more vehicles and you may as well forget driving through there. This has been my route to and from work for 20yrs. And my family absolutely, doesn't want this.
Elaine Therrien	Londonderry, NH	2017-03-03	We already have the complex going on on Perkins. We don't need the added traffic from Stonehenge.
Preston Weaver	Londonderry, NH	2017-03-03	I live on the hardy, Stonehenge corner and the development would be directly behind me
Lydia Cannata	Londonderry, NH	2017-03-03	Serval accidents yearly corner stonehenge hardy. Very bad intersection. Stonehenge can not handle the current traffic!!!!!!

Name	Location	Date	Comment
Lauren Laufersweiler	Londonderry, NH	2017-03-03	We live on Perkins Road and don't want the extra traffic
Gregg Laufersweiler	Londonderry, NH	2017-03-03	The added traffic to perkins rd as a connector to 93.
Mitchell Klutsch	Londonderry, NH	2017-03-03	Town is getting over crowded.
Nancy Hendricks	Londonderry, NH	2017-03-03	This location is inappropriate for a development of this size.
Erik Adams	Londonderry, NH	2017-03-03	I do not want the proposed development built. There is enough traffic as it is.
Patti Maccabe	Londonderry, NH	2017-03-03	We need to keep our roads safe for our drivers, school buses, walkers. We do not need more condos bringing more cars, traffic.
Steve Bott	Londonderry, NH	2017-03-03	We do not want more pollution in our town, want to conserve the little bit of forest that still is around us. Keep our town as is. There already are and other developments in progres, traffic and resources are already max out.
David Dailey	Londonderry, NH	2017-03-03	The town has already met their legal requirement for workforce housing. Their is no need to grant any more zoning variances for any workforce housing. I am tired of the landscape of our town being altered by condos, apartments and strip malls. Enough is enough.
Melissa Petersen	Londonderry, NH	2017-03-03	This is not a good fit for this location. Traffic is horrible and the intersections near the site are very busy. I believe that we need to consider development that makes sense for the town and not just what developers want to do. The environmental impact seems too costly as well. I am not opposed to changes and progress, but this project does not make sense.
Gerry Neiman	Londonderry, NH	2017-03-03	I believe this development will result in higher property taxes. The number of school age children added to the school roles will out pace the taxes generated by the development. In order to provide schooling for the increasing enrollment everyone's property taxes will rise. This is how it always works. These developments are a net loss to the property tax base.
Greg DePasse	Londonderry, NH	2017-03-03	I'm very concerned about traffic issues this added density will bring. The developer needs to address this major issue.
Jenn Kelly	Londonderry, NH	2017-03-03	I don't think it's beneficial to the londonderry town members and I'm worried about the population at North as well as the increase in traffic
Christina Milliken	Londonderry, NH	2017-03-03	There is already way too much traffic at the intersections near this location. Our schools student/teacher ratios are only going to get worse. Families move to this town because it's quiet, peaceful, private and has a great education system. Adding ANOTHER huge complex is just going to take away from this even more. If schools are already taking budget cuts, why add more students? That's only going to make matters worse. Not to mention high traffic, more noise, less privacy. There are enough "projects" going on in this town by exit 4. Thats WAY more then enough.
Jo-Ann Wilkie	Londonderry, NH	2017-03-03	I do not want this project. If the developer wants to put in 5 or 6 SINGLE family homes, fine. But 200+ units? The traffic is already bad on Stonehenge & Hardy.
A Frederick Telschow	Londonderry, NH	2017-03-03	It is important to me that we do not OVERBUILD Londonderry .
Linda Lampkin	Londonderry, NH	2017-03-03	I would like our town to slow down the developing, leave a few trees and fill up some of these developments we have that are empty
krystal haseltine	Londonderry, NH	2017-03-03	We do not need any more buildings here
Andrea Almquist	Londonderry, NH	2017-03-03	Londonderry is losing the small town atmosphere. Too much developing without considering traffic, schools, etc.

Name	Location	Date	Comment
Emily Hale	Tyngsboro, MA	2017-03-03	I live in the apartments already on that street. If it wasn't for the well wooded area around us we would have moved some were else. Don't ruin how beautiful Londonderry is. This road is already at max travel capacity. As someone who travels it everyday it will only double the accidents at each end and in the middle due to extra traffic.
Eric brusseau	Dracut, MA	2017-03-04	I would really like to keep the small town feel. We don't need that many more housing units bogging down traffic and town resources.
Sheila Kelley	Londonderry, NH	2017-03-04	I want Londonderry to remain quaint!!
Charles MacNicholl	Londonderry, NH	2017-03-04	There way to many other things that need to be fixed
Kelly Jones	Lehi, UT	2017-03-04	I travel this road most mornings, traffic is already a mess. Fix the roads before any development!
Clement Sutton	Londonderry, NH	2017-03-04	I live right around the corner from the proposed development. Traffic is currently a problem on Stonehenge and Mammoth Rd. New apts coming on Perkins along with existing Vista Ridge. Stonehenge and Rockingham Rd. is difficult now. No more development here please!!!
Carol Ann Peddle	Londonderry, NH	2017-03-04	Very poor location does not belong in this neighborhood. This road cannot handle the traffic as it exists today. Very dangerous
Alexia Keegan	Londonderry, NH	2017-03-04	Years ago when looking for our forever home it was a toss up between staying in Windham or moving to Londonderry. We didn't want to live in a busy city , I feel Londonderry is becoming that busy place and it saddens me
Joseph Stelmach	Londonderry, NH	2017-03-04	Concerns with supporting infrastructure.
Cherie Fuller	Londonderry, NH	2017-03-04	I am concerned about the impact to our schools, should this be approved.
Susan Fletcher	Londonderry, NH	2017-03-04	Preserving our small town atmosphere is important.
Danielle Clivio	Londonderry, NH	2017-03-04	Londonderry cannot support numerous high-density housing developments due to the negative impact they have on our schools, roads and emergency services.
Kelly Mason	Londonderry, NH	2017-03-04	I don't want Londonderry to get built up like Derry and Manchester.
Mark Raumikaitis	Candia, NH	2017-03-04	If you assume 1 added child in the school district for every 2 units to be built the added school district costs will be \$2.16 million dollars. That will require each rental unit to be assessed at \$7500 just to cover the added education costs. This added expense does not include any of the other town services that will be affected. This project will result in a net increase in taxes for every existing taxpayer.
Donna Cavanaugh	Londonderry, NH	2017-03-04	My family and I do not support the building going up in this area. The traffic is already more than heavy in this area, adding more cars here will only make it 100x more dangerous.
Jennifer White	Londonderry, NH	2017-03-04	Traffic issues
Anthony DiMarino	Malden, MA	2017-03-04	It will be to congested
Lisa st. Hilaire	Londonderry, NH	2017-03-04	I am against the Stonehenge/Hardy Rd development because I believe it will lead to dangerous traffic implications and will be a strain on our public services (schools, emergency services, etc.)
Deborah Berardino	Londonderry, NH	2017-03-04	Town will lose its appeal. Traffic is bad now.
Chris Duddy	Londonderry, NH	2017-03-05	We have enough of this housing already.
Lisa Pento	Londonderry, NH	2017-03-05	Signing to keep our beautiful town the way it is..Londonderry residents appreciate our community,appreciate our schools!! It would not be beneficial or safe to add that type of traffic flow to Stonehenge. It's congested as is. No new developments!

Name	Location	Date	Comment
Janet McEacharn	Londonderry, NH	2017-03-05	I am concerned about the effect this development will have in our traffic, roads and schools.
Jack Williams	Londonderry, NH	2017-03-05	Area can't handle that much additional traffic.
Megan Salois	Londonderry, NH	2017-03-05	I loved to Londonderry because it's a small town with great local amenities and great schools. After being forced to move from our townhouse off of mammoth due to loud traffic and construction blasting that damaged the actual foundation of the townhouse we bought a house on a back road with no construction or loud traffic. This proposal would once again put our new home back on a busy street and having to deal with loud home damaging blasting. Londonderry is the perfect quiet town. Stop trying to ruin it for the residents who are paying for it!
Elizabeth Loomis	Londonderry, NH	2017-03-05	Absolutely a bad idea!! Don't people think traffic is bad enough already in Londonderry. We don't need more large developments like this.. how about some affordable single family homes?
MARION DAMIANO	Londonderry, NH	2017-03-05	Traffic in that area is already dangerous without adding more.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Why don't they recognize these problems! The town shouldn't even be considering this type of housing in that area!!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	I have lived across from Stonehenge on Rockingham since 1989 and have seen this traffic nightmare progress from the building of the original WalMart to the building of the Super WalMart to the most recent opening of the Ray W. bridge. The commuters traveling from Derry to Nashua is tremendous. I don't think people realize how much the airport area improvements have affected this intersection, as well.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	How true. Herb Hauser and his wife were the original owners of that property and wanted to keep it wildlife friendly when they lived there. Sadly, people get old and sell and retire to Florida. Many single family homes would be better than all those multi units.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Yes, I am interested in hearing more about why this has gotten so far.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	I remember a time when the town put a cap on the building permits they would allow.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Exactly! What has happened to our town. They seem to be on a manic binge of building multi units. Why?
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Geez, you said exactly what I feel! You bought it, you should have considered everything prior to purchasing land just because you saw a deal. I just can't believe this has even been considered. It just does not make sense. Even if you close your eyes, you can still hear all the beeping, squealing, and loud mufflers!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Of course, when I wrote "you" I mean the current property owners.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Totally agree!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Thank you for speaking out!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	I am proud to have you as long distance neighbor! Well stated!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	And if a traffic light is installed, what will happen to my driveway? When I bought this home in 1989 traffic was nothing like it is today. So many changes in both directions on Rockingham. My family moved to Londonderry from Pennsylvania in 1961. The small town feel is long gone.

Name	Location	Date	Comment
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Lol. I forgot to mention the corner straightening. I live here. How would they do that? Drivers need to SLOW down, drop the cell phones, stop driving impaired and above all...PAY ATTENTION! The things I see are unbelievable. I also have a camera on my driveway and mailbox and I wish I could show everyone what goes on around that corner and at that intersection. More absurd stuff happens there than people even realize.. And at all hours! I totally agree with you. How on Earth do they think this could ever be a good idea!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Try pulling out of my driveway when every car that comes to Stonehenge thinks they all should go before me, even if I was there long before them. They come out in streams and cut people off coming from Derry. It is just unbelievable.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	I am with you!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	And that seem so obvious! To all of us, I guess.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	I agree. The town must have some sort of vision the rest of us just can't see!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	In Derry or Manchester :-)
CarolLynn zimmerman	Londonderry, NH	2017-03-05	I agree!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	I was almost hit on my driver's side two different times because they came speeding across Stonehenge onto Hardy Ext. I am so glad I still have quick reflexes! The second time the "STOP AHEAD" was already painted on the pavement.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Very nicely written.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Well said!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	I laughed when I read they could put a right turn only lane. That only helps them all go out in a line not stopping and cutting someone on Rockingham off. A disaster in winter! Many don't stop there as it is.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	You should speak out on Wednesday! Well written!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	And low income people need housing, but not in that area. It's just ridiculous.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	My thoughts exactly!
CarolLynn zimmerman	Londonderry, NH	2017-03-05	And why are they approving so many building projects? I thought they wanted more business for more tax dollars and no children in the school system. It seems like a runaway train lately.
CarolLynn zimmerman	Londonderry, NH	2017-03-05	Thank you for all the information you provide us residents!
Michael Abood	Londonderry, NH	2017-03-05	I would not like to see the apartment building go up near Stonehenge and Hardy. I moved here because of how the area was structured and feel by adding the building it would be detrimental to the neighborhood.
Sharon Fawcett	Londonderry, NH	2017-03-05	Enough is enough already! Just say NO!
Kenneth Aimone	Clayton, NC	2017-03-05	I don't want the extra traffic
Kristina Ciarametaro	Windham, NH	2017-03-06	I am against the stone hedge development going up I our town. We do not need this.
Lara McIntyre	Londonderry, NH	2017-03-06	I am concerned about how large this development is and the impact it would have on the area's traffic as well as the burden it would place on our schools.
Valerie Cloutier	Londonderry, NH	2017-03-06	CarolLynn, hopefully you are able to make it to the Planning Board meeting in Wednesday night!! I think the developers will be SHOCKED to see so many residents in attendance!!
Joelene Arnold	Londonderry, NH	2017-03-06	Nope and Rockingham is like a racetrack at that intersection.
Kathleen Bedell	Londonderry, NH	2017-03-06	I do not like the direction of the town! 1 acre minimums! Keep the old standards.

Name	Location	Date	Comment
Jason McKinney	Londonderry, NH	2017-03-06	I don't feel this is in the best interest for the town, specifically the schools and traffic safety.
Ann Sorrell	Londonderry, NH	2017-03-06	enough over building Londonderry
Anita Roy	Londonderry, NH	2017-03-06	I do not want more condos in Londonderry or all the traffic that goes along with them.
Thomas Pauli	Londonderry, NH	2017-03-06	We left Washington DC and moved here so we could raise a family in a small town atmosphere. The freeway expansion, these condos, are all going to ruin this wonderful town. We want to remain small with excellent schools to raise our kids in. Don't kill this great town!
Rebecca Williams	Londonderry, NH	2017-03-06	Too many accidents on this road
Bryan Pauli	Londonderry, NH	2017-03-06	I'm signing because I moved to NH because of the small town feel. With the expansion of 93 and new subdivisions this will deteriorate the NH landscape and small town feeling.
Lindsay Vago	Londonderry, NH	2017-03-06	I disagree with the building
David Soucy	Londonderry, NH	2017-03-07	One of the reasons I moved to this town was because it was mainly single family homes. That feeling will altered if we continue to build multi family homes in single family neighborhoods.
Dawn Petruzzello	Londonderry, NH	2017-03-07	There is too much traffic in this town and adding more residential property will just make it worse.
Kenneth McLoon Jr	Londonderry, NH	2017-03-07	I am against this developement, and want to town representatives to vote no.
Jason Plourde	Londonderry, NH	2017-03-07	I don't want the schools to be overcrowded.
Doug Hansel	Londonderry, NH	2017-03-07	I know we can't stop a developer from building on land they own, but we can stop them from building too much. The question is HOW MUCH IS TOO MUCH? Would we let them build a skyscraper? No, of course not, so what needs to be done is that the town council with feedback from residents needs to come up with a number of units that would be acceptable. I think we all agree, for all the reasons stated in the comments, the area will not sustain 288 units. So, we need to come up with a number that we feel is fair and reasonable and give it to the developer. If they don't like it, then yes, let's see them in court. However, we need that number!
Jeanne Merhib	Nashua, NH	2017-03-08	I am concerned about increased traffic in this area!
Brenda Macdonald	Dracut, MA	2017-03-09	Concerned about taxes and traffic !!
Richard Gray	londonderry, NH	2017-03-09	Against developing
Brian Anderson	Lakewood, CO	2017-03-09	I just moved to Londonderry to get away from the crowds of Denver. This housing project is going to increase the level of traffic & congestion as well as overload the school district overnight with new students and no accompanying increases in funding.
Kathleen Neiman	Londonderry, NH	2017-03-09	Over crowding , traffic issues , increase town costs , lose beautification of our town
faith st.gelais	londonderry, NH	2017-03-09	I do not want to crowd North school.
David Dailey	Londonderry, NH	2017-03-10	FYI this was voted down by the town on 3-8-17. However, this is not the end of the battle. The developer will be taking the town to court in an attempt to proceed.
Brian Anderson	Lakewood, CO	2017-03-10	Agreed!

Name	Location	Date	Comment
Brian Anderson	Lakewood, CO	2017-03-10	Thank You town council for voting this down. We the people of Londonderry are against this and appreciate you carrying our voices. This is Not the developer's town it is Our town. We have an obligation to keep it the small town we all wanted when we moved here
Terrence Martin	Londonderry, NH	2017-03-11	I'm signing because Stonehenge road is already a mess with the amount of traffic on it now and I don't think we need any more apartments in this town. I didn't move to Manchester or Derry for a reason!!