

interchange would have on the Reed Paige Clark Homestead located on the north side of Stonehenge Road. Alternative D would also affect Palmer Homestead, E.F. Adams House, and Knapp Brothers Shoe Manufacturing as described under Alternative A.

Alternative F

As discussed in the 2007 DEIS, it was determined that Alternative F would have an adverse effect upon historic resources within the Broadway Historic District (Area B) located along NH 102. This district covers 102 properties and contains 89 buildings with mixed uses, from residential to commercial business. The removal of 110 on-street parking spaces on NH 102/Broadway through downtown Derry would have a detrimental impact to the local businesses that are located in NRHP-eligible historic buildings or those that contribute to the Broadway Historic District. This economic impact would not support the project's purpose and need of improving economic benefits within the Town, and could make the historic resources in the downtown area more vulnerable to falling in disrepair or demolition and replacement with new buildings. Because other alternatives exist that meet the project purpose and need and do not involve these historic resource impacts, the requirements of Section 106 would not be satisfied if Alternative F were selected.

Alternative F would extend alongside the Derry Village Historic District and near the Birch Street Historic District but would have no adverse effect on these resources. The Alternative would also traverse adjacent to one NRHP individually eligible property along NH 102 (Gilbert and Helen Hood House, DER0102), with no effect to the property.

4.18.6 Mitigation

Because no impacts to archaeological resources are anticipated from the Build Alternatives, no mitigation measures have been proposed. Proposed mitigation measures for the M&L Railroad Historic District are discussed in Chapter 7, *Section 4(f) Evaluation*.

4.19 Parks, Recreation, and Conservation Lands

Potential impacts of USDOT-funded projects on publicly owned parks and recreation areas, waterfowl and wildlife refuges, and privately or publicly owned historic resources must be addressed under the Section 4(f) provision of the Department of Transportation Act as amended by the Federal-Aid Highway Act of 1968 (Public Law 90-495, 49 USC 1653). Under Section 4(f), the Secretary of Transportation shall not approve any program or project that "requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as so determined by federal, state, or officials having jurisdiction thereof, or any land from a historic site of national, State or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreation area, wildlife and waterfowl refuge, or historic site resulting from such use."

Parks and recreational lands include all public and private parcels that are expressly reserved for recreational purposes, such as neighborhood parks, golf courses, school playgrounds and ball fields, and similar facilities.

In addition, properties that have received funding under the Land and Water Conservation Fund (LWCF), as administered by the U.S. Department of the Interior, require special evaluation

including specific requirements for mitigation under Section 6(f) of the LWCF. Section 6(f) lands are those that have been acquired or improved with LWCF funds, and NPS has jurisdiction over these lands. Section 6(f) lands cannot be converted to another use without replacement by land that is of comparable value and use. The New Hampshire Department of Resources and Economic Development (NHDRED), Division of Parks and Recreation, maintains a list of lands acquired or improved with LWCF funds in NH. NH RSA 4:30-a requires replacement of impacted municipally owned recreation or conservation lands. The RSA states that, when NH acquires any municipal conservation or recreation land, it shall transfer to the affected municipality other comparable land and facilities to the extent feasible, or shall grant to the municipality sufficient funds to acquire comparable lands.

4.19.1 Affected Environment

The study area for parks, recreation, and conservation lands is a 1,000-foot buffer around the Build Alternative alignments to encompass any properties that could experience potential impacts from the Project, including any visual, noise, or constructive use/access impacts. As Table 4.19-1 and Figure 4.19-1 show, the study area contains 49 properties and trails in recreation and conservation use, of which 35 are potentially subject to the provisions of Section 4(f) of the USDOT Act of 1966. Section 4(f) resources are discussed in more detail in Chapter 7, *Section 4(f) Evaluation*. Additionally, there are three separate sites within the general area that were funded under LWCF project #33-00166 “Derry Three Parks”: Veteran’s & O’Hara Ball Fields (Site #2), Hood Park, and Smith Field, and as such are subject to the provisions of Section 6(f) of the LWCF. Hood Park and Smith Field, which are labeled on Figure 4.19-1 are more than 1,000 feet from any of the Build Alternatives.

Conservation Lands

The Town of Londonderry has three conservation areas within the study area: two preservation areas along Rockingham Road (#11) and Woodhenge Circle (#12) and the Dumont Conservation area (#10), which is bisected by the Old Trolley Line Trail. The Old Trolley Line Trail and Londonderry Rail Trail traverse the study area.

The Londonderry Rail Trail is a cooperative effort between the Town of Londonderry and the Londonderry Trailways organization to complete about 6 miles of trail on an abandoned rail corridor (Londonderry Trailways, 2016). This will link the Derry and Manchester Rail Trails and be part of the 20-mile Granite State Rail Trail that runs from Salem to Manchester. Currently, the Rail Trail is paved from Rockingham Road (NH 28) near North School west of I-93 to the intersection of Rockingham Road near Seasons Lane on the east side of I-93. The North Village, Little Cohas, and Airport segments are currently planned to pave the existing western terminus of the trail to the Manchester town line (2.3 miles). In addition, the Southeastern Border segment is planned to connect the existing eastern terminus of the trail to the Derry town line (0.6 mile). From the Derry town line to a point north of Hood Park, there is a gap in the Rail Trail (Figure 4.19-1). This planned segment will be completed in future years as Londonderry completes the Southeastern Border segment. Although this gap in the Rail Trail is passable on foot or mountain bike, the trail ROW north of North High Street is private property; therefore, it is not currently part of the trail network.

Table 4.19-1. Parks, Recreation, and Conservation Lands

Parcel ID	Name	Location	City	Ownership	Designation	Type of Use
1	Hoodcroft Golf Course	NH 102 (Chester Road)	Derry	Semi-Private	4(f)	Golf course. Partially owned by Town of Derry, open members, and the general public
2	Veteran's & O'Hara Ball Fields	Wilson Avenue	Derry	Town of Derry	4(f) and 6(f)	Baseball, soccer, playground, tennis, various recreational leagues
3	MacGregor Park	Birch Street	Derry	Town of Derry	4(f)	Small park downtown, picnic area, benches, veterans memorial
4	Buckley Field	Hood Road	Derry	Town of Derry	4(f)	Baseball, recreational areas, small playground
5	Pinkerton Academy Athletic Field	Crescent Street	Derry	Town of Derry	4(f)	Recreational field
6	Pinkerton Academy Fields	Pinkerton Street	Derry	Pinkerton Academy	4(f)	Baseball field, tennis courts
7	Pinkerton Academy Fields East	Pinkerton Street	Derry	Pinkerton Academy	4(f)	Baseball field, football field, track
8	Rider Fields	Tsienneto Road	Derry	Town of Derry	4(f)	Baseball, recreational areas, small playground, open space
9	Hovey Road Viewshed Easement	Pillsbury Road	Londonderry	Town of Londonderry	Conservation Land	Preservation
10	Dumont	North and east of Trolley Car Lane, bisected by Old Trolley Line Trail	Londonderry	Private and Town of Londonderry	4(f)	Hiking, cross-country skiing, nature observation
11	Rockingham Rd	Rockingham Rd	Londonderry	Town of Londonderry	Conservation Land	Preservation
12	Woodhenge Cir	Rockingham Rd	Londonderry	Town of Londonderry	Conservation Land	Preservation
-	Old Trolley Line Trail	Various west of I-93	Londonderry	Town of Londonderry	4(f)	Public recreational trail
-	Londonderry Rail Trail	Various east of I-93	Londonderry	Town of Londonderry	4(f)	Public recreational trail

Parcel ID	Name	Location	City	Ownership	Designation	Type of Use
-	Rail Trail Path	Various east of I-93	Derry	Town of Derry	4(f)	Public recreational trail
-	Derry Rail Trail	Various east of I-93	Derry	Town of Derry	4(f)	Public recreational trail
-	Derry Bicycle Path	Downtown Derry	Derry	Town of Derry	4(f)	Public recreational trail circles the downtown area
-	Rider Fields Trail	Near Rider Fields	Derry	Town of Derry	4(f)	Public recreational trail

Sources: Town of Derry (2016c; 2017a; 2017b; 2017c); Derry Rail Trail Alliance (2017); NHFGD (2016c); Londonderry Conservation Commission (2014)

The Old Trolley Line Trail currently exists as a well-used trail by hikers and mountain bikers along an old trolley line, and the Londonderry Conservation Commission has identified the trail as a long-term opportunity to help complete an extensive loop trail originating at the town center (Londonderry Conservation Commission, 2014).

No wildlife or waterfowl refuges subject to Section 4(f) have been identified in the study area (see Chapter 7).

Recreational Resources

In the Town of Derry, the study area contains a variety of parks, recreational areas, and trails, most of which have a Section 4(f) designation. Examples of public recreational resources include Rider Fields (#8) and Trail, which includes baseball, recreational areas, a small playground, and open space, and Hoodcroft Country Club (#1), a golf course partially owned by the Town of Derry that is open to the public and abuts a large wetland area associated with Beaver Brook. Trails within the study area include the Rider Fields Trail, as well as the Derry Bicycle Path, the Rail Trail Path, and the Derry Rail Trail. The Derry Bicycle Path encircles the downtown Derry area and overlaps with the Rail Trail Path, which connects the Londonderry and Derry Rail Trails.

In the Town of Londonderry, the study area contains Apple Way is an important cultural resource and a part of the statewide Scenic Byways program. In Londonderry, it connects several of the Town's remaining apple orchards and community open spaces. While the byway affords an enjoyable motoring experience, it is not conducive to pedestrian or bicycle activities. The road is relatively narrow and in some areas, the shoulder is non-existent. A Class Six road runs between Trolley Car Lane and Kitt Lane. The road has not been maintained in many years, but the ROW is still in force. Local residents named the road "Dragonfly Way" when the town was developing the emergency response system. The route provides an excellent opportunity to connect several neighborhoods while at the same time offering a pleasant walking and biking experience. Due to its proximity to the future Woodmont development, Dragonfly Way would play an important role in keeping pedestrian and bicyclists off of Pillsbury Road, which can be hazardous to pedestrian passage.

Section 6(f)

According to information provided by NHDRED and the Derry Conservation Commission (Town of Derry, 2016b), the study area contains one publicly owned Section 6(f) property, Veteran's Field (#2). No additional Town-owned conservation lands were identified.

Veteran's Fields offers a variety of facilities and programs. It contains one building with public restrooms, a shed, a softball diamond, a soccer field, two tennis courts, a playground, and bleachers. Activities include youth and adult softball leagues with softball tournaments, as well as soccer practices, youth football practices, and tennis lessons and tournaments.

Based on coordination with NHDRED (Appendix A), no impacts on any properties encumbered under the LWCF State and Local Assistance Program are expected.

4.19.2 Environmental Consequences

As described above, publicly owned recreation land is protected by regulations that include Section 4(f) of the USDOT Act of 1966. In addition, recreation properties that have received

funding under the LWCF, as administered by the U.S. Department of the Interior, are protected under Section 6(f) of the LWCF. In general, impacts on these types of resources can result from several different activities arising from a transportation project as listed below.

- Direct acquisition of land currently designated as public park or recreation land to provide a sufficient ROW for the proposed transportation project. Direct land acquisition can result in a reduction in the size of the resource, and/or could eliminate or curtail its use for certain activities.
- Creation of a change or reduction in access to the resource.
- Changes in existing noise levels or visual resources resulting from increased traffic volumes or road proximity.

The potential effects on park and recreation resources associated with each of the Build Alternatives were determined by overlaying their respective Project footprints on the Project mapping depicting existing public parks, recreation areas, and conservation lands (Figure 4.19-1). Each of the impacts associated with the Build Alternatives is described below.

No Build Alternative

The No Build Alternative would not impact open space or recreational facilities.

Build Alternatives

Impacts to Section 4(f) properties, including public parks, recreational areas, and conservation lands associated with the Build Alternatives, are discussed below. A complete Section 4(f) evaluation for recreational properties is included in Chapter 7 of this document. No Section 6(f) properties are affected by any of the alternatives.

Alternative A

Alternative A would permanently impact 0.02 acre of the Rider Fields property (Site #8 on Figure 4.19-1), a 21-acre Section 4(f) resource owned by the Town of Derry that includes athletic fields, parking facilities, and undeveloped land. Within the 0.02 acre, the improvements to Tsienneto Road would result in the need to move the mailbox and sign for the Upper Room Family Resource Center. None of the recreational facilities within Rider Fields would be impacted. Additional information related to the impacts on Rider Fields is provided in Chapter 7, *Section 4(f) Evaluation*. Alternative A would not impact any other existing parks, recreation, or conservation lands. Alternative A would cross a planned trail corridor, and the design would accommodate an underpass for the planned trail corridor.

Alternative B

Alternative B would impact 1.31 acres of an undeveloped portion of Rider Fields (Site #8). The Alternative B alignment would cross this resource near its northern undeveloped edge, avoiding direct impacts to the athletic fields and parking facilities. This Alternative would require impacts to 0.96 acre to provide needed ROW for the proposed roadway. An additional 0.35 acre of the property would be left as a remnant that would be separated from the athletic fields by the roadway and would be left inaccessible. An informal path used by locals traverses north-south across the northwest corner of the property. The path is used to access the site from residential

properties and the powerline corridor located to the north and would be intersected by the alignment for Alternative B about 1,000 feet east of NH 28. Along with the direct impacts to the park, there would be increased noise levels and a decrease in scenic value. Alternative B would cross a planned trail corridor, and the design will accommodate an underpass for the planned trail corridor.

Alternative C

Alternative C would result in impacts to two conservation lands—it would impact 0.05 acre of the Dumont conservation area (Site #10) and 0.04 acre of the Rockingham Road conservation area (Site #11). The impacts to the Dumont conservation area are related to the I-93 southbound entrance ramp, and the impacts to the Rockingham Road conservation area are limited to the small conservation lot along NH 28 near Seasons Lane. Alternative C would also impact Rider Fields near its northern property line. Impacts to Rider Fields would be identical to those already described for Alternative B.

Alternative D

Alternative D would impact the Dumont and Rockingham Road conservation areas. Impacts are identical to those already described for Alternative C. Alternative D would also impact 0.2 acre of Rider Fields. Impacts to Rider Fields would be identical to those already described for Alternative A.

Alternative F

Alternative F would impact one recreational area. The Derry Bike Path, a Section 4(f) resource, crosses NH 102 in downtown Derry. Because Alternative F would involve improvements to NH 102, it would require construction activities within the existing road crossing for the Derry Bike Path. It is expected that any impacts on this existing crossing would occur during construction, and they would be temporary. Acquisition of property in the area of the existing crossing of the Derry Bike Path would not be required. In addition, the existing crossing and access to the Bike Path at this location would be maintained, including during the construction phase where practicable. Farther to the east on NH 102, and on the south side of the road, is Hoodcroft Country Club, a semi-private golf course. Alternative F would impact 0.18 acre of the golf course property but would not affect any of the facilities at the golf course.

4.19.3 Mitigation

Proposed mitigation for impacts to Rider Fields is discussed in Chapter 7, *Section 4(f) Evaluation*.