

LONDONDERRY, NH PLANNING BOARD MINUTES OF THE MEETING OF JANUARY 13, 2021, VIA A ZOOM REMOTE MEETING

I. CALL TO ORDER

Members Present via a ZOOM remote meeting: Art Rugg, Chair; Chris Davies, Vice Chair; Al Sypek; Secretary; Jake Butler, member; Ann Chiampa, member; Giovanni Verani, Ex-Officio – Town Manager; Jeff Penta, member; Bruce Hallowell, Administrative Official Ex-officio, Lynn Wiles, alternate member; and Jason Knights, alternate member; John Farrell, Town Council alternate Ex-officio (arriving at the start of the Cross Farm review/public hearing) due to the absence of Deb Paul, Town Council Ex-officio

Also Present: Town Planner Colleen Mailloux, John Trottier, P.E., Assistant Director of Public Works & Engineering; Associate Planner Laura Gandia; and Beth Morrison, Recording Secretary

Chairman Rugg called the meeting to order at 7:00, and noted as Chair of the Londonderry Planning Board, due to the COVID-19/Coronavirus crisis and in accordance with Governor Sununu's Emergency Order #12 pursuant to Executive Order 2020-04, this Board is authorized to meet electronically. He started the meeting by taking roll call attendance. He said that when a member states their presence, please also state whether there is anyone in the room with you during this meeting, which is required under Right to Know Law.

II. ADMINISTRATIVE BOARD WORK

A. APPROVAL OF MINUTES:

Member C. Davies made a motion to approve the minutes of December 2, 2020, as presented.

J. Butler seconded the motion.

The motion was granted, 6-0-2, with C. Davies and B. Hallowell abstaining. The Chair voted in the affirmative.

Member C. Davies made a motion to approve the minutes of December 9, 2020, as presented.

J. Butler seconded the motion.

The motion was granted, 6-0-2 with J. Butler and B. Hallowell abstaining. The Chair voted in the affirmative.

B. REGIONAL IMPACT DETERMINATIONS: Town Planner Mailloux informed the Board that she had one project for their consideration this evening:

1. Application for design review of a consolidation and subdivision plan to consolidate and subdivide two lots into three, Five Greeley Road, Map 3 Lot 163, Zoned AR-1, Zachary Whitten (Owner) and Nine Greeley Road, Map 3, Lot 163-1, Zoned AR-1, Scott & Louise Whitten (Owners) and Adam Cole (Applicant)

Member C. Davies made a motion to find that this project is not of developmental impact.

J. Butler seconded the motion.

The motion was granted, 8-0-0, by a roll call vote. The Chair voted in the affirmative.

C. Discussion with Town Staff:

Town Planner Mailloux informed the Board that she had two extension request for them this evening. She stated that the first request is from 2V Londonderry, LLC Site Plan (Map 15 Lots 61 & 61-7), which was conditionally approved on September 9, 2020. She noted that they have requested a 90-day extension, which would give them until April 7, 2021, to meet the conditions of approval. She said Staff is in favor of granting the extension.

Member C. Davies made a motion to grant the extension request to meet the conditions of approval on a conditionally approved site plan application for a gas station and convenience store with drive through, and a bank with a drive through, 174 Rockingham Road (Map 15 Lot 61, Zoned C-II & RTE 28 POD) and 178 Rockingham Road (Map 15 Lot 61-7, Zoned C-II & RTE 28 POD), 2V Londonderry, LLC (Owner and Applicant) until April 7, 2021.

J. Butler seconded the motion.

The motion was granted, 8-0-0-, by a roll call vote. The Chair voted in the affirmative.

Town Planner Mailloux informed the Board that the second request is from AmeriGas Site Plan (Map 16 Lot 60-9), which was conditionally approved in June of 2020. She noted that the Board granted an extension request in September of 2020 as well. She said that they are close to finalizing the conditions of approval and have requested a 90-day extension as well. She noted that would bring them until March 30, 2021. She Staff is in favor of granting the extension request.

Member C. Davies made a motion to grant the extension request to meet the conditions of approval on a conditionally approved site

plan application for the construction of an accessory outbuilding and associated site improvements, 11 Liberty Drive, Map 16 Lot 60-9, Zoned IND-II, AmeriGas Propane, LP (Owner & Applicant) until March 30, 2021.

J. Butler seconded the motion.

The motion was granted, 8-0-0, by a roll call vote. The Chair voted in the affirmative.

Town Planner Mailloux informed the Board that when the site plan was originally approved for Map 28 Lot 21-1, 11 Industrial Drive, 11 Industrial Drive, LLC (Owner) and UNI-CAST, Inc. (Applicant) the renderings were for a standard tan building with a gray stripe on the top of it. She pointed out that during the building process they made a change of the gray stripe to a darker blue stripe and reached out to her regarding this. She mentioned that since this is a change from the plan that the Board had approved, she wanted to make the Board aware and see if there were any concerns. Chairman Rugg asked the Board for their input. The Board had no objections.

Chairman Rugg informed the Board that the Town Council had appropriated \$35,000 for the new Master Plan this year and appropriating \$35,000 for next year as well. Town Planner Mailloux mentioned that Staff had originally recommended putting forth a warrant article asking for \$75,000 this year and another \$75,000 the next year, totaling \$150,000 for a full Master Plan update. She said that the last update was completed in 2012 and finalized and adopted in 2013. She commented that after discussion with the Town Council, it was decided to do less of a complete Master Plan and more of an update. She said that she is comfortable with the warrant article and hopes the voters will understand the need and importance of a Master Plan. Chairman Rugg asked for an update on the WRMP. Town Planner Mailloux replied that she would update the Board in February. Chairman Rugg said that Tom Dolan, Town Councilor and state representative, would be coming in to update the Board on land use legislation. He mentioned that in the spring, Michael Ramsdell, Town Attorney will come in and update the Board.

III. Old Business

A. Application for formal review of a site plan for Phases 4,5 & 6 of the Cross Farm Development, an elderly housing development. Phases 4, 5 & 6 include 79 dwelling units and associated site improvements, 200 Nashua Road, Map 6, Lot 59-1, Zoned AR-1, Cross Farm Development, LLC (Owner & Applicant) – continued from the December 2, 2020 meeting

Chairman Rugg read the case into the record noting it was continued from December 2, 2020. J. Trottier told the Board that the application was accepted as complete on December 2, 2020.

Joseph Maynard and Jack Szemplinski, P.E. from Benchmark Engineering, Rick Welch and John Kalantzakos from the Mesiti Group, and Kim Hazarvartian, traffic engineer from TEPP LLC, addressed the Board this evening. Joseph Maynard started off the presentation stating they are here tonight for the last phase of the project. He noted that the last phase is broken down into Phases 4a, 4b, 5 & 6, consisting of 79 additional units. He reviewed why they have Phases 4a and 4b with the Board. He pointed out that the Board wanted some additional information on landscaping at the last meeting. He told the Board that they prepared plans showing evergreen tree plantings, 150 to be exact up against eight residential abutters to create a buffer. He went on to state that another item the Board requested more information at the last meeting was regarding blasting associated with the project. He commented that the applicant has complied with both Town and state regulations. He said that they did speak to Town staff and have come up with additional pre-blasting notification well monitoring pre-blast survey letters, which would be distributed by K S Inspections LLC. He added that they are proposing to send out letters to the abutters who are outside of the pre-blast area, specifically in the Acropolis Road, Apollo Road and Dianna Road neighborhood, asking if they would like to be notified by email when the blasting occurs. He went on to note that once the Alteration of Terrain (AOT) Permit is granted by the state, this plan goes to the Ground Water Bureau at the New Hampshire Department of Environmental Services (NHDES), who provides the applicant with specific locations where well water needs to be sampled. He said that this would be a second letter to abutters that NHDES has identified to do well water testing before the blasting and throughout blasting. He remarked that a third letter will go out to any abutter with a structure within 250 feet of the blasting activity addressing concerns regarding getting a pre-blast survey done.

He mentioned that the Board asked the applicant to look into the septic systems, for which they have submitted a document that will be notarized and signed by every home owner acknowledging their pumping requirements, which is every two years. He added that the homeowners will also receive a fact sheet from DES regarding septic systems. He pointed out that there is a note on the plan for this last phase, which primarily states that septic tanks shall be pumped a minimum of once every two years or if the combination of the thickness of the sludge and scum equals more than a quarter of the liquid depth of the tank.

He stated that the last item the Board asked for more information was regarding traffic. He said that the applicant's traffic engineer worked with the Town's review consultant to complete additional studies that the Board was concerned about. He expressed his opinion, that the Adams Road exit should remain open and not be gated. K. Hazarvartian told the Board that he prepared a memorandum dated December 23, 2020, which focused on the intersection of Mammoth Road/Adams Road and Peabody Row. He noted that there were traffic counts from this intersection from October of 2020, which were taken during the pandemic, so they adjusted the volumes up to account for this. He said that they looked at movements in and out of Falling Leaf Road headed to and from Mammoth Road and prorating the counts from October of 2020, to reflect 186 units, which would be the full buildout. He referenced a table in the memorandum (Exhibit 1), which is

attached hereto, and reviewed this with the Board. He said that the increase in the morning peak hour is six vehicle trips at the intersection, which represents an increase of 0.52% of the 1,152 vehicles projected at the Mammoth Road intersection for an entire entering volume. He stated that the p.m. peak hour adds 13 vehicle trips to the intersection, which would represent 0.95% of the total entering volume out of 1,362 vehicles. He commented that they conducted a capacity analysis of the intersection noting that Adams Road operates at a level of service F for both weekdays a.m. and p.m. peak hours. He added that they received crash data from the police department for the intersection from 2015-2020. He noted that they had 18 crashes during a five-year period, representing an average of 3.6 crashes per year, which would be appropriate for this intersection. He stated that 89% of the crashes were property damage only and 11% were personal injury. He pointed out that for the type of accident, 67% were angled collisions, which one would expect at an unsignalized intersection, 22% were rear end, and 5% of off-road object collisions. He remarked that most crashes were in day light as well. He concluded that the Falling Leaf Road/Adams Road intersection be kept open to general traffic and not be restricted to emergency vehicles only. He commented that this recommendation is consistent with transportation and engineering and planning principles, supports area traffic safety and efficiency, reduces travel distance, facilitates emergency response by not having to deal with a gate and has no significant impact on Adams Road. He reviewed travel distances with the Board, noting that if the intersection is kept open people would have to travel less, which decreased the possibility of crashes.

David DeBaie, traffic engineer from Stantec, addressed the Board. D. DeBaie told the Board that he reviewed the work that has been done and prepared a memorandum for the Board (Exhibit 2), which is attached hereto. He commented that the crashes at Mammoth Road and Adams Road have an average of 3.6 crashes per year, which falls below the threshold as a reason for reducing the volumes for a traffic signal there. He agreed that there will be a level of service of F for this intersection, which does not mean you cannot get through the intersection, but there is added delay that is not expected at this type of intersection. He remarked that a second access for this project has been an ongoing discussion since the beginning of the project, as the speeds and increased traffic on Route 102 make it difficult to take a left hand turn out of the site. He concluded that the Adams Road exit should be kept open.

Chairman Rugg asked for renderings of the landscape proposal. J. Maynard reviewed the plans with the Board. He specifically noted the units that abut Adams Road, such as Units 152-157, Units 83-87, Units 173-179 and Units 109-110.

Chairman Rugg asked for questions from the Board. J. Trottier told the Board that Staff has looked at the proposed landscaping and are requesting they update the plans indicating the size, height and separation. He said that they are requesting the applicant include abutters on Adams Road in their blasting letter. He mentioned that Staff concurs with the traffic from K. Hazarvartian and Stantec. Town Planner Mailloux added that the Board requested Staff to look at data on blasting impacts on wells and what if any information NHDES has available. She noted that they

have done some research and found some small ordinances, which they will look to bring to the Board in the future to see if this is something to consider. She noted this is not related to this project, but was a follow up item the Board had requested. A. Sypek commented stating that the applicant did excellent work on addressing the issues that the Board brought up at the last meeting. He said that he agrees with the traffic engineers that there should be an open access on Adams road. J. Butler said that he appreciates what the applicant has done for landscaping along Adams Road to help buffer those eight homes. He asked if the applicant could add some more plantings behind Units 109, 110 and 111. He asked for what type of trees, the planted height and separation would be as well. J. Trottier replied that this is what he had just mentioned regarding Staff's recommendation on landscaping. He said that they do have additional plantings behind Units 109, 110 & 111. J. Butler recommended planting trees that are at least six to seven feet tall. He read from a letter (Exhibit 3) that he prepared regarding traffic, which is attached hereto. A. Chiampa commented that she believed there was some confusion regarding the septic system clean out language stating that was is written attached to the contract states "either/or" between two years and a third of the amount of sludge for the total volume in the tank. Town Planner Mailloux pointed out that the document the homeowner would sign at closing states every two years and the note regarding the sludge and scum states a minimum of every two years or if the thickness is more than a quarter of the volume. She noted that if prior to two years, the sludge and scum is more than a quarter of the volume, it would be pumped sooner. A. Chiampa expressed her opinion that she believes the Adams Road exit should not be gated and agrees with the homeowners who wrote letters in support of this. She stated that trying to exit the development onto Route 102 is more difficult for seniors as their reaction time is slower. J. Penta thanked the applicant for address the blasting, as this was something he was concerned about. He asked if there were any other areas in town where a gate like the proposed one is. J. Butler replied that there are some other gates in town that he believes are closed and just used for emergency access if needed. He reiterated that he does not want the Adams Road/Falling Leaf Road intersection to be closed off, but noted that there could be a traffic issue in the future at the Mammoth Road/Adams road intersection, and wants to have the tool of the gate if they need it. B. Hallowell thanked the developer for all the work they have done in town. He commented that as an active user of emergency gates in town, he noted that they have their place and gave the example of Devonshire on Route 102. He remarked in his experience that they can spend more time trying to get these types of gates open than they are worth. He said that he believes the Adams Road/Falling Leaf Road intersection should remain open, as it would help to alleviate the traffic issues on Route 102. G. Verani also thanked the applicant for addressing the Boards concerns. He asked if there would be a warranty in place for plantings that might fail. J. Trottier replied that there is no mechanism for monitoring this. Town Planner Mailloux said that there is a regulation that if a planting does not survive a year, the developer would replant them. She said that there is a note on the plan, but is not necessarily something staff follows up to make sure all the plantings have survived. G. Verani stated that if there were to be a 50% die off rate, it just is what it is. Town Planner Mailloux replied technically the plantings are shown on the landscape plan and are required to be there, so if at some point in the future a code

enforcement officer is out at the site issuing a building permit and realizes twenty of the trees are missing, this would be an enforcement issue to have those trees replanted. She noted that this is a challenging issue for many sites in town. G. Verani suggested a three-year time frame from installation of the plantings. John Kalantzakos mentioned that the development has a landscape contractor on site and in year one if something dies, they will replace it, but after that every tree that is planted on the property there is a reserve or replacement of these items that the homeowner's association (HOA) would handle. He said that they would never leave dead trees on the property, so it would go from the developer to the association to control. L. Wiles expressed his opinion, that he would like to see the Adams Road/Falling Leaf Road exit left open.

Chairman Rugg opened up the discussion for public input. He pointed out that they received 38 emails total from residents at Cross Farm, noting that there are longtime residents. He noted that the letters (Exhibit 4), will be attached hereto.

Mike Pettengill, 5 Apollo Extension, addressed the Board. M. Pettengill thanked the developer for listening to the issues brought up at the last meeting and addressing them. He agreed with the blasting notification proposed by the developer. He asked who makes sure that the septic tanks are actually pumped, such as the HOA or the town. He asked who determines which wells will be tested or monitored. He said that one issue he brought forth last time that was not addressed was the potential impact of well performance from blasting. He commented that he did some research and the way the water gets from the ground into his well is through small fissures and cracks in the ground that are relatively fragile on their own, which are more at risk than other types of ground in wells from blasting. He said that NHDES test for quality but does not test for performance, such as gallons per minute of recovery. He noted that this is a concern of his being so close to the blasting, as he has not heard any type of protection, such as surety bond or insurance. He went on to state that the bond or insurance could be provided to homes within a certain range to cover if the well stops working after the blasting, even if the water quality is still good, but one might lose the ability to take a shower if the well cannot recover fast enough. He remarked that he appreciates the landscaping plan for the screening with the evergreen trees, but also has the same questions that staff and Board members have asked tonight regarding the height and spacing. He specifically asked if the proposed landscape plan complies with the Performance Overlay District (POD) requirements that the side and rear buffers should be constructed to provide a dense four-season visual screen. He mentioned that behind Units 154-155 and 109-112 it looked a little sparse and would like to see more plantings. He added that other developments in Londonderry have a one-way entry, such as to allow residents to enter from Adams Road to enter into the development, but not exit. Chairman Rugg encouraged Town Planner Mailloux and J. Trottier to work with the developer to look at the landscape plan and see what can or cannot be added. Town Planner Mailloux restated that there is language in staff's comments requesting clarification on the species, size, and spacing. She added that if the Board would like to require additional plantings in those locations, they can add this language. She informed the Board that the site plan regulations call for a minimum tree height of six to seven feet tall. J. Trottier said that other

55+ communities in town, the HOA puts together a Board that puts forth the schedule for pumping septic tanks and would enforce this. He added that the homeowner is responsible for the tank, but the HOA is responsible for the leach fields, noting it behooves the entire community to make sure the tanks are pumped accordingly. He stated that the testing for well quality and monitoring is determined by NHDES, but the developer performs the testing. J. Maynard restated that once the AOT Permit is approved, it goes to the groundwater division, who identifies which wells they want the developer to test. J. Trottier stated that they are testing well quality not quantity.

C. Davies left the meeting at this time (8:27 p.m.). Chairman Rugg appointed L. Wiles to vote for C. Davies. L. Gandia informed the Board that John Farrell, Chair of Town Council was also in attendance at the meeting at this time. J. Farrell told the Board that he is the alternate Town Council Liaison, as Deb Paul could not attend this evening.

Eric Furey, 22 Acropolis Road, addressed the Board. E. Furey said that he is concerned about having a surety bond for the wells. He told the Board that he had a well that went dry in the last major drought in 1995. He said that he believes the measurement of 250 feet to be increased to cover the surrounding neighborhoods abutting the developer.

John Farrell remarked that many years ago when the Elliot complex was constructed in town, there were residential buildings behind it, and he believes there was a conditional of approval that stated if there turned out to be problems with the residential wells, the developer had to address these issues. He noted that the developer brought public water down to this area as well. He asked if it would be possible to do the same thing here. Chairman Rugg replied that he would have to go back and look at the plans. Town Planner Mailloux stated that she was trying to find the plan J. Farrell was referencing on her computer, but could not find it at this time. She said that if the Board would like to add this condition on a note to the plan consistent with something that was done last time on a different site, if it did not exist or the language was different, this could be problematic. Chairman Rugg suggested staff might work with the Town Attorney over the next week and send an email to the Board for review, which might mean possibly continuing the application until next month. Town Planner Mailloux commented that she was able to view the notice of decision from the Elliot approval from 2005, there is nothing in it that addresses off-site wells. She said that if the Board is inclined to give staff some latitude, a condition of approval could be: Appropriate language to the satisfaction of staff to add a note to the plan in regard to protection of abutting property owner's water wells. J. Trottier said that he would have to look into this.

Kelly Sorenson, K S Inspections LLC, 88 Nashua Road, Londonderry, addressed the Board. K. Sorenson informed the Board that she has been doing pre-blast inspections for over twenty years now. She said that she understands the homeowners concerns regarding flow rate, but in her twenty years of experience, she has never had blasting affect flow rate. She voiced her opinion, that the flow testing would be excessive at this point for this project. J. Butler asked if the

blasting company has insurance if there was an issue with abutters wells. K. Sorenson replied that the blasting company has a two-million-dollar policy and would cover anything related to blasting. J. Farrell commented that he was on the Planning Board for eleven years, and in his experience, if there is not something in the plan and the homeowner has to go back and deal with the insurance company, then the Board has not done its due diligence on the town side. He said that the inspector may feel that this is over reach, he noted that it is the Board's fiduciary job to protect the residents of the town. He urged the Board to give staff the latitude to research what may have been done in the past. Chairman Rugg stated that he would like this to occur. J. Butler asked J. Farrell if he felt the Board should continue the plan until the next meeting or allow staff the latitude on the language. J. Farrell replied that he yielded to Chairman Rugg, but stated he felt staff is fully capable of handling the situation. Chairman Rugg agreed that staff is more than capable. B. Hallowell commented that he feels the intent of the Board should be that all the abutters should have adequate water supply quality and quantity at the end of the project, however staff feels necessary to put language into the applicant's approval. Town Planner Mailloux mentioned that staff will work with the developer to make sure that the abutters quantity or quality of water are not impacted by the development. She informed the Board that there were more members of the public wishing to speak.

Susan Malouin, 5 Apollo Extension, addressed the Board. S. Malouin asked if the actual land space around each unit, was controlled by the HOA or if there is a small envelope that is reserved to the owner of the unit. J. Maynard replied that these units are primarily all about 30 feet apart, and noted the units have 15 feet out from the structure as limited common area to the unit themselves. He said that from the face of the unit to the street is also limited common area for the units. He stated that there really is no land that is completely common between the units. S. Malouin asked how far this extends to the back of the units. J. Maynard replied 15 feet unless there is a septic system there, noting that there are a couple systems behind some units. S. Malouin asked if anything beyond 15 feet would be under the control of the HOA. J. Maynard answered that was correct. S. Malouin commented that some septic systems are a bit postmodern in their design and are sometimes quite a bit away from the Units in the 170s as on page five of the revised response that was submitted. She asked if they had any understanding of the homes that NHDES would select for testing, specifically if the testing is random or if it is a certain number of feet from the blasting. J. Maynard replied that he cannot say if it is a specific number of feet. He said that the groundwater division at the state has a good log of everyone's wells within areas and they look for zones of influence, which is certain way water moves within the earth. He said that they pick certain areas based upon all the studies that they have in the area. He mentioned that they had no testing in Phase 1, but in Phase 2 & 3, there were five or six homes that were tested due to blasting. S. Malouin said that is not a lot of homes, so it might be distance based. She asked if he knew if how many of those homes are receiving delivered water due to contamination. K. Sorenson replied that the wells were tested for over a year and there was no effect on the wells, therefore, no one is receiving water delivered to their homes. She noted that they tested ten homes. She mentioned that NHDES likes to test two homes to the north, two to the south,

two to the east and two to the west, which is eight, but they did ten. S. Malouin asked if there was contamination, if it made the water undrinkable forever or is a temporary issue. K. Sorenson replied that NHDES wants them to test for nitrates and coliform bacteria, but noted that her company performs the full Environmental Protection Agency (EPA) test for drinking water. She said that if there was an issue related to blasting the nitrate number would be affected and this will clear itself up when the blasting is done, which is worst case scenario. S. Malouin asked if there was a reserved right of enforcement to the town if for some reason the HOA was not able to enforce the pumping schedule. Town Planner Mailloux replied that she has never seen an HOA document that gives the town the right of enforcement for septic systems. S. Malouin asked if the rider the homeowner signed at closing was an official HOA document. J. Maynard replied that since the Cross Farm Association has already been established and the homeowners living there currently have signed documents that are tied into their mortgages perhaps, they would need to releases and to resign and change them all. He commented that this was not asked of them in the prior phases, but anyone who purchases from now forward will be signing the rider. J. Kalantzakos added that since the HOA owns and maintains the leach fields, they are going to want to make sure they are pumped, so they do not want to have to replace them. S. Malouin stated that she understood this rider was not in the first three phases, but wanted clarification on if the rider was contained within the HOA, and if not how would the HOA handle enforcement. J. Kalantzakos replied that there are maintenance items all over the property that really are not contained in documents, but the HOA has to maintain everything at the property. He remarked that once there are recorded condominium documents, in order to change what people have already agreed to and signed, they would have to go back and get consent from every unit owner. He added that if one person did not want to sign, the documents cannot be changed. He noted that you also need 50% of all mortgage owners to consent as well. He expressed his opinion, that he did not think the septic system pumping schedule would be a problem because the HOA will not want the leach fields to be affected. S. Malouin again stated that if she was hearing it correctly, the HOA will have no enforcement over the enforcement to pump their septic tanks. J. Kalantzakos responded that the HOA does have the authority in the condominium documents to step in if any unit owner is not keeping up their property. S. Malouin voiced his concern that if there is ever a situation where the HOA, through no fault of its own, is unable to do this, what are the ability of the town or other whose water may be polluted, to try and oversee this. She said that she knew this was not a big risk, but has seen this happen and is a concern. J. Maynard commented if a septic system was in failure, the HOA would police that, but the town of Londonderry would have some enforcement as the health officer might write the owner a letter as they would with a residential home. J. Kalantzakos mentioned that when looking at the development in total, there are only about ten to fifteen units that are near any abutting neighbors lot line; therefore, it is not as if there are 186 leach fields right on property lines. S. Malouin pointed out that there are three to four leach fields that are roughly 40 feet to 50 feet to her property line and that is why she is so particularly concerned. J. Kalantzakos said that they comply with all the town and state regulations and everything they have presented tonight has gone above and beyond those regulations to try and help everyone. S. Malouin wanted to go on the record that

there are some leach fields that are close to property lines. She asked if the intention was to plant new trees in the existing tree line, referencing page 3 of the submitted response. J. Maynard replied that those trees are going to be planted within the tree line, noting they are not cutting any trees out. S. Malouin asked for more than one type of tree to be planted and to extend the screening behind units 111 and 112. She commented that NHDES does not monitor quantity, only quality, respectfully asked for a surety bond or insurance note to be placed into the Conditional Use Permit (CUP) that there is fund for bond if neighboring wells run dry due to blasting. She stated that she thought staff would be fully capable of drafting language regarding abutting wells being affected by blasting, but did not know how abutters could find out what the language was or if could be involved in the discussion before it was finalized. J. Kalantzakos reiterated that K. Sorenson stated the blasting company is liable if water flow is affected, which is part of their contract, noting they have a two-million-dollar insurance bond. He asked why this was not enough surety. S. Malouin commented although the blasting company has insurance, she does not feel it is the neighbor's responsibility to try to commence a civil action against a company potentially to claim against their insurance if there is damage to their wells. She went on the note that she has no relationship with the blasting company and the town has no relationship to the blasting company, but the town has a relationship with the developer and could ask for things. She stated that she is glad the blasting company has insurance, but stated she did not believe this pose as a solution if there was a problem.

B. Hallowell asked if the HOA precluded the town from enforcing health codes and/or property issues or in fact aid the town. Town Planner Mailloux replied that under health ordinances the town has the authority if there were a failure, to make sure the failed system was corrected. She said that there is no impact on the town enforcement versus a homeowner or HOA. J. Trottier added that he believes the HOA would assist the town, noting the HOA would not trump the town. B. Hallowell commented that the rider is actually improving the HOA and town regarding the regulation of septic systems. Town Planner Mailloux mentioned that the rider there to call attention to the fact that already in the septic design and plans there is notation regarding the two-year pumping schedule. Rick Welch commented that he has been working with staff diligently to make sure the abutting neighborhood feels as though they are being taken care of. He pointed out that water flow tests are usually never required of a developer, but stated that for people in the pre-blast survey range, such as S. Malouin, they would perform one for them. He stated that he would be more than happy to do this, as he feels they should receive conditional approval this evening. Chairman Rugg commented that he believed this would help to give the abutting neighbors assurance. J. Butler agreed that this would be very fair and is above and beyond. Town Planner Mailloux asked for clarification purposes, that a condition would be: The water sampling and well flow test be done for structures within 250-feet of the blasting or is there another radius. R. Welch responded that it would be performed on those required in the pre-blast survey. J. Trottier asked if it would be a pre and post blast water flow test. R. Welch replied that was correct. Chairman Rugg asked if Town Planner Mailloux was still going to look for language from the Elliot site plan. Town Planner Mailloux replied that she did not believe that was needed anymore with this new language proposed.

S. Malouin, 5 Apollo Road Extension, remarked that both her and her neighbors are in the 250-foot blast zone. She told R. Welch that she appreciated his offer, but it would not help her, as she believed she might be 350-feet from the blast zone.

S. Malouin, 5 Apollo Road Extension, read remarks from Carl Wimmer, 4 Apollo Road Extension to the Board. She read: "My major question remains which way the underground water flows from construction and why the two ponds to the west side of my 4 Apollo home have been essentially dry for the last two years following all the blasting to the east of _____. I have lived here since 1982 and neither of those ponds are ever dry until construction got under way. With all the septic tanks running to the west, I believe, our whole neighborhood would be affected. Is the town planning on running water to our neighborhood at no cost to us? I think that should be the answer if our water becomes unsafe."

R. Welch mentioned that even though S. Malouin was technically out of the 250-foot blast zone requirement, he believes her parcel is very close and the flow test will be offered to her as well. S. Malouin expressed her thanks to the developer, but stated she is very concerned about her neighbors, of which there about 40. R. Welch stated her neighbors unfortunately might be more than 1000 feet away and therefore should be protected from the blasting.

Town Planner Mailloux reiterated that all the emails from Cross Farm will be incorporated into the record of the meeting. B. Hallowell asked the address of S. Malouin. Chairman Rugg stated it is 5 Apollo Road, (5 Apollo Road Extension). B. Hallowell expressed his opinion, that he believes the developers offer to test the wells for flow to residents in the 250- foot radius is very generous and speaks volumes about their commitment to the community.

Chairman Rugg brought the discussion back to the Board as there was no further public input.

Chairman Rugg noted that the 15 waivers were discussed at the last meeting. J. Farrell mentioned that while he thinks R. Welch's offer is nice to make to someone outside of the blasting zone, what does the Board/Town do when the whole neighborhood wants their flow test done and they are outside of the blasting zone. He stated that he believes they are picking and choosing because someone was at the meeting and made comments. He remarked that they cannot selectively pick homes in the neighborhood and thought that this was putting the Board in a bad situation. Chairman Rugg commented that the Board cannot require it, but if the developer wants to offer this to a resident, it is between them. J. Farrell said that the developer should make the offer to the whole neighborhood and not just pick and choose specific homes. Chairman Rugg replied that this is the developer's decision. R. Welch explained that the reason he made the offer to her is because he felt she was very close to the 250-foot requirement, maybe being 350-feet away. J. Farrell asked if he was prepared to do this test for all neighbors who are 350-feet away. R. Welch responded that would be a perfect solution. J. Farrell asked that any neighbor as far away as S. Malouin would be offered the water flow test. R.

Welch replied that correct. J. Farrell said that was acceptable to him. Town Planner Mailloux asked for clarification, stating the measurement being used for the radius is going to be whatever the measurement from 5 Apollo Road Extension structure is from the nearest blast point. R. Welch answered that is acceptable to him. The Board's consensus was this was an acceptable measurement. J. Farrell asked if A. Kizak could map out the number for this. Town Planner Mailloux stated that this would have to be from the developer as they will be notified of the blast zone.

A. Sypek made a motion to approve the applicant's request for the above waivers as outlined in the Staff recommendation memorandum dated January 13, 2021.

J. Butler seconded the motion.

The motion was granted, 9-0-0, by a roll call vote. The Chair voted in the affirmative.

A. Sypek made a motion to grant the exemption from the Phasing Requirements of Section 5.1.3 as permitted under Section 5.1.4 of the Zoning Ordinance as outlined in the Staff Recommendation memorandum dated January 13, 2021.

J. Butler seconded the motion.

The motion was granted, 9-0-0, by a roll call vote. The Chair voted in the affirmative.

A. Sypek made a motion to grant the waivers from the Zoning Ordinance as outlined in the Staff Recommendation memorandum dated January 13, 2021.

B. Hallowell seconded the motion.

The motion was granted, 9-0-0, by a roll call vote. The Chair voted in the affirmative.

A. Sypek made a motion to approve the applicant's request for a Conditional Use Permit as outlined in the Staff Recommendation Memorandum dated January 13, 2021 with the conditions recommended by the Conservation Commission to be noted on the plans.

J. Butler seconded the motion.

The motion was granted, 9-0-0, by a roll call vote. The Chair voted in the affirmative.

Chairman Rugg noted that J. Butler stated that he wants a gate to be left open at Adams Road, and would need to be included as a motion to be included as a condition.

J. Butler made a motion for a gate at the Adams Road/Falling Leaf intersection of Cross Farm development that would be left open unless the intersection of Mammoth Road/Adams Road warrant a signal due to car accidents in the future.

Town Planner Mailloux gave her concern regarding when and how does the town determine if the traffic is being generated by Cross Farm and is not cut-through traffic. She asked for clarification on this issue. J. Butler stated that he believes this would be simple, as Cross Farm is the the only development in this area of real significance. He said that if on full buildout, they start to see six or seven accidents at this intersection, that would warrant trying to reduce this traffic until a light can be added at this intersection. D. DeBaie pointed out that it is never a matter of the accidents themselves that warrant a traffic-signal, but combination of such things as five preventable accidents over a three year period and the volumes associated with that. J. Butler stated that there have been a lot of traffic issue brought up lately and thought finding a proactive way to handle this could be very helpful in the future.

J. Farrell seconded the motion for discussion.

J. Farrell mentioned that the number one issue he hears sitting on the Town Council and the number issue he heard sitting on the Planning Board is traffic in town. He said that there are over 400 cars being added with this development. He noted that it up for debate how many of those 400 cars go down Adams Road, but thought the Board should err on the side of caution. K. Hazarvartian reiterated that adding the remaining units for this development increases traffic at the Mammoth Road/Adams Road intersection by a half percent in the a.m. peak and one percent in the p.m. peak, which are not going to affect the intersection. J. Butler asked for clarification on the traffic count, where this time he said it would add 12 vehicle trips in the afternoon, but at the last meeting he stated that 32 vehicle trips out in the afternoon. K. Hazarvartian reviewed the numbers stating that they were just isolating the movements at that intersection. J. Butler asked if out of the 32 vehicle trips only 13 will go to the Adams Road/Mammoth Road intersection. K. Hazarvartian replied that he would have to refresh himself on his numbers from last time. L. Wiles asked at full buildout, how many more units will there be. K. Hazarvartian replied that there were 60 units occupied now and there will be 186 units at full buildout. L. Wiles asked if there will be another 120 units added after these phases. Town Planner Mailloux replied that this is the last phase of the project. K. Hazarvartian mentioned that they look at peak hour as that usually captures the best data. L. Wiles asked what the cost of to install a gate would be. J. Trottier responded that he did not know. L. Wiles commented that the implementation of the gate and monitoring the traffic is not problematic to him at this point. J. Maynard remarked that he thought he it might be \$10,000 for the installation of a gate. J. Trottier cautioned that an Opticom gate that would be

installed today, might be antiquated when it needs to be activated in four or five years. L. Wiles expressed his opinion, that \$10,000 for a gate is not a big expense for a project like this. J. Butler asked if the mechanical component would be what would be antiquated. J. Trottier replied that was correct. J. Butler stated that he believed having to update the software or electronics of the gate in four or five years would be better than not putting the gate up now. B. Hallowell mentioned that the gate would not be the towns. J. Trottier replied that was correct. B. Hallowell commented that the gate would be the property of the HOA. J. Farrell gave an example of when the Starbucks was being constructed in town and the fact that the traffic engineer told them a left turn would be fine, but the Board decided against it. R. Welch suggested a bond for a gate if needed as opposed to putting one up. J. Trottier answered that the bond is a good idea, as he is struggling with placing a gate that might become obsolete or need repairing by the time they would need to use it. He added that he is also struggling with who makes the call that the increase in traffic or accidents is related to Cross Farm or anything else. A. Chiampa commented that she agreed with J. Trottier, noting that increased traffic could be due to another development down the road, or increase in scenic road traffic, or the commercial businesses at either end of the road have more traffic coming to them on a seasonal basis. J. Trottier explained that there are seven criteria they look at to signalize an intersection. J. Butler remarked that a bond would be very fair so that way the money is there if needed. Town Planner Mailloux asked what the time frame of the bond would be, what the traffic thresholds would be and how to identify how Cross Farm is responsible or not, noting that a month from now an application could come in for a new development that could be a traffic contributor. J. Butler referenced that D. DeBaie stated they look at three years of traffic data. D. DeBaie replied that the data they look at when doing a warrant for a traffic signal is part crashes and part traffic volume as it relates to crashes. He said that it would be at least five angle type crashes preventable by a traffic signal over three years, along with a reduced volume level. J. Butler suggested using three years as a guideline to go back and look at the traffic data and five years on the bond itself. J. Farrell stated that anything over five years is unmanageable. Chairman Rugg agreed. G. Verani interjected that he agrees with A. Chiampa that there are so many other factors affecting the intersection besides Cross Farm. He added that if the commercial businesses increase their volume by 50% or even 100%, that cannot fall onto Cross Farm development. R. Welch suggested giving the town \$10,000 to use towards a gate. Town Planner Mailloux and Chairman Rugg responded that this is not allowed. R. Welch commented that he is here to support the residents of town in whatever way he can. B. Hallowell commented that his initial instinct was that a gate was not warranted, but to appease other members of the Board that have concerns about traffic, he believes the five-year bond and the traffic data should be accidents. A. Chiampa mentioned that if a gate closes off the Adams Road exit, seniors now have to use the exit onto Route 102, which is the same problem they discussed many times that there is not light on Route 102. She asked if there really is a big increase in traffic at the Adams Road/Mammoth Road intersection, would the state put a light in there. J. Trottier replied if they meet the traffic signal warrants. A. Chiampa suggested putting a light up at the Adams Road/Mammoth Road intersection versus a gate at the Adams Road exit. J. Butler stated that he believes a light at Mammoth Road/Adams Road intersection is not

going to happen in the near future. A. Chiampa asked if the state would look closer at the Mammoth Road/Adams Road intersection if there were potentially that many more accidents there. J. Farrell commented that the town asked the state to lower the speed limit on Route 102 and they refused. He noted that it would cost about \$400,000 to \$500,000 to put a traffic signal at the intersection. He stated that he does not know if a gate is going to make a difference or not, but if it would prevent accidents, he is for it. A. Sypek mentioned that you do not need an Opticom gate, but a simple mechanical swing gate. J. Trottier replied that the Opticom gate is primarily for the Fire Department when needed for emergency access. J. Butler commented that the gate would be open unless the Mammoth Road/Adams Road intersection warrants a traffic signal, and that could be one year or ten years, but it gives the town the ability to reduce the traffic on the road until a light is warranted. A. Chiampa reiterated that she is concerned about the seniors exiting the development onto Route 102. She stated that she does not want to see anyone hurt at any intersection, but noted that the speed on Route 102 is an issue, which would make it harder for seniors to exit. B. Hallowell asked if a condition be placed that in the event of five or more crashes, then the Adams Road exit would only be a left turn only, so no gate would be needed. J. Butler said that would solve leaving, but not coming back to the development. D. DeBaie affirmed that traffic going through the Mammoth Road/Adams Road intersection with the intent of going to the development, would be traffic coming south on Mammoth Road and taking a right turn onto Adams Road, which is not likely to influence the crash potential. He went on noting that while left turns out would increase delay and possibly increase crashes, the movements into the site are not likely to influence the crashes at Mammoth Road/Adams Road intersection. B. Hallowell suggested a condition of a five-year bond for a gate with a traffic study in three years, assuming that there are no other developments in that area, as it is unfair to assume that it is solely Cross Farm's responsibility. Town Planner Mailloux explained that she is struggling with how staff analyzes the traffic to make sure the traffic is just coming from Cross Farm. She added that the challenge from a staff perspective would be what are they evaluating, what are they asking the study to determine and how to be sure that Cross Farm is solely responsible. J. Butler said that the study would include Falling Leaf/Adams Road intersection to make sure the bulk of the traffic is coming out of Cross Farm. A. Chiampa asked if the bond is for a gate or for a light. J. Butler replied that it would be a gate at Adams Road/Falling Leaf exit. A. Chiampa commented that the objective was to make everyone safer, and a light at Mammoth Road/Adams Road would allow the seniors to more easily access the town than having to go onto Route 102. She said that the town might want to be proactive for a bond for a signal at Mammoth Road/Adams Road intersection. J. Trottier stated that the five-year bond would be for the purchase and installation of an Opticom gate at the intersection of Adams Road/Falling Leaf intersection. G. Verani interjected that he is still wondering how the traffic is going to be measured. J. Trottier agreed with G. Verani. B. Hallowell asked if the cost for a light at Mammoth Road/Adams Road is \$400,000. J. Trottier answered that he believed it would cost even more, noting it might be close to a million dollars. J. Farrell noted that if there happen to be more than five crashes over a three-year period, then they could put the issue up to the voters to lower the speed limit on Route 102 to help the seniors. B. Hallowell asked what a traffic study would cost. D. DeBaie

replied that it might cost \$2,000. B. Hallowell suggested that J. Butler makes an amendment to his motion, to include the cost of a traffic study to be performed three years after buildout with the developer putting up a \$10,000 bond for a gate, and if the numbers of the traffic study show a net neutral then the bond is released. Town Planner Mailloux clarified that after the last certificate of occupancy is issued, that is when the three years start for the analysis and if a study shows that a signal is warranted at Mammoth Road/Adams Road intersection that can be related attributed to Cross Farm, then the gate is installed. B. Hallowell commented it if the next traffic study shows there is a 5% change in the current traffic study and the traffic at three years from the date the last certificate of occupancy is issued, then the bond gets issued for the installation of an Opticom gate, which would be closed. Town Planner Mailloux expressed her opinion, that to be perfectly honest, she does not understand how it would be implemented, but wanted the Board to vote on the motion and staff would figure out the logistics. J. Trottier said that he is hearing the Board is looking just at traffic volume, with a 5% increase coming from Adams Road to Mammoth Road. D. DeBaie commented that the less than 1% noted in the traffic study is coming from the development entering the intersection relative to all of the traffic entering at the that intersection. He went on to note that the proposed 5% increase would be volume coming on Adams Road, ideally identifiably from Cross Road, would be 5% of the total volume at the intersection. A. Chiampa asked if a traffic study could be done counting the traffic leaving Falling Leaf Road exiting onto Adams Road, which would identify the traffic from Cross Farm. J. Butler asked if the Traffic Safety Committee be used to oversee this. Town Planner Mailloux replied that would not be appropriate. She said that the developer would perform the traffic study with counts at the Falling Leaf Road/Adams Road intersection looking at how this impacts Mammoth Road/Adams Road, which would need to be reviewed by a professional third-party engineer. J. Butler asked if this would require two studies after the appropriate time period, suggesting that if Mammoth Road/Adams Road intersection does not meet the five or six accidents, then it would be over, but if it does then do a traffic study at Adams Road/Falling Leaf Road intersection. Trottier commented that there is confusion over crashes or 5% increase in traffic volume. B. Hallowell voiced his opinion, that accidents would not be a fair measurement to attribute just to Cross Farm development, but rather traffic volume, which can be measured. J. Trottier said that this can be done by counting the traffic coming out of Falling Leaf Road taking a right onto Adams Road and counting the traffic at Mammoth Road/Adams Road intersection. D. DeBaie agreed with J. Trottier. A. Chiampa asked about traffic coming from Harvey Road coming down High Range and then turning onto Adams Road. J. Trottier said that traffic would be diluted at that point. B. Hallowell stated that anecdotally the most accidents he has gone to are on Route 102 by Ford of Londonderry and Market Basket. J. Trottier also stated that one has to look at the cause of the accident, such as driver inattentiveness, following to close, etc.

J. Butler made a motion for a bond in the amount to be determined sufficient to install an Opticom gate to town specifications and to include town third party review of the engineering analysis plus traffic studies to be performed at Adams Road/Falling Leaf Road and Mammoth Road/Adams Road intersections, looking at traffic

volumes not to exceed 5% from the previous traffic study. J. Farrell seconded the motion. The motion passed, 6-3-0, with A. Sypek, G. Verani and A. Chiampa voting in opposition. The Chair voted in the affirmative.

A. Sypek made a motion to grant conditional approval of the Cross Farm Phases 4, 5 & 6 Site Plan, Map 6 Lot 59-1, Cross Farm Development, LLC (Owner & Applicant) in accordance with plans prepared by Benchmark Engineering, Inc., dated January 23, 2020, last revised October 6, 2020 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 January 13, 2021.

B. Hallowell seconded the motion.

The motion was granted, 9-0-0, by a roll call vote. The Chair voted in the affirmative.

"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 November 4, 2020 and the Traffic Review Memorandum dated January 7, 2021.
2. If the waiver is granted, allowing COs to be issued prior to completion of the wearing course of pavement, appropriate financial guarantee be provided to meet the approval of the Department of Public Works to ensure the installation of the wearing course of pavement.
3. If the Conditional Use Permit is approved, appropriate notes restricting the use of phosphorous and requiring salt truck operators to be certified shall be added to the plan in accordance with the recommendation of the Conservation Commission.
4. The overall condominium site plan for Phases 4, 5 & 6, showing the common area, limited common area and units, as described in the condominium documents shall be submitted to the Town for review and included in the final plan set for signature.

5. Checks for recording fees and LCHIP shall be submitted to the Town, payable to Rockingham County Registry of Deeds.
6. All required permits and approvals shall be obtained and noted on the plan, including NHDES Wetland Permits, NHDES Alteration of Terrain Permit, NHDES Subdivision Approval, NHDOT Driveway Permit and any others that may be required.
7. The Applicant shall note all waivers and exemptions granted on the plan.
8. The Applicant shall note the Conditional Use Permit on the plan.
9. 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.
10. Third-party review fees shall be paid within 30 days of conditional site plan approval.
11. Financial guarantees be provided to the satisfaction of the Department of Public Works and Engineering.
12. Final engineering review.
13. The landscape plan should be updated to include the species, size, height and separation of the supplemental screening.
14. The blasting notification procedures should also include notification (Letter 1) to abutters on Adams Road in addition to the property owners identified.
15. Prior to plan signature the Applicant shall provide a financial guarantee sufficient to cover the cost of:
 1. Preparation of an independent Traffic Impact Analysis (TIA) which will provide traffic volumes at the Adams/Mammoth/Peabody Row intersection.
 2. Third-party engineering review of the prepared TIA.
 3. Design, construction and installation of an Opticom activated gate.

Purpose of the TIA is to identify traffic volumes generated from the Cross Farm development to the Adams/Mammoth/Peabody Row intersection three years after the issuance of the final certificate of occupancy within the Cross Farm Development. Should the study identify that trips generated by the Cross Farm Development (inbound and outbound) make up 5% or more of the overall entering volume at the intersection, then the developer shall install an Opticom activated gate restricting the Falling Leaf/Adams Road access to emergency vehicles only. If the analysis does not indicate that traffic generated by the Cross Farm development contributes more than 5% of the entering volume at the intersection, then the bond

shall be released 5 years after the date of issuance of the final certificate of occupancy at Cross Farm.

PLEASE NOTE - Once these precedent conditions are met and the plans are certified, the approval is considered final. If these conditions are not met within **120 days** to the day of the meeting at which the Planning Board grants conditional 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. **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.
2. Plans must be signed and condominium site plans recorded prior to requesting a pre-construction meeting with the Town.
3. 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.
4. Blasting protocols to be followed in accordance with the letter submitted by the Applicant dated December 23, 2020, with the modifications to Letter 3 proposed by the Applicant during the Planning Board meeting of January 13, 2021 to increase the notification radius to a distance (to be determined) equal to the distance of the structure on the property located at 5 Apollo Road Extension from the nearest point of blasting, and further to also offer pre and post-blasting well flow testing to those property owners that fall within the radius.
5. 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.
6. 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.
7. 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.

8. All site improvements and off-site improvements must be completed in accordance with the approved 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.***

9. As built site plans must to be submitted to the Public Works Department prior to the release of the applicant's financial guaranty.

IV. New Plans/Public Hearings – N/A

V. Other

J. Butler thanked the developers of Cross Farm this evening, noting they have done a lot in this last phase, specifically working with abutters by placing trees for screening and the well water testing. J. Farrell pointed out that when the development is complete, from a revenue standpoint this will bring in additional two million dollars annually to the tax base for the town.

VI. Adjournment


Member A. Sypek made a motion to adjourn the meeting at approximately 10:45 p.m. Seconded by J. Butler.

The motion was granted by a unanimous roll call vote, 9-0-0.

The meeting adjourned at approximately 10:45 PM.

These minutes were prepared by Beth Morrison.

Respectfully Submitted,


Name: Allen J. Sypek
Title: Secretary

Planning Board Meeting

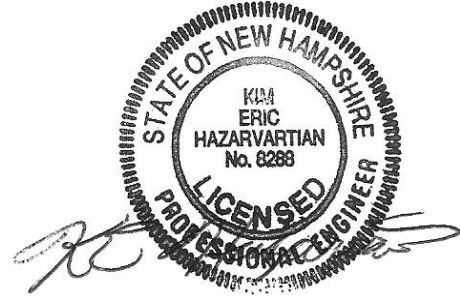
Wednesday 01/13/2021 - APPROVED

These minutes were accepted and approved on February 3, 2021, by a motion made by C. Davies and seconded by A. Sypek.

MEMORANDUM

93 Stiles Road, Suite 201, Salem, New Hampshire 03079 USA
800 Turnpike Street, Suite 300, North Andover, Massachusetts 01845 USA
Phone (603) 212-9133 and Fax (603) 226-4108
Email tepp@teppllc.com and Web www.teppllc.com

Ref: 1348
Subject: Mammoth Road Intersection
Cross Farm
Londonderry, New Hampshire
From: Kim Eric Hazarvartian, Ph.D., P.E., PTOE
Principal
Date: December 23, 2020

**INTRODUCTION**

This memorandum presents capacity analysis and crash history of the Mammoth Road/Adams Road/Peabody Row intersection.

TEPP LLC recommends the Adams Road/Falling Leaf Road intersection continue to provide full access and egress to the Cross Farm site. This recommendation:

- is consistent with transportation-engineering and planning principles
- supports area traffic safety and efficiency
- reduces travel distances
- facilitates emergency response
- does not have a significant impact on Adams Road

If Falling Leaf Road were to be restricted to emergency-use only, site traffic destined to points north via Mammoth Road would:

- first travel southward through the Cross Farm site
- then turn left from Harvest Moon Road into high-speed traffic on Nashua Road
- then travel about nine-tenths mile along Nashua Road eastbound
- then turn left at the signalized Nashua Road/Mammoth Road intersection
- then travel about seven-tenths miles along Mammoth Road northbound to the Adams Road intersection
- finally continue northward along Mammoth Road

With Falling Leaf Road remaining as it exists, open to general traffic, site traffic destined to points north via Mammoth Road:

- turns right from Falling Leaf Road
- then travels about one mile along Adams Road eastbound
- finally turns left to Mammoth Road northbound

PHYSICAL CONDITIONS

The Mammoth Road/Adams Road/Peabody Road intersection:

- is under the jurisdiction of the State of New Hampshire
- is four-legged
- has Mammoth Road as the major north-south street
- has Adams Road as the minor west leg
- has Peabody Row as the skewed minor east leg
- on each approach, has one lane shared by left turns, through movements and right turns
- has the Adams Road and Peabody Row approaches under STOP-sign control
- is illuminated
- has nearby wooded land, commercial development, residential development, and a church

ANALYSIS CONDITIONS

The analysis is under the following conditions:

- existing unadjusted
- existing adjusted
- full build

ANALYSIS PERIODS

The analysis is for the following periods:

- weekday AM-street-peak hour
- weekday PM-street-peak hour

EXISTING-UNADJUSTED CONDITION

The existing-unadjusted condition reflects:

- traffic volumes from turning-movement counts (TMCs) on Wednesday, October 28, 2020, during the pandemic, in Appendix A
- 60 occupied dwelling units at Cross Farm

EXISTING-ADJUSTED CONDITION

The existing-adjusted condition reflects:

- traffic volumes increased per Table 1 to address pandemic effects
- 60 occupied dwelling units at Cross Farm

Table 1. Pandemic traffic-volume adjustments.

	Weekday AM-Street-Peak Hour	Weekday PM-Street Peak Hour
Pandemic ^a	75	113
Pre-Pandemic ^a	95	133
Multiplier	1.27	1.18

^a Adams Road east of Falling Leaf Road. From TMC on Wednesday, October 28, 2020.

^b Adams Road near proposed Falling Leaf Road. TEPP LLC, *Traffic-Impact and Access Study, Cross Farm Residential Development, Londonderry, New Hampshire* (Salem, New Hampshire, December 5, 2018, page 9).

FULL-BUILD CONDITION

The full-build condition reflects:

- traffic volumes adjusted per Table 1 to address pandemic effects
- 186 dwelling units at Cross Farm
- the Adams Road/Falling Leaf Road intersection in general use
- site-traffic assignment per Table 2

Table 2. Site-traffic assignment.

Origin and Destination	Weekday AM-Street-Peak Hour	Weekday PM-Street Peak Hour
Site to Mammoth Road Northbound		
Existing (60 Dwelling Units) ^a	4	5
Multiplier ^b	2.33	2.44
Full Build (186 Dwelling Units)	9	12
Increase ^c	5	7
Mammoth Road Southbound to Site ^d		
Existing (60 Dwelling Units)	1	4
Multiplier ^b	2.33	2.44
Full Build (186 Dwelling Units)	2	10
Increase ^e	1	6

^a Falling Leaf Road northbound right turn to Adams Road. From TMC on Wednesday, October 28, 2020.

^b TEPP LLC, Memorandum, Traffic Volumes, Cross Farm, Londonderry, New Hampshire (Salem, New Hampshire, November 11, 2020), page 3.

^c Increase is added to Falling Leaf Road northbound to Adams Road eastbound to Mammoth Road northbound.

^d Adams Road westbound left turn to Falling Leaf Road. From TMC on Wednesday, October 28, 2020.

^e Increase is added to Mammoth Road southbound to Adams Road westbound to Falling Leaf Road southbound.

The site-traffic multipliers in Table 2 may be conservative in that traffic volumes with 60 occupied dwelling units could include activities related to construction, deliveries and model units that would be completed, reduced, or eliminated under the full-build condition, with 186 dwelling units.

Table 3 shows traffic volumes entering the Mammoth Road/Adams Road/Peabody Row intersection. The full-build condition shows the following increases, due to site trips, compared to the exiting-adjusted condition:

- for the weekday AM-street-peak hour, 6 vehicles, or an average of about 1 vehicle per 10 minutes
- for the weekday PM-street-peak hour, 13 vehicles, or an average of about 1 vehicle per 4 to 5 minutes

These increases are minor.

Table 3. Traffic volumes entering Mammoth Road/Adams Road/Peabody Row intersection.

Peak Hour and Movement ^a	Condition			Added Site Trips
	Existing Unadjusted	Existing Adjusted	Full Build	
Weekday AM-Street-Peak Hour				
Mammoth Road NB L	6	8	8	0
Mammoth Road NB T	348	442	442	0
Mammoth Road NB R	4	5	5	0
Mammoth Road SB L	51	65	65	0
Mammoth Road SB T	327	415	415	0
Mammoth Road SB R	13	17	18	1
Adams Road EB L	25	32	37	5
Adams Road EB T	28	36	36	0
Adams Road EB R	17	22	22	0
Peabody Row WB L	1	1	1	0
Peabody Row WB T	11	14	14	0
Peabody Row WB R	<u>70</u>	<u>89</u>	<u>89</u>	<u>0</u>
Total	901	1,146	1,152	6
Weekday PM-Street-Peak Hour				
Mammoth Road NB L	22	26	26	0
Mammoth Road NB T	395	466	466	0
Mammoth Road NB R	4	5	5	0
Mammoth Road SB L	89	105	105	0
Mammoth Road SB T	388	458	458	0
Mammoth Road SB R	16	19	25	6
Adams Road EB L	21	25	32	7
Adams Road EB T	30	35	35	0
Adams Road EB R	19	22	22	0
Peabody Row WB L	3	4	4	0
Peabody Row WB T	39	46	46	0
Peabody Row WB R	<u>117</u>	<u>138</u>	<u>138</u>	<u>0</u>
Total	1,143	1,349	1,362	13

^a EB = eastbound, WB = westbound, SB = southbound, NB = northbound, L = left, T = through, R = right.

CAPACITY ANALYSIS

METHODS

Capacity analysis calculates levels of service (LOS) for transportation facilities. LOS indicates the quality of traffic operations based on delay or other measures. The six LOS are designated A to F. LOS A represents the best or highest operating conditions. LOS F is the lowest but does not necessarily connote failure.

LOS is a function of traffic volumes and traffic control. Because these volumes can vary, LOS of a transportation facility can differ by time of day, day of the week, or month. For example, a transportation facility with a low LOS during peak hours may have a high LOS during other hours. The operational analysis methods of the Transportation Research Board (TRB)¹ models LOS for intersections based on calculated delay per vehicle, as shown in Table 4. The analysis software is Synchro.

Table 4. Level-of-service criteria for intersections.

Level of Service	Control Delay (seconds/vehicle)	
	Unsignalized Intersections ^a	Signalized Intersections
A	≤10.0	≤10.0
B	>10.0 and ≤15.0	>10.0 and ≤20.0
C	>15.0 and ≤25.0	>20.0 and ≤35.0
D	>25.0 and ≤35.0	>35.0 and ≤55.0
E	>35.0 and ≤50.0	>55.0 and ≤80.0
F	>50	>80

From Transportation Research Board, *Highway Capacity Manual 2010* (Washington D.C., 2010).

^a For YIELD sign, two-way STOP sign or all-way STOP sign, control delay defines LOS. For roundabout approaches and overall intersection, control delay defines LOS. For roundabout lanes with volume/capacity ratio ≤1.0, control delay defines LOS. For roundabout lanes with volume/capacity ratio > 1.0, LOS is F regardless of control delay.

Method inputs include:

- intersection geometry
- traffic control, such as YIELD sign, two-way STOP sign, all-way STOP sign, roundabout, or signal (including phasing, timing, and progression)

¹ TRB, *Highway Capacity Manual 2000* (Washington DC, 2000), *Highway Capacity Manual 2010* (Washington DC, 2010) and *Highway Capacity Manual*, 6th Edition (Washington DC, 2016).

- traffic volumes
- vehicle composition, such as passenger cars and trucks

The methods are all approximate. In particular, the method for two-way STOP-sign control can be conservative, with observed delays and queuing shorter than those modeled.

RESULTS

Table 5 shows computed LOS, delays, and queues at Mammoth Road/Adams Road/Peabody Row intersection. Capacity-analysis worksheets that give detail and explanation are in Appendix B.

Table 5. Capacity-analysis summary.

Intersection, Condition and Lane Group ^a	Weekday AM-Street-Peak Hour				Weekday AM-Street-Peak Hour			
	LOS ^b	Delay ^c	V/C ^d	Queue ^e	LOS	Delay	V/C	Queue
Mammoth Road/Adams Road/Peabody Row Intersection, Existing Unadjusted								
Mammoth Road NB L	A	8.5	0.006	0.0	A	8.3	0.023	0.1
Mammoth Road SB L	A	8.2	0.055	0.2	A	8.6	0.088	0.3
Adams Road EB LTR	D	28.4	0.356	1.5	F	50.9	0.504	2.4
Peabody Row WB LTR	B	13.8	0.216	0.8	D	27.3	0.560	3.3
Mammoth Road/Adams Road/Peabody Row Intersection, Existing Adjusted								
Mammoth Road NB L	A	8.8	0.009	0.0	A	8.5	0.029	0.1
Mammoth Road SB L	A	8.6	0.077	0.3	A	8.9	0.112	0.4
Adams Road EB LTR	F	79.4	0.743	4.5	F	200.1	1.049	6.0
Peabody Row WB LTR	C	18.3	0.346	1.5	F	64.9	0.861	7.3
Mammoth Road/Adams Road/Peabody Row Intersection, Full Build								
Mammoth Road NB L	A	8.8	0.009	0.0	A	8.5	0.029	0.1
Mammoth Road SB L	A	8.6	0.077	0.3	A	8.9	0.112	0.4
Adams Road EB LTR	F	92.1	0.806	5.1	F	274.6	1.240	7.3
Peabody Row WB LTR	C	18.3	0.347	1.5	F	65.6	0.864	7.4

^a EB = eastbound, WB = westbound, SB = southbound, NB = northbound, L = left, T = through, R = right.

^b LOS = level of service.

^c Delay = average delay in seconds per vehicle.

^d V/C = volume/capacity ratio.

^e 95th percentile queue in vehicles.

Table 5 includes the following conditions:

- existing adjusted
- full build

For these conditions, Table 5 shows:

- left turns from Mammoth Road with low delays
- movements from Adams Road with delayed operations
- movements from Peabody Row with moderate delays during the weekday AM-street-peak hour
- movements from Peabody Row with delayed operations during the weekday PM-street-peak hour

CRASH HISTORY

The Town provided crash history for:

- the Mammoth Road/Adams Road/Peabody Row intersection
- the years 2015 to 2020

Table 6 shows crash history including about:

- an average of 3.6 crashes per year
- 89 percent property-damage only, with the remaining 11 percent personal injury
- 67 percent of the angle collisions, with 22 percent rear end

CONCLUSION

If Falling Leaf Road were to be restricted to emergency-use only, site traffic destined to points north via Mammoth Road would:

- first travel southward through the Cross Farm site
- then turn left from Harvest Moon Road into high-speed traffic on Nashua Road
- then travel about nine-tenths mile along Nashua Road eastbound
- then turn left at the signalized Nashua Road/Mammoth Road intersection

Table 6. Crash history.

	Year						Average
	2015	2016	2017	2018	2019	2020	
Total	2	4	4	1	3	4	3.60
Severity							
Property-Damage Only	1	4	3	1	3	4	3.20
Personal Injury	1	0	1	0	0	0	0.40
Type							
Angle	2	2	3	1	1	3	2.40
Rear End	0	2	1	0	0	1	0.80
Off-Road Object	0	0	0	0	1	0	0.20
Deer Strike	0	0	0	0	1	0	0.20
Light							
Daylight	1	2	4	1	2	4	2.80
Dark or Illuminated	1	0	0	0	1	0	0.40
Not Shown	0	2	0	0	0	0	0.40

Source: Town, received December 15, 2020.

- then travel about seven-tenths miles along Mammoth Road northbound to the Adams Road intersection
- finally continue northward along Mammoth Road

With Falling Leaf Road remaining as it exists, open to general traffic, site traffic destined to points north via Mammoth Road:

- first turns right from Falling Leaf Road
- then travels about one mile along Adams Road eastbound
- finally turns left to Mammoth Road northbound

Based on the above, TEPP LLC recommends that Falling Leaf Road remains as it exists, open to general traffic to and from Adams Road. TEPP LLC further states that this:

- is consistent with transportation-engineering and planning principles
- supports area traffic safety and efficiency
- reduces travel distances

- facilitates emergency response
- does not have a significant impact on Adams Road

APPENDIX

Appendix A: Traffic Counts

Accurate Counts

978-664-2565

N/S Street : Mammoth Road
E/W Street : Peabody Row / Adams Road
City/State : Londonderry, NH
Weather : Rain

File Name : 13480004
Site Code : 13480004
Start Date : 10/28/2020
Page No : 1

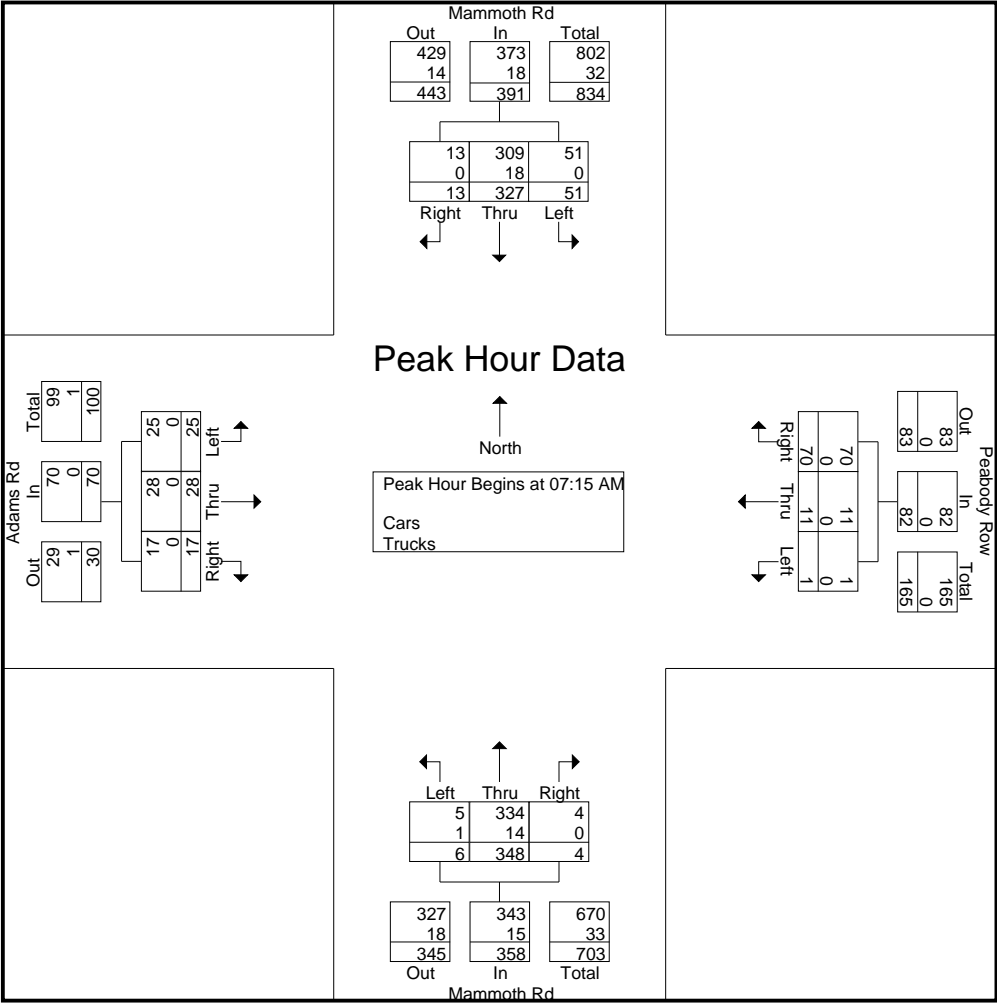
Groups Printed- Cars - Trucks

	Mammoth Rd From North			Peabody Row From East			Mammoth Rd From South			Adams Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	9	45	1	0	4	15	0	94	2	3	4	3	180
07:15 AM	12	83	3	0	1	15	2	90	1	8	7	4	226
07:30 AM	8	91	4	1	4	23	0	94	1	8	7	2	243
07:45 AM	22	99	4	0	5	14	2	68	0	2	10	9	235
Total	51	318	12	1	14	67	4	346	4	21	28	18	884
08:00 AM	9	54	2	0	1	18	2	96	2	7	4	2	197
08:15 AM	10	79	2	1	4	19	4	79	0	2	7	3	210
08:30 AM	23	90	7	0	2	14	3	95	0	5	4	3	246
08:45 AM	23	79	5	0	2	11	0	66	0	3	8	6	203
Total	65	302	16	1	9	62	9	336	2	17	23	14	856
Grand Total	116	620	28	2	23	129	13	682	6	38	51	32	1740
Apprch %	15.2	81.2	3.7	1.3	14.9	83.8	1.9	97.3	0.9	31.4	42.1	26.4	
Total %	6.7	35.6	1.6	0.1	1.3	7.4	0.7	39.2	0.3	2.2	2.9	1.8	
Cars	115	597	28	2	23	127	12	645	6	37	49	32	1673
% Cars	99.1	96.3	100	100	100	98.4	92.3	94.6	100	97.4	96.1	100	96.1
Trucks	1	23	0	0	0	2	1	37	0	1	2	0	67
% Trucks	0.9	3.7	0	0	0	1.6	7.7	5.4	0	2.6	3.9	0	3.9

	Mammoth Rd From North				Peabody Row From East				Mammoth Rd From South				Adams Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	83	3	98	0	1	15	16	2	90	1	93	8	7	4	19	226
07:30 AM	8	91	4	103	1	4	23	28	0	94	1	95	8	7	2	17	243
07:45 AM	22	99	4	125	0	5	14	19	2	68	0	70	2	10	9	21	235
08:00 AM	9	54	2	65	0	1	18	19	2	96	2	100	7	4	2	13	197
Total Volume	51	327	13	391	1	11	70	82	6	348	4	358	25	28	17	70	901
% App. Total	13	83.6	3.3		1.2	13.4	85.4		1.7	97.2	1.1		35.7	40	24.3		
PHF	.580	.826	.813	.782	.250	.550	.761	.732	.750	.906	.500	.895	.781	.700	.472	.833	.927
Cars	51	309	13	373	1	11	70	82	5	334	4	343	25	28	17	70	868
% Cars	100	94.5	100	95.4	100	100	100	100	83.3	96.0	100	95.8	100	100	100	100	96.3
Trucks	0	18	0	18	0	0	0	0	1	14	0	15	0	0	0	0	33
% Trucks	0	5.5	0	4.6	0	0	0	0	16.7	4.0	0	4.2	0	0	0	0	3.7

N/S Street : Mammoth Road
E/W Street : Peabody Row / Adams Road
City/State : Londonderry, NH
Weather : Rain

File Name : 13480004
Site Code : 13480004
Start Date : 10/28/2020
Page No : 2



Accurate Counts
978-664-2565

N/S Street : Mammoth Road
E/W Street: Peabody Row / Adams Road
City/State : Londonderry, NH
Weather : Rain

File Name : 13480004
Site Code : 13480004
Start Date : 10/28/2020
Page No : 10

Groups Printed- Bikes Peds

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Accurate Counts

978-664-2565

N/S Street : Mammoth Road
E/W Street : Peabody Row / Adams Road
City/State : Londonderry, NH
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File Name : 13480004
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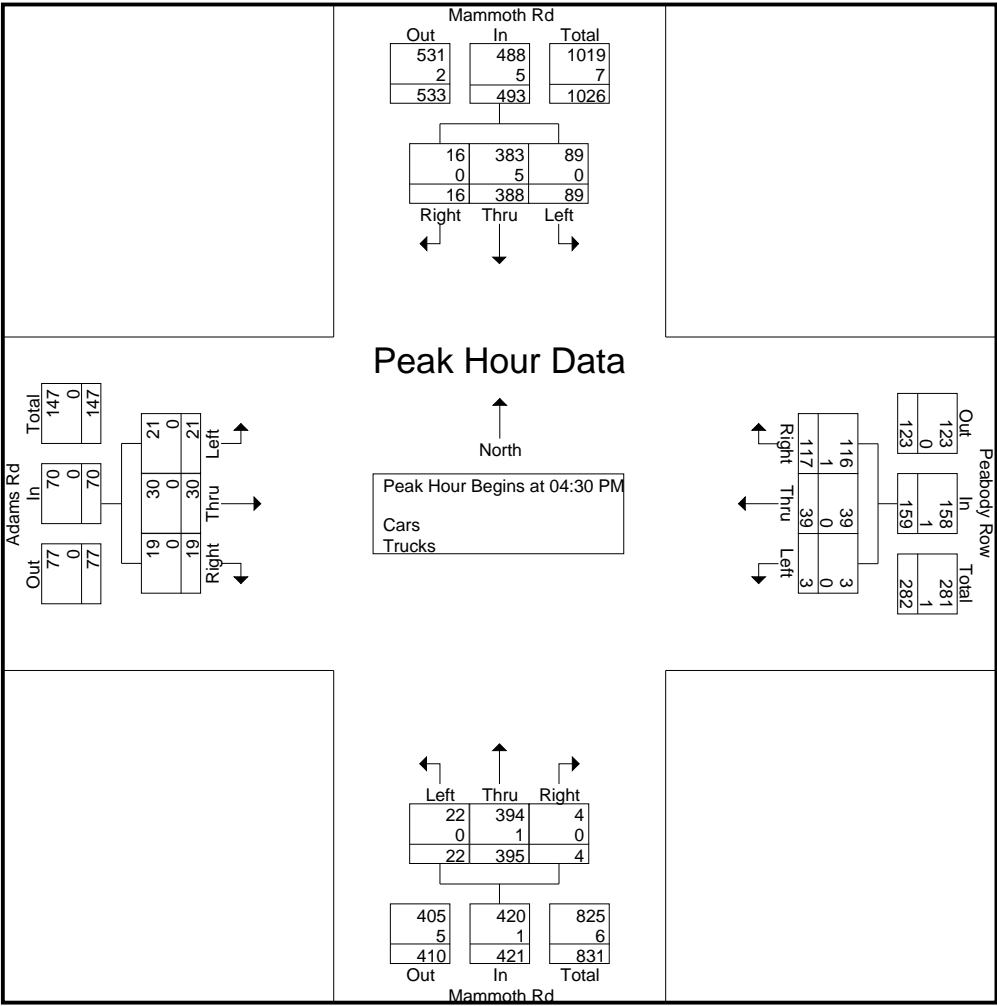
Groups Printed- Cars - Trucks

	Mammoth Rd From North			Peabody Row From East			Mammoth Rd From South			Adams Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:00 PM	21	83	4	2	7	24	5	105	0	8	5	2	266
04:15 PM	19	97	4	0	11	25	4	80	2	6	4	3	255
04:30 PM	22	87	6	0	13	22	3	97	0	6	6	5	267
04:45 PM	28	103	4	2	8	26	9	72	1	4	6	6	269
Total	90	370	18	4	39	97	21	354	3	24	21	16	1057
05:00 PM	16	100	1	0	12	38	4	117	1	6	10	3	308
05:15 PM	23	98	5	1	6	31	6	109	2	5	8	5	299
05:30 PM	22	74	1	1	6	25	5	79	0	2	4	4	223
05:45 PM	18	79	2	0	9	24	1	85	0	0	5	4	227
Total	79	351	9	2	33	118	16	390	3	13	27	16	1057
Grand Total	169	721	27	6	72	215	37	744	6	37	48	32	2114
Apprch %	18.4	78.6	2.9	2	24.6	73.4	4.7	94.5	0.8	31.6	41	27.4	
Total %	8	34.1	1.3	0.3	3.4	10.2	1.8	35.2	0.3	1.8	2.3	1.5	
Cars	168	713	27	6	72	214	37	738	6	37	48	32	2098
% Cars	99.4	98.9	100	100	100	99.5	100	99.2	100	100	100	100	99.2
Trucks	1	8	0	0	0	1	0	6	0	0	0	0	16
% Trucks	0.6	1.1	0	0	0	0.5	0	0.8	0	0	0	0	0.8

	Mammoth Rd From North				Peabody Row From East				Mammoth Rd From South				Adams Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	22	87	6	115	0	13	22	35	3	97	0	100	6	6	5	17	267
04:45 PM	28	103	4	135	2	8	26	36	9	72	1	82	4	6	6	16	269
05:00 PM	16	100	1	117	0	12	38	50	4	117	1	122	6	10	3	19	308
05:15 PM	23	98	5	126	1	6	31	38	6	109	2	117	5	8	5	18	299
Total Volume	89	388	16	493	3	39	117	159	22	395	4	421	21	30	19	70	1143
% App. Total	18.1	78.7	3.2		1.9	24.5	73.6		5.2	93.8	1		30	42.9	27.1		
PHF	.795	.942	.667	.913	.375	.750	.770	.795	.611	.844	.500	.863	.875	.750	.792	.921	.928
Cars	89	383	16	488	3	39	116	158	22	394	4	420	21	30	19	70	1136
% Cars	100	98.7	100	99.0	100	100	99.1	99.4	100	99.7	100	99.8	100	100	100	100	99.4
Trucks	0	5	0	5	0	0	1	1	0	1	0	1	0	0	0	0	7
% Trucks	0	1.3	0	1.0	0	0	0.9	0.6	0	0.3	0	0.2	0	0	0	0	0.6

N/S Street : Mammoth Road
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City/State : Londonderry, NH
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File Name : 13480004
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978-664-2565

File Name : 13480004
Site Code : 13480004
Start Date : 10/28/2020
Page No : 10





Groups Printed- Bikes Peds

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Appendix B: Capacity Analysis

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	28	17	1	11	70	6	348	4	51	327	13
Future Vol, veh/h	25	28	17	1	11	70	6	348	4	51	327	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	73	73	73	90	90	90	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	17	4	0	0	6	0
Mvmt Flow	30	34	20	1	15	96	7	387	4	65	419	17
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1017	963	428	988	969	389	436	0	0	391	0	0
Stage 1	558	558	-	403	403	-	-	-	-	-	-	-
Stage 2	459	405	-	585	566	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.27	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.353	-	-	2.2	-	-
Pot Cap-1 Maneuver	218	258	631	228	256	664	1048	-	-	1179	-	-
Stage 1	518	515	-	628	603	-	-	-	-	-	-	-
Stage 2	586	602	-	501	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	167	237	631	185	235	664	1048	-	-	1179	-	-
Mov Cap-2 Maneuver	167	237	-	185	235	-	-	-	-	-	-	-
Stage 1	513	477	-	622	598	-	-	-	-	-	-	-
Stage 2	484	597	-	418	474	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	28.4		13.8		0.1		1.1					
HCM LOS	D		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1048	-	-	237	520	1179	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.356	0.216	0.055	-	-				
HCM Control Delay (s)	8.5	0	-	28.4	13.8	8.2	0	-				
HCM Lane LOS	A	A	-	D	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.5	0.8	0.2	-	-				

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	21	30	19	3	39	117	22	395	4	89	388	16
Future Vol, veh/h	21	30	19	3	39	117	22	395	4	89	388	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	80	80	80	86	86	86	91	91	91
Heavy Vehicles, %	0	0	0	0	0	1	0	0	0	0	1	0
Mvmt Flow	23	33	21	4	49	146	26	459	5	98	426	18
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1242	1147	435	1172	1154	462	444	0	0	464	0	0
Stage 1	631	631	-	514	514	-	-	-	-	-	-	-
Stage 2	611	516	-	658	640	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	153	201	625	171	199	602	1127	-	-	1108	-	-
Stage 1	472	477	-	547	539	-	-	-	-	-	-	-
Stage 2	484	538	-	457	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	81	172	625	126	170	602	1127	-	-	1108	-	-
Mov Cap-2 Maneuver	81	172	-	126	170	-	-	-	-	-	-	-
Stage 1	457	421	-	530	522	-	-	-	-	-	-	-
Stage 2	322	521	-	360	417	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	50.9		27.3			0.4			1.5			
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1127	-	-	151	355	1108	-	-				
HCM Lane V/C Ratio	0.023	-	-	0.504	0.56	0.088	-	-				
HCM Control Delay (s)	8.3	0	-	50.9	27.3	8.6	0	-				
HCM Lane LOS	A	A	-	F	D	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.4	3.3	0.3	-	-				





Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	36	22	1	14	89	8	442	5	65	415	17
Future Vol, veh/h	32	36	22	1	14	89	8	442	5	65	415	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	73	73	73	90	90	90	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	17	4	0	0	6	0
Mvmt Flow	39	43	27	1	19	122	9	491	6	83	532	22
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1292	1224	543	1256	1232	494	554	0	0	497	0	0
Stage 1	709	709	-	512	512	-	-	-	-	-	-	-
Stage 2	583	515	-	744	720	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.27	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.353	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	181	544	150	179	579	945	-	-	1077	-	-
Stage 1	428	440	-	548	540	-	-	-	-	-	-	-
Stage 2	502	538	-	410	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	159	544	102	157	579	945	-	-	1077	-	-
Mov Cap-2 Maneuver	92	159	-	102	157	-	-	-	-	-	-	-
Stage 1	422	391	-	541	533	-	-	-	-	-	-	-
Stage 2	377	531	-	308	386	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	79.4		18.3		0.2		1.1					
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	945	-	-	146	412	1077	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.743	0.346	0.077	-	-				
HCM Control Delay (s)	8.8	0	-	79.4	18.3	8.6	0	-				
HCM Lane LOS	A	A	-	F	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	4.4	1.5	0.3	-	-				





Intersection												
Int Delay, s/veh	22.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	25	35	22	4	46	138	26	466	5	105	458	19
Future Vol, veh/h	25	35	22	4	46	138	26	466	5	105	458	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	80	80	80	86	86	86	91	91	91
Heavy Vehicles, %	0	0	0	0	0	1	0	0	0	0	1	0
Mvmt Flow	27	38	24	5	58	173	30	542	6	115	503	21

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1465	1352	514	1380	1359	545	524	0	0	548	0	0
Stage 1	744	744	-	605	605	-	-	-	-	-	-	-
Stage 2	721	608	-	775	754	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	107	151	564	123	150	540	1053	-	-	1032	-	-
Stage 1	410	424	-	488	491	-	-	-	-	-	-	-
Stage 2	422	489	-	394	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	39	122	564	77	121	540	1053	-	-	1032	-	-
Mov Cap-2 Maneuver	39	122	-	77	121	-	-	-	-	-	-	-
Stage 1	393	357	-	468	471	-	-	-	-	-	-	-
Stage 2	242	469	-	284	354	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	200.1		64.9		0.4		1.6	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1053	-	-	85	273	1032	-
HCM Lane V/C Ratio	0.029	-	-	1.049	0.861	0.112	-
HCM Control Delay (s)	8.5	0	-	200.1	64.9	8.9	0
HCM Lane LOS	A	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	6	7.3	0.4	-

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	36	22	1	14	89	8	442	5	65	415	18
Future Vol, veh/h	37	36	22	1	14	89	8	442	5	65	415	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	73	73	73	90	90	90	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0	17	4	0	0	6	0
Mvmt Flow	45	43	27	1	19	122	9	491	6	83	532	23
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1293	1225	544	1257	1233	494	555	0	0	497	0	0
Stage 1	710	710	-	512	512	-	-	-	-	-	-	-
Stage 2	583	515	-	745	721	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.27	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.353	-	-	2.2	-	-
Pot Cap-1 Maneuver	141	180	543	149	178	579	944	-	-	1077	-	-
Stage 1	428	440	-	548	540	-	-	-	-	-	-	-
Stage 2	502	538	-	409	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	158	543	102	156	579	944	-	-	1077	-	-
Mov Cap-2 Maneuver	92	158	-	102	156	-	-	-	-	-	-	-
Stage 1	422	391	-	541	533	-	-	-	-	-	-	-
Stage 2	377	531	-	307	386	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	92.1		18.3		0.2		1.1					
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	944	-	-	142	411	1077	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.806	0.347	0.077	-	-				
HCM Control Delay (s)	8.8	0	-	92.1	18.3	8.6	0	-				
HCM Lane LOS	A	A	-	F	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	5.1	1.5	0.3	-	-				

Intersection												
Int Delay, s/veh	27.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	35	22	4	46	138	26	466	5	105	458	25
Future Vol, veh/h	32	35	22	4	46	138	26	466	5	105	458	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	80	80	80	86	86	86	91	91	91
Heavy Vehicles, %	0	0	0	0	0	1	0	0	0	0	1	0
Mvmt Flow	35	38	24	5	58	173	30	542	6	115	503	27
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1468	1355	517	1383	1365	545	530	0	0	548	0	0
Stage 1	747	747	-	605	605	-	-	-	-	-	-	-
Stage 2	721	608	-	778	760	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	107	151	562	122	149	540	1048	-	-	1032	-	-
Stage 1	408	423	-	488	491	-	-	-	-	-	-	-
Stage 2	422	489	-	392	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	122	562	76	120	540	1048	-	-	1032	-	-
Mov Cap-2 Maneuver	39	122	-	76	120	-	-	-	-	-	-	-
Stage 1	391	356	-	468	471	-	-	-	-	-	-	-
Stage 2	242	469	-	282	351	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	274.6		65.6			0.4			1.6			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1048	-	-	78	272	1032	-	-				
HCM Lane V/C Ratio	0.029	-	-	1.24	0.864	0.112	-	-				
HCM Control Delay (s)	8.5	0	-	274.6	65.6	8.9	0	-				
HCM Lane LOS	A	A	-	F	F	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	7.3	7.4	0.4	-	-				



Stantec

Stantec Consulting Services Inc.

5 Dartmouth Drive, Suite 200

Auburn NH 03032

Tel: (603) 669-8672

Fax: (603) 669-7636

MEMORANDUM

To: Ms. Colleen Mailloux, AICP
Community Development Department

Date: January 11, 2021

Cc: Mr. John Trottier, P.E.
Department of Public Works & Engineering

Re: Cross Farm Residential
Development - Traffic Review

From: David J. DeBaie, PE, PTOE
Michael Leach
Stantec Consulting Services Inc.

Owner: Cross Farm LLC
Project No. 195311621

Stantec has received the December 23, 2020 Memorandum containing capacity analysis and crash data for the Mammoth Road/Adams Road/Peabody Row intersection. This additional traffic analysis was requested by the Planning Board during the recent hearing on Phases 4, 5, & 6 of the senior housing project.

Stantec has reviewed this traffic data analysis and our comments are as follows:

1. The six years of crash data identifies 18 crashes over a six-year period resulting in an average annual crash rate of 3 crashes. The crash summary table inaccurately indicates 3.6 crashes per year average. There are other similar averaging errors which seems to assume 5 years and not 6 years.
2. The capacity analysis has been prepared recognizing reduced traffic volumes during the most recent 2020 count. Adjustments were made to reflect these reduced volumes and analysis was conducted for three conditions: Existing Unadjusted relating to the actual observed volume conditions in 2020, Existing Adjusted associated with a pre-pandemic condition, and Full Build, which incorporates the adjusted traffic volumes. The table includes an AM and PM peak hour analysis however, the PM conditions in the rightmost columns is mis-labeled as AM. These analyses are properly prepared except for the labeling.
3. The capacity analyses confirm that peak hour delays occur at the unsignalized Mammoth Road/ Adams Road/Peabody Row intersection on the Adams Road approach consistent with Level of Service F, which is associated with greater than 50 seconds of delay. It should be noted that when applying the capacity analysis software for unsignalized intersections, the calculation of delay is unreliable when traffic volumes exceed the theoretical capacity of the approach as is the case on the Adams Road approach under the Existing Adjusted and Full Build conditions.
4. The safety analysis /review of crash data confirms that the crash history at this intersection falls below the 5 crashes per year threshold for reducing the warranting volumes for a traffic signal according to the Manual on Uniform Traffic Control Devices (MUTCD).
5. Stantec has no objection to the memorandum recommendations.

Planning Board Meeting 1/12/2021

Re: Cross Farm entrance on to Adams Rd.

I thought it best to put something in writing before for this, as to make sure that I do not miss anything. Before I start, I would like to let all of the 38 families of the Cross Farm Development know, that I have read each and every one of your letters and taken so much time thinking about them over the past few days. Having been in town myself my entire life, when I look down the list of letters received, there are many names that I know, 11 to be exact. It makes me VERY happy to see such familiar names through out the Cross Farm Development. People who have created families in this community are downsizing, and staying local. It also makes me so happy to hear of how many of your families, much like my own have stayed local.

It is so important to note, that when I, as a planning board member (and im sure many of the others) look over new developments or buidlings, I am not just looking at the development itself, but all the surrounding areas as well. I want to be able to know, before saying yes or no to a proposed development that all of the surrounding houses, families, and bussinesses' best intrests are looked out for as well.

Such an important part of being on this board is understanding what is fair, and reasonable for not only the developer but the town as well, and to make sure a development considers not just the interests of the development itself, but its abutters, residents, and near by neighborhoods that may have any impact from the development.

I have looked over all the prior meeting minutes for the Cross Farm Development, including some from before my time on the Planning Board, and found that a gate onto Adams Rd. with emergency access has been in conversation since very early on in meetings with The Cross Farm Development. The Town Council had even worked with the developer, and the state, to acquire the parcel of land abutting 102 in hopes to avoid access onto Adams Rd. all together. The main purpose of the gate in the prior discussions would be to limit access to Fire and Police in the event of an emergency and give residents access to the exit if the entrance on 102 had been compromised.

Throughout Londonderry, traffic volume on roads has become an issue. The most recent issue being Litchfield Rd. The traffic safety committee certainly has had their hands full. I would hate to see Adams Rd. become another traffic issue on their agenda. We do have similar gates that I have been talking about located around town, the newest of which is at the recent development, with I believe close to 280 units. This gate

has created a single access point to the McGregor Cut Development.

The original traffic study anticipated, that at full build out, we should anticipate an extra 25 cars per hour coming onto Adams Road from Falling Leaf during peak traffic, the majority of which were headed towards the Mammoth and Adam's intersection. With Phase 1 complete a second traffic study had been done and it reflects even greater numbers than anticipated. The traffic study now suggests that we should expect 32 cars per hour coming onto Adam's Road from Falling Leaf. That is an 8 car difference. That makes me wonder, what if, at full build out its really 60 cars at peak hour? How will that affect the intersection of Mammoth and Adams? Currently, there is 68 certificates of occupancy for Cross Farm, of which 38 households (which is 55 percent) wrote letters opposing the closing of the Adams Rd. and Falling leaf intersection. That makes me even further ask the question of if the traffic study will be in fact correct at full build out.

Stantec has confirmed that peak hour delays currently occur at the Mammoth and Adams intersection at a service level of F. Stantec also states that there is an average of 3 car accidents per year at the Mammoth and Adams intersection, where 5 accidents per year is the threshold for warranting a traffic signal. I would also like to note that 2 of the 3 accidents at the

intersection of Mammoth Road and Adams for the year of 2020 involved either 3 or 4 vehicles. We are 2 car accidents away from warranting a signal. As with any state road, I am sure it will take a VERY long time to get a signal. What happens if at full build out, we now average 6 or 7 accidents per year? It would be safe to assume that the additional accidents are a result of unexpected traffic volumes due to development at Cross Farm.

So I have to ask myself, What is reasonable for The Town, the residents of Cross Farm, and the existing residents on Adams Road and the neighborhoods within it? Is it reasonable for the residents of Cross Farm to have the entrance of Adams and Falling Leaf unavailable to them? NO.

On the flip side of the coin, is it reasonable for residents of Adams Rd, Fiddlers Ridge, Cross Rd, Constance Dr, or Deer Crossing to be at a greater risk of an accident at the intersection of Mammoth, and Adam's that is already in a level of service rated as an F, and just 2 accidents away from warranting a signalized intersection? NO it is not. If it became such an issue would it be reasonable for the town to have to spend the money to potentially block off access from Falling Leaf onto Adams to help reduce traffic safety issues until the state could put a light at Mammoth and Adams? NO.. it would not

So what is the *reasonable* solution?

I would ask the planning board and town staff, to require as a condition of approval, that a gate with an opticom is installed that gives the town the ability to shut down the intersection of Falling Leaf and Adams Road in the event that the intersection of Mammoth Road and Adam's begins to warrant a signalized intersection. My hope is that this gate never has to shut, and remain open forever, but this condition of approval gives The Town of Londonderry a tool in their toolbox to keep all of our residents as safe as possible. This is a reasonable PROACTIVE solution to what we know could be an issue in the future. Being REACTIVE to a situation is always much harder, than trying to plan ahead.

Without this REASONABLE condition of approval, I do know know that I can vote yes to this.

Thank you

Cross Farm Public Input for 1/13/2021 Public Hearing
(as of 12:00pm on 1/11/2021)

1. Ames – 19 Crackling Log
2. Bordonaro - 3 Honeycrisp
3. Boyle – 3 Crackling Log
4. Conlin – 9 Pilgrim
5. Cosco – 10 October
6. Daley – 20 Pilgrim
7. Dally – 8 Crackling Log
8. Ducharme – 15 October
9. Dunn – 21 Pilgrim
10. Ellis – 33 Harvest Moon
11. Ellis/Green – 1 Honeycrisp
12. Engler
13. Errico – 8 Cornucopia
14. Fawcett – 33 Crackling Log
15. Foss – 11 Honeycrisp
16. Griffiths – 11 Honeycrisp
17. Henshaw – 7 Harvest Moon
18. Longo - 18 Crackling Log
19. Maxwell - 1 Crackling Log (1)
20. Maxwell - 1 Crackling Log (2)
21. McKerley - 27 Pilgrim
22. Moran - 29 Crackling Log
23. O'Connor - 5 October
24. Paradis - 9 October
25. Pasternak - 11 Crackling Log
26. Potter - 11 October
27. Stanieich - 24 Pilgrim
28. Thompson - 5 Crackling Log
29. Vasilopoulos - 26 Pilgrim
30. Walker - 5 Harvest Moon (1)
31. Walker - 5 Harvest Moon (2)
32. Wall - 29 Pilgrim

Colleen Mailloux

From: VA <vaames@gmail.com>
Sent: Thursday, December 24, 2020 11:42 AM
To: Colleen Mailloux
Subject: Adams Road/Cross Farm Access

Dear Ms Mailloux,

We understand the concerns that a growing population brings to the residents of a community, so we thank you for taking the time and being willing to hear our voices.

We moved to New Hampshire to be near our son's family who have been residents since he and his wife graduated from UNH 25 years ago. We feel we were very fortunate to find the Cross Farm community which contains very nice and responsible people with similar interests. It has been a pleasure supporting the local Londonderry businesses, especially during these tough times for so many, and enjoy the friendliness and beauty that Londonderry offers.

The Adams Road access is not our primary exit or entrance, but provides an alternate egress which we do use occasionally. It was particularly very useful recently when 102 was shut down for quite a while as a result of the ice hitting an oncoming car. Also, Adams Road is a public road, so our taxes help provide maintenance and improvements to it. We very much appreciate your taking the issue of keeping the access point open under consideration.

Thank you,
Verl and Sally Ames
19 Crackling Log Lane

Sent from my iPad

Colleen Mailloux

From: Joanne Bordonaro <jbord125@gmail.com>
Sent: Wednesday, December 23, 2020 3:40 PM
To: Colleen Mailloux
Subject: Access to Adams Rd

Hi Colleen,

We are in favor of keeping the access to Adams Rd open to residents of Cross Farm. We need two means of egress/exit for safety purposes.

Thank you,

Joanne & Mike Bordonaro
3 Honeycrisp Circle

Colleen Mailloux

From: Cheryl Boyle <cherylboyle45@yahoo.com>
Sent: Thursday, December 24, 2020 9:18 AM
To: Colleen Mailloux
Subject: Adams road

Hello, We own a home in cross farm development and feel a need to keep this road in question open to the public. I feel that only one entrance and one exit out of cross farm is not sufficient not to mention the difficulty getting out onto 102 at times. Thank you, Jeff and cheryl boyle. 3 crackling road
Sent from my iPhone

Colleen Mailloux

From: nora conlin <nora.conlin@gmail.com>
Sent: Sunday, December 27, 2020 3:40 PM
To: Colleen Mailloux
Subject: Cross Farm Access to Adams Road

Ms. Mailloux, one of the reasons I chose to purchase a home in Cross Farm was its location in beautiful Londonderry and it's proximity to scenic Adams Road. I strongly urge the town to continue to allow open access. The residents of Cross Farm pay significant taxes, and it seems inequitable to deny us an access point to Adams Road. In addition, depending on the time of day, making a left hand turn onto Route 102 can be extremely challenging due to heavy traffic. Thank you so much for your consideration.

Nora Conlin
9 Pilgrim Road

Colleen Mailloux

From: Nancy Cosco <nancycosco@comcast.net>
Sent: Wednesday, December 30, 2020 11:15 AM
To: Colleen Mailloux
Subject: Cross Farms

Good morning Colleen,

I am writing to you regarding the entrance/exit onto Adams Road.

My husband and I moved to Londonderry in 1991 with our 3 children. We have raised our kids here, they have gone through the schools and all 3 were very active in youth and high school sports. Also, our daughter has settled in town with her 3 children. I am also in my 29th year as a Londonderry school employee...with that said, we are long haulers!

When it came time to downsize, we couldn't have been more excited when Cross Farms community became available....we did not want to leave Londonderry! We love Londonderry!

Having an exit/entrance on Adams Road is very important....

Adams Road is a historic road in town with tourists frequently riding through, especially in the fall. Closing it off to the residents of this community is unfair. There are just sometimes when leaving through Adams is much safer and easier..and guess what...we are paying our taxes!

With regards,
John and Nancy Cosco

Colleen Mailloux

From: edaley6700 <edaley6700@aol.com>
Sent: Tuesday, December 29, 2020 2:51 PM
To: Colleen Mailloux
Subject: Cross Farm/Adams Road Access

My name is Rita Daley and I live at 20 Pilgrim Road, Cross Farm Development. I am strongly in favor of maintaining open access to Adams Road for the residents of the Cross Farm Community. Above all, maintaining non-gated access to Adams Road is a safety issue. Exiting onto Route 102 is difficult and dangerous due to the high volume of traffic and the high speed at which vehicles travel. Exiting via Adams Road provides a much safer alternative. Also, maintaining a second means of egress is a matter of safety in the event one exit is impassable.

There is also no evidence that traffic from the Cross Farm Community has in any way overburdened Adams Road. The Traffic Study cited in the Jan.9, 2019 Planning Board minutes indicated that there was no adverse impact on Adams Road, and therefore, no gate was necessary. Moreover, the Police and Fire Department also recommended unencumbered access to Adams Road for safety reasons.

For these reasons, I would like to reiterate my strong opinion that access to Adams Road should remain unrestricted.

Respectfully submitted,
Rita Daley

[Sent from the all new AOL app for iOS](#)

Colleen Mailloux

From: Christine Dally <cadally@comcast.net>
Sent: Wednesday, December 23, 2020 1:38 PM
To: Colleen Mailloux
Subject: Cross Farm

Hi Colleen,

We spoke by phone earlier this month, and I mentioned I'd like to put some comments in writing for the January planning board meeting. Here they are....

As a resident of Cross Farm, I would hope that the Falling Leaf entrance be kept open for reasons of both safety and convenience. I use it for approximately half of my trips in and out of the community, especially if I need to go somewhere during heavy traffic hours. Rte 102 can be difficult to access if going East. As soon as there is a break in traffic from one direction, the traffic from the other direction begins and I can be stuck there for quite some time. It's good to have another option.

During the December board meeting, the traffic study was discussed. Board members commented that they didn't want to see a big increase in traffic at the Adams/Mammoth Rd intersection. As I understand it, the study only counted cars leaving Cross Farm. It didn't show that they went toward Mammoth Rd. When I leave Cross Farm from this exit, I usually go left, toward the airport/Bedford area. Except for during apple-picking season, this road seems lightly traveled, to me. I seldom ever encounter another car.

The study also didn't determine if the cars using this exit were residents or workers. We have a big crew of workers here at this time and they use that exit, too. Once the project is finished, they won't be here anymore and traffic will be greatly reduced.

I'd like to add that I hope for approval of phases 4,5, and 6. Comments made by a member of the public during the December meeting were inaccurate. It was claimed that people from Londonderry aren't moving here. Some are, and more will, once the homes in the other phases can be reserved. We also have residents who have moved here from many other NH towns, as well as people who have moved from other states. It's a great mix of people. There is clearly a demand for homes in this community. The fact that they sell so fast, speaks for itself. The development is not a "detriment to the community", as was stated.

Houses were described as "tightly packed". Many residents, myself included, have downsized from much larger homes with acreage. We don't want to deal with that type of maintenance any more. These homes and smaller lots are just what we want.

Although it hasn't been easy getting to know the neighbors during a pandemic, we do all get out and walk and chat outdoors. Everyone is friendly and happy to be here. I would hope that the other phases get approved soon, giving us more walking roads as well as giving future residents the opportunity to live here, too.

Thank you,

Christine Cote Dally
8 Crackling Log Lane
Londonderry, NH 03053

Sent from my iPad

Colleen Mailloux

From: Darlene Ducharme <darlened458@yahoo.com>
Sent: Wednesday, December 23, 2020 2:40 PM
To: Colleen Mailloux
Subject: Cross Farm Adam's Rd Access

Ms Mailloux

I would like to voice our opinion on the proposed emergency only access gate from Falling Leaf Rd to Adam's Rd. We moved to Londonderry into Cross Farm over 2 years ago and would to see permanent access to Adam's Rd being available. We have a son and his family (twin 6 yr old grandsons currently attending Moose Hill) who live on Parmenter Rd and find it much more convenient (and safer) going out Adam's Rd. We do not feel this would put a heavy traffic burden on Adam's. We've travelled it for the last year and hope to see it remain as an option.

Dick and Darlene Ducharme
15 October Lane
Londonderry, NH

Sent from my iPad

Colleen Mailloux

From: lawrence dunn@comcast.net <dunnlr@comcast.net>
Sent: Wednesday, December 30, 2020 6:57 PM
To: Colleen Mailloux
Cc: dunnlr@comcast.net
Subject: In support of open access to Adams Road from Cross Farm Dev

Colleen Mailloux
Town Planner
Londonderry , NH
December 28, 2020

Dear Ms Mailloux,

My wife Mary-Ellen and I moved to Cross Farm Development in August of 2020. So we are not long time residents, but, we do plan to spend many years of retirement here in Londonderry. We write this email to show our strong support for continuing the open access to Adams Road from the Cross Farm Condominium Development. Gated, emergency-only access is not an option in our opinion.

It would seem that a second way in and out of a development of this size should almost be a requirement. Open access to Adams Road provides that second, much safer entrance and exit option than busy Route 102. This is important to the older drivers who are very prevalent at Cross Farm. I believe the traffic impact to Adams Road will be small. Even smaller when you take into account the impact is spread out over the whole day. In our opinion this small amount of additional traffic spread out over the whole day will do nothing to diminish the scenic beauty of Adams Road nor will it cause additional congestion at Route 128.

Again, please support us and the other Londonderry Residents at Cross Farm by continuing to provide open access to Adams Road. The idea of gated access should be put to sleep.

Yours truly,

Lawrence and Mary-Ellen Dunn
21 Pilgrim Road (Cross Farm Development)
Londonderry, NH
603-475-3679

Colleen Mailloux

From: Diane Ellis. <golfingsportz5@comcast.net>
Sent: Sunday, January 10, 2021 6:34 PM
To: Colleen Mailloux
Subject: Adams Road

Hi Colleen,
Here is our letter regarding access to Adams Road from Falling Leaf Road:

We are writing to support keeping access from Falling Leaf Road onto Adams Road. We have been residents of Londonderry since 1981, first living on High Range Road and later on Wimbledon Drive. During our 40 years here, we have frequently traveled Adams Road. We have watched this town grow from a population of about 11,000 to more than twice that, from a town with no supermarket, one bank, no pharmacy, a barely developed Route 102, and seen the town lose orchards, a ski area, a bowling alley, and a roller skating rink. Incredible growth and changes.

We love Londonderry, and raised our 3 children here. As residents, Randy has coached teams in LAFA, LBC, and youth soccer. He also started the first Londonderry AAU basketball team, which he coached for 8 years. Diane was a special education teacher at Matthew Thornton School for 13 years. Our daughter and her family recently moved back to Londonderry.

In December we moved to Cross Farm, and have used Falling Leaf Road to access Adams Road for over 6 months as we watched the construction of our new home being built on Harvest Moon. We now use this access to get to High Range and Mammoth Roads. We have never felt the road was unsafe or have noticed an increase in traffic.

We appreciate this opportunity to share our feelings and hope you will continue to allow access.

Randy and Diane Ellis

Sent from my iPad

Rose Ellis and Steven Green
1 Honeycrisp Circle
Londonderry, NH 03053

January 4, 2021

Dear Ms. Mailloux,

It has come to our attention that there is a question being raised at the town Planning Board Meeting as to whom and why people are moving into Cross Farm, Londonderry. This is our story:

My husband, an attorney, and I, a former Superintendent of Schools, moved here from far western MA to be close to our Londonderry family. Our son-in-law is a lifelong town resident and his family have been very active in the community and schools to such an extent that a Londonderry baseball field was named after his father (Peter MacInnis). Our young grandchildren are students in the local public schools.

Beyond this singular reason, we find that Londonderry is a wonderful community with much to offer all ages. Moreover, in our interactions with town hall officials we have found them to be accommodating and helpful. Furthermore, my husband and I, as well as the Cross Farm community, actively enjoy supporting the many businesses, restaurants, farm stands and stores in town, thereby contributing to the local economy.

We are writing you to share our thoughts regarding Cross Farm's access to Adams Road off Falling Leaf Drive. That the town of Londonderry would even consider closing off access to a public road is not only unconscionable, but dangerous and unsafe. It is much, much safer to exit Cross Farm onto Adams than it is making a left onto Rt 102 to access Londonderry's business and retail areas. As an Over 55 community it is fair to say that our collective driving skills are unlikely to get any better. As residents, we are loathed to see action on this occurring after a tragedy as opposed to town officials using foresight to make a reasoned decision in the light of day.

We hope that you will include our input, as town residents, in your decision making.

Thank you,

Rose Ellis and Steven Green
Londonderry, NH

Colleen Mailloux

From: Richard Engler <rengler2015@gmail.com>
Sent: Wednesday, December 23, 2020 3:39 PM
To: Colleen Mailloux
Subject: Cross Farms Access to Adams Road

Dear Ms. Mailloux;

We have been residents of Londonderry NH since 1987. We have enjoyed our town, our children have gone through the Londonderry school system and have played multiple sports in town. I was a part of bringing High School Hockey to Londonderry, we've also spent many hours volunteering our time to make our town a great place to live.

I must say I am rather astonished that a long time resident and taxpayer to the town that I may be restricted in using Adams Road as an access to my housing development. I have never been restricted for road use in this town, neither has the entire state of NH. If Adams road is designated as a scenic byway, why must a long time resident be penalized for using it.

Richard and Pauline Engler

--

Rick Engler
508-254-6906

January 4, 2020

Dear Ms. Mailloux,

We are sending this letter in support of maintaining the Adams Road entrance/exit to Cross Farm. We recently moved into the development after being away from Londonderry for approximately 2 years. Prior to that we lived in town for 30 years, almost all that time on Crosby Lane, a short distance from Cross Farm. We love Londonderry and have raised two children in the town. We have been active participants in the town for 3 decades in many different capacities, some of which are listed below:

- Teacher's aide for 15 years in 3 different elementary schools
- LAFA coach/volunteer
- Friends of Music members/volunteers
- PTA volunteer/room mother
- Treasurer of numerous LHS sports teams
- St. Mark Building Committee
- St. Jude's Women's Guild Treasurer
- Sonshine Soup Kitchen Volunteer

We have followed the Cross Farm development since its beginning and viewed it as a great location for us to remain in the community for our retirement years. We are extremely disappointed that the town would consider closing the Adams Road entrance/exit to appease a small group of residents who live nearby that complained of added traffic on Adams Road. It should be noted that many of these same residents who complain about Cross Farm routinely use our private development for their daily walks.

In our opinion, a development of this size should have 2 points of access for residents. That concept has been adequately supported by several professional engineering companies that have participated in the design and review of the Cross Farm development. You only have to look a few miles up the road to a similar development half the size of Cross Farm (Hickory Woods) that has a main entrance from Route 102 and a back entrance off West Road. The wisdom of that design should be maintained at Cross Farm.

In our view, as taxpayers and longtime residents/supporters of the town, we should have every right to use Adams Road, a road the Town encourages outsiders to use as a Scenic Byway. We hope that the Planning Board will maintain the Adams Road entrance/exit in its present, unrestricted format allowing the residents of Cross Farm, including the many longtime Londonderry residents, to continue to access their homes.

Sincerely yours,

James & Claire Errico

8 Cornucopia Circle

December 22, 2020

Town of Londonderry
Attention: Colleen Mailloux-Town Planner
268B Monmouth Road
Londonderry, NH 03053

Dear Ms Mailloux

I am writing today to encourage the planning board and all interested committees and departments to keep the Adams Road entrance, via Falling Leaf Road, open to Cross Farms residents. In addition, I want to make the town leaders to be aware of who actually lives in Cross Farms which is contrary to what was written in articles within the Londonderry Times. The residents of Cross Farms, many who have lived here for years, are all a benefit to the Town of Londonderry.

The closing of Falling Leaf Road to residents exiting to Adams Road would cause a major safety issue. "According to the US National Highway Traffic Safety Association, turning left is a leading critical pre-crash event, and occurs in 22.2 percent of crashes. Further, approximately 61 percent of crashes that take place while turning or crossing an intersection involve a left-hand turn." I understand traffic consultants to the town recommended keeping Falling Leaf Road open. Listen to them!

Cross Farms residents can presently exit on Falling Leaf Road and take a right turn onto Adams Road and then take another right turn onto Mammoth Road that brings them to the safety of a traffic light on Rte 102. The town of Londonderry should insist that Falling Leaf Road stay open and unencumbered for safety reasons. Instead, Cross Farms residents are encouraged to use and take left hand turns on our major entrance onto Rte 102. Why should this dangerous practice be encouraged in an over 55 community? Turning left onto busy Rte 102 where there is no traffic light and the speed limit is 55 is problematic to say the least.

The fire and police departments say they need a second opening into the hundred plus houses to respond to potential emergency happening in Cross Farms. Don't the residents need a second entrance for the same reason? Most people prefer to drive to the hospital themselves or with loved ones rather than use an ambulance. We have always used Elliot Hospital over forty years. Precious time is saved for Cross Farms residents traveling north to CMC or Elliot Hospital's if the Falling Leaf Rd exit remains open. Our access to Town hall, several church's, the library and rail trail are made faster and safer through our access to Adams Road.

I have read in the local paper that our Londonderry over 55 communities did not attract Londonderry residents. Is that true? I bought my first of three houses in Londonderry when my wife and I were in our mid twenties. We are now 72 years old, built a Londonderry business and raised 4 children in this great town. Two of my children still live in town as well as seven grandchildren. My daughter bought our previous house in

the King's development and is a special education teacher at South School. My son now owns our Londonderry based family business, Bode Equipment Company, that employs a number of local and area residents.

We have been here at my Cross Farms for only 8 months and I do not know everyone yet. However, I have met several Londonderry residents that are downsizing and staying in town. My next door neighbor runs a Londonderry insurance company and his wife was previously a pharmacist at the local CVS. We have two residents who worked for years in the Londonderry school district. Gary, who I have copied, was instrumental in helping starting the hockey program at the high school. Gary has also owned a Londonderry business. We are all winding down successful careers and chose Cross Farms to stay in Londonderry. Over the years you could find many of these same Cross Farm people coaching our sons and daughters on the recreation fields or as friends of the LHS music program.

Across my street is another couple who has moved here from western Massachusetts. Their daughter married a Londonderry man, from a well known family, graduated from Londonderry High School and has stayed in town. His wife's family moved to Londonderry to be near their grandchildren. My new friends are a lawyer and a retired superintendent of schools. These grandparents help their Londonderry daughter by babysitting their grandchildren during some weekdays. Most Cross Farms residents have children or grandchildren in Londonderry or the surrounding communities. They moved here to Londonderry to be near family in their later years. They are good, solid people, with great current or former careers. They are exactly the type of citizens that will dependently pay their considerable property taxes to the town of Londonderry. Most communities desire such people.

The Cross Farms residents do not cause traffic problems on Adams Road. Retired folks don't go to work at rush hour and instead filter out onto Adams over the course of a full day. I walk to Adams daily and it remains a quiet public road. Adams Road, from my observations, is only busy in the Fall season as visitors come from all over pick apples at Mack's # 6 field or they head to over to very active Sunny Crest farms using Adams Road. I am glad, as a former Londonderry business owner, that Mack's and SunnyCrest are enjoying thriving businesses. No one is suggesting closing Adams Road, certainly not me, for the small traffic issue they create on rare occasions during the Fall season.

Londonderry has grown from the town of eight thousand to close to twenty five thousand during my many years here. Londonderry is still a beautiful town because of good planning and a strong upper middle class resident base. Cross Farm is a beautiful property, built by a quality contractor that gives Londonderry additional solid tax revenue from upper middle class payers.

In conclusion, Cross Farms has many residents that have been in Londonderry for years and others who are parents of Londonderry residents. Please consider that the Falling Leaf Road entrance into the Cross Farms development solves an important

safety issue for the Cross farms residents. Closing the Falling Leaf Road entrance would be dangerous to older residence by requiring them to turn left on Rte 102. Please read this letter into the minutes in the upcoming January 15th meeting. Representatives from Our neighborhood will attend the meeting.

Sincerely,

Pat and Steve Fawcett, 33 Crackling Log Lane, Londonderry

C Gary Stanieich- Cross Farms Resident and Board Member

Colleen Mailloux

From: Foss, Bill <William.Foss@brooks.com>
Sent: Friday, December 25, 2020 4:04 PM
To: Colleen Mailloux
Subject: Cross Farm Access to Adams Road

Dear Colleen Mailloux –

Thank you for your service to the citizen's of Londonderry. I am writing in support of my fellow residents at Cross Farm who are interested in seeing the access to Adams road be permanently made available. All of us in the Cross Farm community are aware of the concerns around traffic activity that the Adams road residents have expressed and we respect those concerns. One of the attractions of living at Cross Farm is the quiet ideal setting of the Adams road area and none of us would like to see that spoiled. Since there is a resident council in formation and governing body for the residents of Cross Farm, it should make sense to the Adams road residents that there can be control of activity by virtue of the resident board. Unlike other developments a 55 and over development is likely to have such control.

Aside from the shared concerns around traffic activity, it should also be noted that the property values at Cross Farm and associated taxes generated for the town to fund schools and many services should be welcomed by all residents of the town including the Adams road residents. Accommodating our desire to have the safer access to Adams road from our community should seem reasonable.

Regards,
William Foss
11 Honeycrisp Circle
Londonderry, NH 03053

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Colleen Mailloux

From: WM A FOSS <wafcag@msn.com>
Sent: Friday, December 25, 2020 3:41 PM
To: Colleen Mailloux
Subject: Access to Adams Road

Dear Colleen Mailloux,

I am a new resident of Cross Farm living at 11 Honeycrisp Circle. I am new to town having lived in Lowell, MA for the last 26 years. I am strongly in favor of maintaining access to Adams Road as I find turning left on route 102 to be very stressful and dangerous. I am a cautious and respectful driver and will drive carefully through the Adams Road neighborhood.

Sincerely,

Charles Griffiths

Colleen Mailloux

From: gisdav@aol.com
Sent: Wednesday, December 23, 2020 4:29 PM
To: Colleen Mailloux
Subject: Adams road access

Dear Colleen Mailloux,

We moved to Londonderry 34 years ago and saw our son graduate from Londonderry High School in 1990.

We also would prefer to have Adams Road open for our use.

David and Gisela Henshaw

Colleen Mailloux

From: ellen423@verizon.net
Sent: Friday, January 8, 2021 3:10 PM
To: Colleen Mailloux
Subject: Adams Road Access

Dear Ms. Mailloux,

My name is Ellen Longo. My husband Joe and I recently moved to CrossFarm in Londonderry. We are new to the area and absolutely love it here. We feel it is very important that Adams Road remain open for the residents of Cross Farm since it is a public road. Additionally it becomes a safety issue since at certain times of the day it can be difficult to negotiate a left turn onto Route 102. Thank you for your consideration.

Sincerely,

Ellen Longo

18 Crackling Log Ln.

Londonderry, NH

[Sent from the all new Aol app for iOS](#)

Colleen Mailloux

From: The Maxwells <themaxwells.13@gmail.com>
Sent: Monday, December 28, 2020 4:58 PM
To: Colleen Mailloux
Subject: Adams Road connection to Cross Farm

We are in favor of keeping the access open from Cross Farm to Adams Road.

Thank you,

John & Victoria Maxwell
1 Crackling Log Lane
Londonderry, NH 03053

Colleen Mailloux

From: The Maxwells <themaxwells.13@gmail.com>
Sent: Sunday, January 10, 2021 1:04 PM
To: Colleen Mailloux
Subject: access Re: Adams Road connection to Cross Farm

Good Morning,

We would like to add a couple of comments/ideas to being in favor of keeping the Adams Road access open at least until the Cross Farm project is complete in a couple of years or so.

Cross Farm is a 55+ community meaning that many are retired and over 65. Many are with health issues.

Our concern is that if something happened to close the Nashua Road access, there would be no way out. If there was some family emergency that did not require/could not wait for EMTs or police/fire departments to open the gate, there is no way out. We realize that we were informed of this issue BEFORE we purchased our home.

We also believe that better traffic data would be gathered if it was done after the project was completed and any closing decision was made then. In the meantime, a traffic monitoring device could be installed now to get a baseline as to how much the Adams Road traffic increases over time.

We appreciate our Adams Road neighbors concerns but we wonder what is this increased traffic number if we are talking about the route 28 direction. The route 28 intersection is no picnic if one is trying to make a left hand turn. As we get older, we tend to avoid these intersections thereby reducing the traffic, not increasing it.

Thanks for listening and we do NOT need to have any of this read at the planning board meeting. We stated our case in our 12/28/20 e-mail to you.

Thank you again,

John & Victoria Maxwell

P.S. Just wondering. With the size of the Cross Farm project, does the Town of Londonderry mandate that there has to be at least two open entrances and exits at all times?

> On Dec 28, 2020, at 4:58 PM, The Maxwells <themaxwells.13@gmail.com> wrote:

>

> We are in favor of keeping the access open from Cross Farm to Adams Road.

>

> Thank you,

>

> John & Victoria Maxwell

> 1 Crackling Log Lane

> Londonderry, NH 03053

Colleen Mailloux

From: Priscilla McKerley <plm7044@aol.com>
Sent: Monday, December 28, 2020 12:54 PM
To: Colleen Mailloux
Subject: Adams Road Access to Fallen Leaf Road, Cross Farm Development

Dear Ms. Mailloux,

I am writing to you in petition to having an open access egress from Fallen Leaf Road to Adams Road.

Firstly, I find there is little traffic on Adams Road. Secondly, I find it is much safer to use this egress than the exit onto 102, which is heavily trafficked. Thirdly, I find it very convenient to the mid-town shopping plazas, avoiding heavy traffic and stop lights.

I am a new resident of Londonderry but I am very familiar with this lovely town. My daughter and son-in-law moved here from Colorado 21 years ago. They were very impressed with the school system before they even had children. They have raised their two sons here, one of whom is a junior at LHS. The oldest son graduated from LHS three years ago. Because of his membership in the renowned LHS Marching Band, Jazz Band and Symphonic Band coupled with his musical talent and scholarship, he was accepted at the University of Alabama and is a member of the "Million Dollar Band" there. His brother is following in his footsteps scholastically and is in all three bands at LHS, as well as Winter Percussion.

As a new taxpayer here, I am well aware of the tax base and heartily support the funds directed to the Londonderry School District.

I thank you for your attention to my request to have Fallen Leaf Road remain open to Adams Road.

Very truly yours,
Priscilla McKerley
27 Pilgrim Rd
Londonderry, NH 03053

Colleen Mailloux

From: Dennis Moran <dpmoran66@aol.com>
Sent: Sunday, January 3, 2021 9:49 AM
To: Colleen Mailloux
Subject: Fwd: Cross Farm community

-----Original Message-----

From: Dennis Moran <dpmoran66@aol.com>
To: cmailoux@londonderrynh.org <cmailoux@londonderrynh.org>
Sent: Sat, Jan 2, 2021 12:19 pm
Subject: Cross Farm community

Dear Ms. Mailloux,

As I reflect on all the communities where I have lived in my adult life, there are a few variables that I feel distinguish an outstanding town from just an acceptable one. To create an appealing place to live, towns need to foster desirable neighborhoods that are well planned and maintained. Londonderry has earned an excellent reputation for its town planning, and the development of appealing places to live. The Cross Farm neighborhood is a prime example of a neighborhood that any town would be proud to showcase. I was disappointed to learn that there is a proposal being considered to close off the Adams Rd. to Falling Leaf Rd. access to our beautiful neighborhood, thus limiting exposure to an asset we should value.

While I can understand the potential for increased traffic on Adams Rd., I have experienced relatively light traffic on Adams during the eight months I have resided here. As I have gotten to know other neighbors, it is also interesting to discover that our residents seem to vary the way they exit Cross Farm, which in theory should better distribute the traffic exiting onto both Adams and Rte.102. Since Rte. 102 can be very busy during certain times of the day, it might also be safer to have less traffic lined up to exit Harvest Moon Rd onto a highway posted at over 50 mph.

As a resident, I am open to consider both sides of the proposal, but unless a thorough traffic study indicates we should only have one egress from Cross Farm, I am strongly in favor of continuing with outlets onto both Adams and Rte. 102

Respectfully,

Dennis and Patty Moran

Colleen Mailloux

From: Carolyn OConnor <coconnor823@gmail.com>
Sent: Thursday, December 31, 2020 1:46 PM
To: Colleen Mailloux
Subject: Cross Farm Development - Planning Board

Hello Colleen,

Please provide my letter below to the Planning Board in reference to the Cross Farm Development:

My husband Bob and I originally moved to Londonderry in 1988. We raised our three sons here and they all attended the Londonderry schools. Londonderry is a wonderful town and we were lucky to have a community such as Cross Farm to move to when we decided to downsize our home enabling us to stay in Londonderry. Several of our long-time friends from Londonderry have also moved to Cross Farm.

As the Planning Board is in the process of reviewing for approval the additional phases of Cross Farm, I hope they appreciate the benefit of having this community available to those wishing to downsize and eventually retire in Londonderry.

Additionally, I am aware there has been discussion of closing the Adams Road entrance. My hope is that the Planning Board realizes that having two entrances to the development provides important safety benefits including for those wishing to avoid turning left onto 102 can comfortably use the Adams Road access. The traffic studies have shown minimal impact to Adams Road with the access open. Adams Road is designated a New Hampshire scenic highway as part of the Apple Way and it would be inappropriate to allow and promote access to Adams Road to non-Londonderry residents while limiting access for Londonderry residents of Cross Farm.

Best Regards,
Carolyn O'Connor
5 October Lane

Colleen Mailloux

From: Charles Paradis <chuckles324@hotmail.com>
Sent: Tuesday, January 5, 2021 3:19 PM
To: Colleen Mailloux
Subject: Cross Farm Access to Adams Road

Dear Ms. Mailloux,

We are writing to you regarding access to Adams Road for Cross Farm residents. We have been residents in Cross Farm since October 2018, moving here to be closer to our grandchildren who attend Londonderry schools. We believe that Adams Road, being a public road, should be open to all residents of Londonderry. The residents of Cross Farm pay taxes just like residents of Adams Road do and should not be discriminated against and denied access to the road.

Sincerely,
Charles and Karen Paradis
9 October Lane

Colleen Mailloux

From: Judith Pasternak <judithpasternak@gmail.com>
Sent: Wednesday, December 30, 2020 3:15 PM
To: Colleen Mailloux
Subject: Cross Farm Access to Adams Road

Dear Ms. Mailloux,

We are Michael and Judy Pasternak, living at 11 Crackling Log Lane in the Cross Farm Subdivision. We are writing to request your consideration to keep the entrance to Adams Road open to the residents of Cross Farm. We moved here in May from our home on Grapevine Circle where we lived for 34 years. We raised 3 children here. Mike was active coaching youth soccer and helped with the early improvements to the high school baseball field. Judy assisted with Girl Scouts. Additionally, Judy volunteered in the elementary schools, and then worked as a teaching assistant in the middle school. Our 3 children graduated from Londonderry High School and our oldest son lives in Londonderry and his 2 sons attend school here.

We believe that restricted access to Adams Road is a potential safety issue given the number of residents in this subdivision. The residents of Adams Road have multiple access points to their homes and in fairness to Cross Farm residents we should also have multiple access points.

Thank you for your thoughtful consideration of our request.

Sincerely,
Mike and Judy Pasternak

Colleen Mailloux

From: Janice Potter <jepotter22@aol.com>
Sent: Sunday, January 3, 2021 7:12 PM
To: Colleen Mailloux
Subject: Cross Farm

Good Morning Colleen,

My husband and I are residents of Cross Farm. We are fortunate to have our daughter, husband and new grand baby also living here in Londonderry.

We would like to voice our support for keeping access open to Adams Road via Falling Leaf Road. We understand that traffic professionals have recommended that it be left open and access not be restricted to a public road. Exiting via Adams Road is certainly a safer option for our community. Thank you for your consideration.

Best,
Jan and Bruce Potter
11 October Lane
Cross Farm Development

Sent from my iPad

Colleen Mailloux

From: gstanieich@gmail.com
Sent: Monday, December 28, 2020 9:21 AM
To: Colleen Mailloux
Subject: Cross Farm Access to Adams Road

Dear Ms. Mailloux,

My name is Gary Stanieich, I am writing this email on behalf of the Cross Farms community and its residences. I am a member of the board for the Cross Farms Condominium Association and a longtime resident of Londonderry. I have heard abutters claims that this community consist of outsiders from other states and although there are some a vast majority have long term or current ties to Londonderry. We feel it is important for all to know and understand who we consist of as you consider the approval of the final phases here at Cross Farms. Currently are at least three homeowners here that have built businesses right here in town, I personally moved my business here 25 years ago and acquired two commercial properties on Delta Dr and moved my family here where we raised our two boys in one of the finest neighborhoods in town. Moving to Londonderry was one of the best decisions we could have made, we absolutely love it here. Cross Farms has; at least two owners that were High School administration persons, a local Insurance Agent and Phycologist, Three College Professors, a Pharmacist, several Nurses, a Doctor, lawyers, Accountants, Bankers and more. We have chosen to downsize to a new community where we can live out our remaining years in comfort in a community that will be beautifully well maintained, peaceful, friendly and social. Many of us walk the neighborhood daily and look forward to the opening of our clubhouse this spring where we will exercise, hold game nights, play bocci, pickle ball, basketball or just socialize with friends. We are law abiding, community-oriented members of this town that have given so much to this town in so many ways, I for example coached little league alongside an Adam's Road resident and director of finance for this town, I along with three others here in Cross Farms were instrumental in bringing High School Hockey to the LHS 20 years ago, first as a club team, division two and just three years in and now are a successful division one team, that we are enormously proud of. Many of us including those moving into the town have sons, daughters, and grandchildren here in town or surrounding towns that we look forward to spending precious time with. As of today with under 70 units built 11 downsized and relocated from homes here in town. I felt it is extremely important for you and the abutters to understand who we are as you consider the access to Adams Road from Falling Leaf. As you know from the two independent traffic studies, Cross Farms residence have extraordinarily little impact to Adams Road. Most of us are very experienced drivers that abide by the rules and follow the speed limits and safety while driving. In the months I have lived here I rarely see any oncoming vehicles when exiting to Adams Road. For our communities safety having the option to exit using Adams Road is important. We use the exit in support of local businesses such as Sunny Crest Farms, Mack's Apple, and Shady Hill Nursery to name a few. We appeal to the board, the selectmen, and abutters to continue to provide access to this wonderful community to Adams Road.

We appreciate your consideration, thank you!

I am of the understanding these emails from our community will be read in to the minutes however I am more then willing to speak on the 13th if you feel it is in the best interest of the Cross Farms Community.

Best Regards,

Gary P Stanieich
Gary & Linda Stanieich
24 Pilgrim Road
Londonderry, NH 03053
603-860-5508

Colleen Mailloux

From: Donald Thompson <dkthompson@comcast.net>
Sent: Monday, January 4, 2021 9:46 AM
To: Colleen Mailloux
Subject: Adams Road

Dear Ms. Mailloux and members of the Londonderry Committee:

In June 2020 my wife and I moved to a new residence at Cross Farm. My wife always remembered her childhood years in Londonderry when visiting her grandparents Peter and Christine Gaskill (the town's bandshell was dedicated to Peter Gaskill). The quality of life is exceptional with proximity to shopping, travel, medical options and recreation.

We were quite disheartened to learn that there is some discussion by certain abutters/residents of Londonderry to restrict access to Adams Road from the Cross Farm development. We value the use of Adams Road. We welcome any non-resident driving through our development via auto or on foot. Furthermore, we have no desire to live in a gated community that restricts the use of public roads.

As residents and taxpayers of Londonderry, we are strongly opposed to this for the following reasons:

1. Limited impact on auto traffic – Certain Adams Road and Londonderry residents apparently believe that the new development will increase automobile traffic significantly. Although it is true there will be more residences abutting Adams Road, it should be noted that residents are over 55 and the majority are retired. Thus, there is limited traffic associated with such residents. In fact, many residents may not utilize their vehicles at all on many days.
2. Adams Road is not a private road for the use of Adams Road residents only – Cross Farm residents should not be disallowed from using town roads simply because Adams road residents desire to restrict usage. Cross Farm residents are taxpayers in the town of Londonderry and are and will be contributing a significant amount to Londonderry. All roads within this development are maintained by the association thus placing zero burden on Londonderry road maintenance resources. Additionally, Cross Farm residents are all positive contributors to the Londonderry school system as there is zero burden placed on the school system. Overall, Cross Farm residents provide more resources to the town than services provided. We pay taxes so why are we disallowed from using roads we pay taxes for?
3. Safety - Restricting access to Adams Road will only allow egress via Route 102, currently a main thoroughway with highway speeds. Adams Road access will allow residents a safer alternative to entering/exiting a main thoroughway.
4. Impact on certain local businesses – Certain businesses including Sunnycrest Farm, Mac's Orchard on Adams Road and Shady Hill Nurseries would be negatively impacted as Adams Road is the primary access to such businesses from Cross Farm.

For all of the reasons cited, we strongly urge committee members to continue to allow unrestricted access to Adams Road.

Sincerely,

Donald & Karen Thompson
5 Crackling Log Lane
Londonderry, NH

Colleen Mailloux

From: Joanne Vasilopoulos <jovas25@aol.com>
Sent: Wednesday, December 23, 2020 3:20 PM
To: Colleen Mailloux
Subject: Gate at Cross Farm end of Falling Leaf rd

Hello, I am a resident of Cross Farm. My Name is Joanne Vasilopoulos I am at 26 Pilgrim rd. I feel putting a gate there and leaving us with one entrance and exit is not a good idea. We are too large and growing of a community here not to have another option to enter or exit. I think it could also be dangerous god forbid it causes a problem in an emergency for any one of us. Homes are close we have gas I mean just an example that we need to be able to have a second option to exit. This isn't a high traffic area as far as residents go there is still construction but when it's all done I feel it won't be an issue. Thank You for taking the time to read my message, I came from a new construction area where residents were worried about the new street going in for traffic in Lexington Ma, and there was never an issue in the 13 years i lived on that street. Thank You, Joanne

Colleen Mailloux

From: David Walker <drdavidewalker@icloud.com>
Sent: Sunday, December 27, 2020 9:37 AM
To: Colleen Mailloux
Subject: Cross Farm Access Needs

Dear Ms. Mailloux,

I am writing to you as a retired person who has chosen the Town of Londonderry to reside in the lovely over-55 community of Cross Farm. I am requesting that you promote the safety of this development by providing a second access via Adams Road. With a plan to have approximately 400 people residing here in this development, I feel that it is imperative that we have two access points for so many. I would appreciate a confirmation email and your thoughts relating to my request.

Sincerely,

David E. Walker, EdD
5 Harvest Moon Road

Sent from Dr. Walker's iPhone

Colleen Mailloux

From: Helen Walker <helenlsc@aol.com>
Sent: Friday, January 8, 2021 12:11 PM
To: Colleen Mailloux
Subject: Commentary on Cross Farm's Adams Road Access

Dear Ms. Mailloux,

Thank you for allowing residents of Cross Farm to submit commentary regarding the controversial access to Adams Road from our development.

Having lived here for nearly two years, I assure you that we definitely need two egresses and exits for our development.

Locking us into one connection with Rte 102 would be both foolhardy and dangerous because of the volume of traffic at certain times of the day. My mother-in-law has already been transported to the local hospital during the middle of the afternoon, and we had to wait for what seemed to be an exorbitant amount of time before we could enter 102 to follow her.

On another note, the vilification of elderly housing that is being expressed in the local newspaper needs to cease before we are subjected to vandalism or worse. I am shocked by some of the comments that have been made and frankly disappointed that persons in authoritative positions would use such rhetoric!

With much appreciation,
Helen Walker

Sent from my iPhone

Colleen Mailloux

From: Susan Wall <susanrwall@aol.com>
Sent: Tuesday, December 29, 2020 8:47 AM
To: Colleen Mailloux
Cc: tswall114@aol.com
Subject: Cross Farm access to Adams Road

Good Morning Ms. Mailloux,

We are writing to express being in favor of keeping access open to Cross Farm Development's Falling Leaf Road via Adams Road.

The availability of this exit from Cross Farm provides a safer option than trying to turn left onto Route 102 at certain times of the day and also helps to disperse the traffic flow throughout the neighborhood and onto the surrounding roads and streets. In addition, it provides easy access to the local businesses that are located near Adams Road (i.e., Hillcrest Farm and Shady Hill Nursery). As residents of the Town of Londonderry, we believe we should be able to have the use of all town roads.

We respectfully request that you consider keeping this access available to Cross Farm residents.

Thank you.

Susan and Tom Wall
29 Pilgrim Road
Londonderry NH 03053

Cross Farm Public Input for 1/13/2021 Public Hearing
Received between 12pm 1/11 and 5pm 1/13

1. DeRemer – 31 Crackling Log
2. Lohman – 10 Crackling Log
3. Shook – 23 Pilgrim
4. Sullivan – 21 Crackling Log
5. Vultaggio – 17 Crackling Log
6. Wechsler – 19 Pilgrim

From: [sue.deremer](#)
To: [Colleen Mailloux](#)
Subject: Cross Farm in Favor of keeping access open to Adams Rd
Date: Monday, January 11, 2021 11:44:48 PM

Dear Colleen,

We are in favor of keeping the access open from Falling Leaf Rd to Adams Rd and hope that this email reflects our love for Londonderry and why this is so important to us.

Bill and I moved to Londonderry in 1985, 35 years ago and raised our 3 children here.

Bill had his insurance agency in Londonderry and insured many families including the Butlers who we've been family friends with for many years.

Bill coached Londonderry basketball, softball and soccer. I was the pharmacist at CVS in Londonderry for many years until 2000. We loved our home at 19 Nutfield Dr and sold it to a young family so that they could raise their kids on a quiet street like we did.

We moved to Cross Farm so that we could stay in town with our kids and grandkids living close by.

The entire DeRemer family supports many of the Londonderry businesses especially Shady Hill and Sunnycrest Farm.

Thank you for taking the time to read my letter.

Warm Regards,
Sue and Bill DeRemer
31 Crackling Log Lane

From: [Lohmann Home](#)
To: [Colleen Mailloux](#)
Subject: Access to Adams Road
Date: Monday, January 11, 2021 12:57:01 PM

Dear Ms Mailloux,

My husband and I would like to add our names to the others you have received in asking that our access to Adams Road not be impeded. Although we do not use Adams Road often, it is nice to know it is there in the event there is an emergency that blocks the main entrance to Cross Farm. Since Adams Road is a public road and residents of Cross Farm contribute to the maintenance of those public roads in the form of taxes, it only seems fair that access to them all would be allowed.

We moved from Grantham, NH, this past summer and are very happy to call Cross Farm in Londonderry our new home.

Thank you for your consideration in this matter.

John and Mary Lohmann
10 Crackling Log Lane
Londonderry, NH 03053

From: [Susan Shook](#)
To: [Colleen Mailloux](#)
Subject: Cross Farm access to Adams Road
Date: Tuesday, January 12, 2021 1:11:26 PM

Ms. Mailloux,

This email is in support of the continued access to Adams Road from Falling Leaf Road. My husband and I moved into Cross Farm in early December, after living in Connecticut for 36 years. We are very happy to be new residents of the beautiful town of Londonderry. We are making our home here to be closer to our children and grandchildren. We have a daughter living in the neighboring town of Litchfield. We live on Pligrim Road and we have found the exit onto Adams Road very valuable. Exiting onto Rte 102 is, in many cases, not the most direct or efficient, and is sometimes quite challenging. We feel that maintaining the rear exit from Cross Farm will improve efficiency of traffic flow in the surrounding area. It would also provide a safer option for our community.

Thank you for your consideration.

Susan and Paul Shook
23 Pilgrim Road

Sent from my iPad

From: [Janet Sullivan](#)
To: [Colleen Mailloux](#)
Cc: [Janet Sullivan](#)
Subject: Re: For Jan. 13th Planning Board Meeting-----Cross Farm Condominium Community Adams Road Access/Egress
Date: Wednesday, January 13, 2021 4:57:38 PM

Hello again--

**I sent you a version of this a couple of hours ago. I made one revision if you could replace this one with the one previously sent. Many thanks--
Janet Sullivan**

On Wed, Jan 13, 2021 at 2:47 PM Janet Sullivan <jmsullivan310@gmail.com> wrote:

Good evening,

As residents of Cross Farm Condominium Community, we would like to add our voice to the fervent requests to keep the Falling Leaf to Adams Road access/egress entirely open to the community. First and foremost, we believe this to be a safety issue. Traffic professionals have recommended keeping the alternate access/egress open as it is safer for our 55+ community and our children and grandchildren visitors to avoid having to take a left turn on Route 102 (where vehicle speeds are upwards of 50 mph) from the main entrance. Accordingly, Adams Road is a public road and the existence of Cross Farm should not prohibit us from using it as an alternate access/egress.

For us personally, we have a history in Londonderry, having owned and operated a home care agency for 12 years nearby on Route 102. We now have a wheelchair accessible van in which Rich provides transportation services part-time for handicapped residents in Londonderry and throughout southern New Hampshire. Should there be a fire and/or some other emergency prohibiting use of the main entrance, we would not be able to service our clients in need, not to mention the entire community being unable to enter or exit.

In closing, our Cross Farm community is a valuable asset to the town. Many of the residents are retired, work from home, or work part-time; the traffic throughout the complex is such that we believe it does not pose a traffic flow problem for Adams Road. We urge you to keep the Falling Leaf to Adams Road access/egress open for the community.

Thank you,

Rich and Janet Sullivan
21 Crackling Log Lane

From: [Bill Vultaggio](#)
To: [Colleen Mailloux](#)
Subject: Cross Farms - Adam's Road Access
Date: Monday, January 11, 2021 2:22:59 PM

Hello Ms. Mailoux

Allow me to introduce myself;
Bill Vultaggio
17 Crackling Log Lane
Londonderry

I'm writing to request the entrance/ exit from Falling Leaf Lane onto Adam's Road remain open.

Given the community continues to grow, I feel it essential to ensure access from Adam's Road as a safety issue in the event the fire department and or rescue responders would need to access the (over "55") community, where a number of residents are elderly.

Thank You for your attention to my request.

I hope you and those closest to your heart are all safe and remain healthy.

Best regards
Bill Vultaggio

Sent from "Cyberspace"?

From: [Robert Wechsler](#)
To: [Colleen Mailloux](#)
Subject: Cross Farm Access
Date: Monday, January 11, 2021 6:59:40 PM

Ms. Mailloux:

We have recently purchased a new home in the Cross Farm Community in Londonderry. We have heard about future plans that the town of Londonderry may institute to restrict entry into Cross Farm from Adams Road and are writing to express our concerns regarding this issue. We feel strongly that it is important to keep the access from Adams Road onto Falling Leaf Road entirely open for the Safety and convenience of all members of our Community. We believe that this is the recommendation of Traffic Professionals as well.

We are both Healthcare Professionals who are new to the Londonderry area and feel gratified by the friendly and welcoming attitude of virtually everyone who we have met here thus far. It is our sincere desire and intention to continue to support Local small businesses and education groups as we have become accustomed to doing in our previous community.

We thank you and the Town Board in advance for noting and being receptive to our thoughts and concerns regarding the matter of continued access to our new community.

Sincerely yours,
Rob and Kathy Wechsler
19 Pilgrim Road

Sent from my iPad