

## MEMORANDUM

**DATE: December 17, 2025**

**TO: Michael Busby, Relationship Manager, Mass Housing**

**FROM: Nicholas Cracknell, Director**

**SUBJECT: 27 Kimball Road – Follow-up Comments on 27 Kimball Road 40B Project**

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At the December 17<sup>th</sup>, 2025, public meeting of the Technical Review Committee (TRC), the TRC continued the review of the application submittal to Mass Housing for 27 Kimball Road. TRC members provided an overview of the local and state review process, allowed the project proponents an opportunity to highlight the primary elements of the building and site design as well as convey their assessment of the regional housing market and the likely merits of their housing product.

As listed in **Exhibit 1**, the TRC reiterated concerns previously raised in the correspondence provided to Mass Housing on December 2<sup>nd</sup>, 2025. Specifically, the committee expressed concern for the proposed level of disturbance (including the proposed regrading of the site) given the proposed project is located within the City's Water Resource Protection District as well as concerns about traffic safety along Kimball Road (including but not limited to the absence of sidewalks), and infrastructure impacts such as sewer and water capacity (and availability), and concerns for stormwater management given the proposed design. TRC members also had follow-up concerns regarding sewer and water capacity and infrastructure, stormwater management, wetland impacts, fire protection standards, fire flow capacity, emergency access, and traffic safety concerns relating to the projected volumes, sight lines, and the lack of pedestrian or bicycle facilities along this rural section of Kimball Road (see **Exhibit 2**).

During the public comment period, preliminary concerns from the public included but were not limited to: the lack of public sidewalks to support safe pedestrian circulation, the potential need for secondary access to the development, sight lines along Kimball Road, having

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sufficient access for emergency vehicles within the site, the ability of the project to reopen Kimball Road given the recent repaving, the loss of privacy and existing mature vegetation (especially along the perimeter of the site), how drainage and stormwater would be managed or redirected given the presence of an underground stream along and through the property, how sewer and water would be provided to the project given neither are located at the site driveway, how wetlands on the property can be filled without the need for protection or replication, how the project would impact the ecology of the site and surrounding rural context, what traffic calming measures would be considered to make the proposed driveway safe for pedestrian and vehicular traffic (particularly on and along the blind corners), and how the project – and its high impervious surface – will impact the water resource protection district (protecting the city’s primary and secondary drinking water supply). Additional feedback was provided in written correspondence (see **Exhibit 3**).

In summary, both the TRC and public comments provided – both orally at the TRC meeting and in written correspondence, underscore the significant traffic, infrastructure, and environmental impacts this project generates given the proposed density and configuration illustrated on the submitted building and site plan. As such, despite having a clear understanding of the city’s current obligations regarding the 40B Comprehensive Permit process, at this time, the current plans and their associated impacts (as assessed by city staff), do not appear to demonstrate or fully support that the proposed density (especially the limit of work) and the configuration of the driveways, access, parking areas, utility connections, usable open space areas, or the proposed drainage are appropriate for this location.

We understand from their presentation today that the project proponents will be providing your office with a detailed traffic impact study as well as a more detailed assessment of the infrastructure impacts and improvements needed to advance this project. As such, we would both welcome and appreciate the opportunity to review those documents and studies during your internal review process to more fully (and conclusively) comment on these issues and confirm (or reject) whether the site is suitable or appropriate for the type and intensity of development proposed under this application.

In closing, we appreciate the opportunity to review these proposed plans, hold this public meeting, and inform ourselves as to how the project proponent will be providing substantiating evidence the address many of these issues. If you have any further questions for us please let us know. We look forward to continuing to work with your office to both review and comment on the plan, supporting studies, or any revisions proposed to address these issues.

Respectfully,

  
Nicholas J. Cracknell, Director

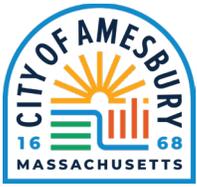
Cc: Mayor Cassandra Gove  
Craig Baily, Police Chief / Chair of the TRC

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# **EXHIBIT 1**

## **TRC MEETING COMMENTS**



**Amesbury Technical Review Committee  
December 17, 2025**

**City Hall Auditorium  
62 Friend St.  
9:30 am**

The public can attend in person or view this meeting on:

- ACTV Channel 6
- or the City of Amesbury Community Television Facebook Page:  
<https://www.facebook.com/AmesburyCommunityTelevision/>

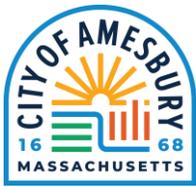
**Presentation Review:**

1. [27 Kimball Road](#)

**Administrative:**

1. 2026 Meeting Schedule
2. Minutes: 10-15-25

**General Communications:**



**Amesbury Technical Review Committee  
December 17, 2025**

**City Hall Auditorium  
62 Friend St.  
9:30 am**

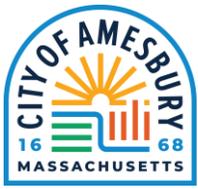
Public Comment:

Rick Purnell of 6 Kimball questioned why they chose this location. The site is on a rise off a narrow road with no sidewalks. It's right after a dead man's curve. There will be more accidents at that location. Mr. Purnell questioned if they explored other options. There is one point of entry for the proposed 95-unit development. If they are going to have that many people in a congested area, then they need another point of entry for emergency response.

Melissa Trimmer of 8 Kimball Road commented that the buildings looked nice, but \$3,000 is not affordable housing. Our town recently declined a tax override. Police and Fire are thinking of cutting staff. The developer likes the land because it's flat, but if there is a fire, it would be a catastrophe. That whole place will go down and we will go with them. My daughter cannot safely cross the street without supervision. Pedestrians cannot safely walk down the street without risk of getting hit. Even if people are going out and taking a right onto Kimball, that is where the speedway starts. The proposal is ridiculous and unsafe. I know this is all about money and adding housing, but this is a big safety concern. My dog has been hit on the street because he got loose. This is one big major catastrophe waiting to happen. The City is talking about getting rid of schoolteachers too.

Andy Bartholomew of 25 Kimball Road commented that he was concerned about the traffic and safety. He was also concerned about the loss of privacy and sense of security. This proposal will impact his side yard and back yard. The proposed complex is right on top of his house. Adding 90 units next to his house will increase traffic and cause a runoff issues. There is a hollow in the back of his house and an underground stream. Mr. Bartholomew was concerned that this development would reroute the water to his house and cause damage. This development will cause a decline in his property value. It would also destroy the wildlife habitat that is there. A lot of animals would be displaced.

Tom Connors of 18 Claire Road commented that he would be looking through the woods at this project. The City just paved Kimball Road and they have a moratorium that new pavement can't be touched for 5 years. Mr. Connors did not understand how this project could even begin with the moratorium. In addition, the sewerage only goes to 15 Kimball Road. They will need to dig that up and bring it to 27 Kimball Road. This is a country feeling town and this project is trending to an urban feel. This is a nice country area with woods and a wildlife passageway to the town forest. Mr. Connors moved out of an urban area on purpose. He does not want his neighborhood to add 95 units to this area. There



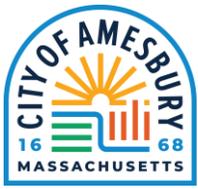
**Amesbury Technical Review Committee  
December 17, 2025**

**City Hall Auditorium  
62 Friend St.  
9:30 am**

are wetlands on that property today. Mr. Connors had parameters on what he could do on his land because of the wetlands. This project is asking for 45-50 different waivers. A different homeowner wanted a farmer's porch on their house off Kimball Road, but they couldn't add it because the house was too close to the road. Now there is a proposal for 95 units. There has been talk about a second entrance. There's been an offer to the tree farm property to access off Haverhill Road. That would take away from the integrity of the neighborhood.

Armand Bisson of 14 Kimball Road commented that he has been there for 53 years. Some of the concerns people won't understand unless you live there. Data can be skewed easily and can be what you need it to be. Anyone can come park in my driveway on 14 Kimball and go for a walk. When they come back, they can back out of my driveway and let me know how that goes. The police will side with me on the safety aspect of the road. Kimball Road is not a safe road. The new smooth paving has turned it into a racetrack. This road is not meant for pedestrians along with cars and bikes. Anyone who lives on Kimball knows what a beautiful setting it is. Putting something in the middle of the forest would be interrupting the ecological balance. They need to account for conserving the water. Some neighbors get runoff now but once they play with the topography, the water will go places you haven't even thought of. Mr. Bisson's last concern was infrastructure. This will be an increase demand on fire, police, schools, and utilities. Mr. Bisson questioned who would pay for this stuff. Taxes are already over the top. What's in this for him? They are getting something unsafe and disruptive to the neighborhood and the residents are going to pay more money for it. This should go through thoughtful consideration about who will be impacted by this project.

Lori Irwin of 6 Swetts Hill commented that the traffic report will show there is too much traffic on the road at present. The prediction is that most cars will be turning right heading out of the property. However, cars will be taking a left turn into their property to get home. Will there be a turning lane to accommodate that? Is there a sidewalk for residents? Will the site be able to accommodate a bus entering to pick up children for school, or will the bus have to stop after a dead man's corner on Kimball Road for a bus stop? They say the units are affordable, but they are not affordable. Will there be a percentage of Section 8 units on the property? What is the turn radius for fire and school buses? If the traffic report comes back bad, will that be the end of the project? Or will this development make Kimball Road safer for everyone? There is no second entrance access from Haverhill Road. What is the plan for replanting vegetation and capping wetland? There are a lot of ecological issues. As Nick Cracknell said, a 40B can erase local zoning which is a shame. This will impact the safety and integrity of the neighborhood.



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December 17, 2025**

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9:30 am**

Karen Iworsky of 18 Maple Street grew up at 28 Kimball Road, which is directly across from the entrance to the project. There is water there. This year we have been in an extreme drought, and we have not had much rain since then. In the winter on a normal year you would see water running down that driveway and icing over. They need to take into consideration the water in the area. It's there, but not as prevalent right now because of the drought. That entrance is extremely dangerous because of the two curves on that road. Was there a perk test? They need to do that.

## **EXHIBIT 2**

### **ADDITIONAL DEPARTMENT COMMENTS**



November 20, 2025

Becky Frey, Community Development Coordinator  
MDC Building  
39 South Hunt Rd  
Amesbury Ma.

RE: 27 Kimball Road Project Application

Good morning Mrs. Frey

The Police Department has reviewed the document submitted as a Comprehensive Permit Site Approval Application – Rental for 27 Kimbal Rd. *I will say the sight was hard to navigate and I was unable to see a lot of the details due to not being able to download the plans. Once a better packet for viewing is available, I may have additional comments.*

#### **TRAFFIC CONCERNS**

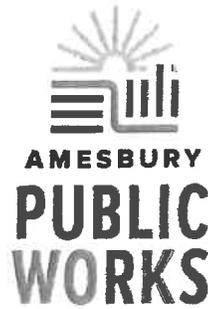
Kimbal Road is a narrow, heavily traveled road used as a corridor to and from southern New Hampshire. Kimball Road residents, specifically around 27 Kimball Road, complain about the high traffic and continued traffic violations because of the congestion and volume. The PD is currently understaffed and cannot support additional traffic needs should they arise. My specific concerns with the project are.

1. The additional traffic that will be added to the already congested street which is not designed for the traffic flow along with the violations that will come with added traffic.
2. The lack of sidewalks on Kimbal Rd. to support the additional pedestrian traffic (both walking and biking) the additional 95 units will bring.
3. The location of the entrance in relation to the blind curve which is approximately 150' to the South. (Traffic coming from Rte. 110 will not see cars leaving 27 Kimbal, and those leaving 27 Kimbal will not see those approaching from Rte. 110)

I have not seen a traffic study done in the area. If one has been done, I would recommend the city review this plan with a traffic engineer of our choosing. If one has not been done, I recommend the City be given the opportunity to pick the traffic engineer for this project.

Craig J. Bailey  
Chief of Police

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August 7, 2025

Becky Frey  
Community Development

Re: 27 Kimball Road Project Application

Becky,

Public Works has reviewed the document submitted as a Comprehensive Permit Site Approval Application- Rental for 27 Kimball Road.

#### General

- The number of units proposed is given (95). However, the number of bedrooms is not specified. This number is required to determine the amount of domestic water needed.
- No details were provided for any site element. Public Works retains the right to review after this information is provided.

#### Wastewater

- On Page 7 of 20, the list of existing utilities is wrong. There is no existing public wastewater system for 27 Kimball Road. The sewer main in Kimball Road services from Haverhill Road to 15 Kimball Road.
- This project will need to extend the sewer main to #27, and provide a stub for each parcel they pass by, per City of Amesbury Wastewater Regulations.
- Every UNIT MUST have a separate sewer service connection.
- No pipe materials and sizes are shown.

#### Water

- There is a 12" main on the other side of Kimball Road.
- Each unit must have a separate service connection. (Since these are to be rentals, one service per building may be negotiated).
- No pipe materials and sizes are shown.

#### Highway

- Kimball Road was paved on Wednesday, October 29, 2025, between Haverhill

Lisa E. DeMeo, P.E., Assistant Director, Public Works and City Engineer  
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Road and Lion's Mouth Road. As such, it is now under a moratorium for a period of 5 years and cannot be excavated until October 30, 2030.

Stormwater

- Only one stormwater feature is shown, with no calculations to back it up.
- On Page 7 of 20, the list of existing utilities is wrong. There is not a full stormwater system there. There is a short run of country drainage that outfalls across the street. These few pipes probably don't have capacity for any additional flow. The applicant's engineer will need to provide calculations showing that this will work.
- A NPDES Permit is required from the EPA. This is a Federal permit and cannot be waived by the City or Commonwealth.

These comments are based on information provided at this time. As additional information is submitted, Public Works retains the right for further review.

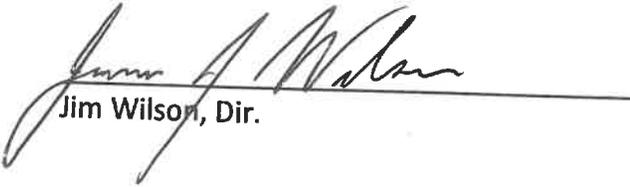
Sincerely,

Lisa E. DeMeo, P.E.  
Assistant Director, City Engineer



DATE: December 16, 2025  
TO: Becky Frey, Com. Dev. Coord.  
FROM: Jim Wilson, Director  
RE: **27 KIMBALL RD.**

My only concern at this point regarding 27 Kimball Rd. is are there provisions in this development for handicap parking, as well as EV charging/parking spaces?

  
Jim Wilson, Dir.

**Jim Wilson, Director**  
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## MEMORANDUM

To: Rebecca Frey, Community Development Coordinator

From: Chief Robert Serino

CC: TRC Committee Members

Date: 15 December 2025

RE: 27 Kimball Road

The Amesbury Fire Department has reviewed the MassHousing Site Approval application submitted by MP Properties IV, LLC for the proposed 95-unit residential development at 27 Kimball Road. The following comments and concerns are submitted for consideration as part of the Technical Review Committee's evaluation:

1. **Fire Protection Standards (527 CMR 1: Fire Prevention Regulations):**
  - The proposed development must comply with all applicable provisions of 527 CMR and the Massachusetts State Building Code (780 CMR), including fire apparatus access, fire lanes, and building fire protection systems.
  - The department requests that final plans be reviewed for compliance with sprinkler systems, alarm systems, building separation distances, and egress requirements.
  
2. **Water Supply and Fire Flow Concerns:**
  - The proposed 95-unit development, comprised of small residential units, may place a significant drain on existing water supply and hydrant capacity in the Kimball Road area.
  - Existing infrastructure may not support the required fire flows for such a dense development. We recommend that fire flow tests be conducted on all relevant hydrants to verify capacity.
  - Any deficiencies in water supply or hydrant coverage must be addressed, including potential installation of additional hydrants or upgrades to water mains, prior to occupancy.
  
3. **Emergency Access and Fire Apparatus:**
  - Site access for fire apparatus must comply with all local and state regulations, including road widths, turning radii, and clear access to all buildings.

Chief Robert JH Serino  
Amesbury Fire Rescue • 124 Elm Street • Amesbury, MA 01913  
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- Any restricted-access roads or gated areas must include emergency access provisions and appropriate Knox Box installation.

The Amesbury Fire Department emphasizes that the proposed development's density could overload current water and fire protection services, potentially impacting both the safety of residents and response capabilities for surrounding areas. The Amesbury Fire Department does not support the project as currently proposed due to concerns regarding water supply, fire flow, and emergency access. However, we remain committed to working with the project representatives to explore solutions that would address these concerns and ensure the safety of future residents and the surrounding community.

Please contact the Fire Department directly with any questions you have.

Very Respectfully,

A handwritten signature in black ink, appearing to read "Robert J. Serino".

Robert JH Serino  
Fire Chief/ EMD

Chief Robert JH Serino  
Amesbury Fire Rescue • 124 Elm Street • Amesbury, MA 01913  
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December 12, 2025

Becky Frey  
Community Development Coordinator

Becky,

In reviewing the Comprehensive Permit Site Approval Application for the proposed development at 27 Kimball Road, Amesbury, MA, the Conservation Commission has discussed and compiled the following comments and concerns. The Commission recognizes that 40B applications may request waivers from certain local permitting requirements; however, the environmental considerations outlined below are viewed as essential to understanding the project's impacts on wetland resources, hydrology, stormwater management, and the surrounding watershed.

#### **Isolated Vegetated Wetland (IVW) Location Not Shown**

Neither the existing conditions plan nor the overall site plan identifies the location of the on-site Isolated Vegetated Wetland (IVW). The Commission believes that clearly indicating the IVW on all relevant plans is critical to understanding how the proposed development may affect site hydrology, stormwater flow, and related environmental functions.

#### **Stormwater Management Concerns**

On the overall site plan (Sheet 2 of 5; page 42 of the submittal), the only stormwater management feature shown is an infiltration basin located at the front of the property. The Commission requests:

- A complete **stormwater report**, including calculations, design assumptions, and hydrologic modeling. The stormwater report needs to be prepared by a registered professional engineer and the IVW needs to be reviewed for its potential to qualify as ILSF
- Clarification on whether subsurface stormwater management features are proposed.

Given existing drainage concerns along Kimball Road, the Commission considers this information necessary to evaluate project impacts.

#### **Wetland Delineation / ANRAD Confirmation**

The Commission requests a wetland delineation report or Approved ANRAD confirming that the IVW is *not* subject to flooding and therefore non-jurisdictional under the Wetlands Protection Act (WPA). Adequate documentation is required to support the claim that the IVW does not meet BVW criteria.

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### **Concerns Regarding Proposed Filling of the IVW**

The Commission expresses significant concern regarding the proposal to fill the IVW with no wetland replication or mitigation. Wetland replication is typically required to offset the loss of critical ecological functions. The following summarizes why replication, or other compensatory mitigation, is essential:

#### **a. Pollution Mitigation & Water Quality Protection**

Wetlands provide natural filtration through sediment trapping, nutrient removal, and pollutant breakdown. Without replication, these water-quality protection services are lost, potentially degrading nearby waterways.

#### **b. Flood Mitigation**

Wetlands act as natural stormwater storage systems, reducing downstream flooding and erosion. Without replication, runoff may increase peak flows and elevate flood risks for nearby properties and infrastructure.

#### **c. Drainage & Groundwater Regulation**

Wetlands slow surface water, promote groundwater recharge, and stabilize drainage patterns. Without replication, altered hydrology could lead to water pooling, reduced recharge, or localized flooding.

#### **d. Wildlife Habitat**

Wetlands support diverse species and provide key breeding, feeding, and migration habitat. Without replication, the project would result in a permanent loss of ecological and wildlife value.

#### **e. Overall Hydrology & Ecosystem Function**

Wetlands contribute to watershed stability, nutrient cycling, and carbon storage. Without replication, the development may disrupt watershed balance and exacerbate long-term environmental impacts.

### **Project Location in Water Resource Protection District**

Given the site's location within the Water Resource Protection District and the history of runoff and drainage issues on Kimball Road, the Commission strongly advises:

- Wetland restoration,
- Replication, or
- Enhanced mitigation measures

to address potential environmental impacts.

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### **Alternatives Analysis**

The Commission requests clarification on whether an alternatives analysis was conducted. Such an analysis would demonstrate whether reasonable design modifications were considered to avoid, minimize, or mitigate impacts to the IVW, BVW, and associated resource functions.

The Conservation Commission respectfully submits these comments to assist in evaluating the environmental impacts of the proposed development. The Commission looks forward to further information and clarification from the applicant to ensure that resource areas and watershed functions are protected.

Please feel free to contact the Commission with any questions or to discuss these comments further.

Sincerely,

Amanda Armington  
Sustainability and Conservation Planner

A handwritten signature in blue ink that reads 'Amanda Armington'.

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# **EXHIBIT 3**

## **ADDITIONAL PUBLIC COMMENTS**

**From:** [Andy Bartholomew](#)  
**To:** [Rebecca Frey](#)  
**Cc:** [Kathryn Bartholomew](#)  
**Subject:** Concerns Regarding Proposed Development at 27 Kimball Road  
**Date:** Tuesday, December 2, 2025 5:36:49 PM

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**CAUTION:** This email originated from outside the organization. Do not click links or open attachments unless you have confirmed that the content is safe.

Dear Rebecca,

I am writing as a homeowner at **25 Kimball Road** to express significant concerns regarding the proposed development and clearing of the wooded area on the side and behind my property. The woods at **27 Kimball Road** are a core part of the character, safety, and environmental stability of this neighborhood, and the planned construction raises a number of serious issues for my family and home.

## 1. Loss of Privacy & Sense of Security

One of the primary reasons we chose our home was the privacy provided by the surrounding trees. The wooded buffer between our property and the adjoining land offers safety, quiet, and seclusion. Removing these woods and replacing them with apartment buildings would dramatically alter the character of our property, significantly reduce our privacy, and create a heightened sense of vulnerability for my family.

## 2. Safety & Traffic Concerns

Kimball Road is a narrow, winding street with **no sidewalks**, and it already experiences challenges with speed and litter from passing vehicles. An influx of residents, vehicles, and daily traffic from a large apartment complex raises major safety concerns for pedestrians, children, and drivers. This road is not designed to handle high traffic volume, and increased usage could create dangerous conditions for the entire neighborhood.

## 3. Flooding & Water Diversion Risks

Behind my home, the woods contain a natural hollow that collects runoff and safely directs water through an underground stream that flows away from my house. Altering the landscape — especially through deforestation and major construction — could disrupt this natural drainage system. I am deeply concerned that water will be diverted in unintended ways, increasing the risk of **flooding on my property**. This is not only a safety issue but also a potential structural and financial burden.

## 4. Decline in Property Value

Our home's value is directly tied to the peaceful, wooded setting and privacy that the current landscape provides. Replacing these woods with large apartment buildings would drastically change the environment around my home and likely result in a **substantial decrease in**

**property value.** This poses long-term financial consequences for my family.

## **5. Destruction of Local Wildlife Habitat**

Over the years, we have seen deer, turkeys, foxes, groundhogs, squirrels, barred owls, and many other species that call this area home. This wooded habitat is an essential natural resource, and its removal will not only displace these animals but push wildlife into residential yards and homes, creating additional public safety and environmental concerns.

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Given the seriousness of these issues, I respectfully request that the Board/Developer reconsider or thoroughly evaluate the impact of this project on existing homeowners and the environment. I would appreciate the opportunity to attend any meetings, review plans, or discuss alternatives that could mitigate harm to the neighborhood.

Thank you for your time and consideration. I ask that these concerns be formally acknowledged and entered into the record for this project.

Sincerely,

Andy & Kathryn Bartholomew  
Homeowners at 25 Kimball Rd.

**From:** [June Kokaras](#)  
**To:** [Rebecca Frey](#); [Nicholas Cracknell](#); [Amanda Armington](#)  
**Subject:** Development of Kimball Road  
**Date:** Tuesday, December 2, 2025 7:48:22 PM

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You don't often get email from jkokaras@yahoo.com. [Learn why this is important](#)

**CAUTION:** This email originated from outside the organization. Do not click links or open attachments unless you have confirmed that the content is safe.

To Whom It May Concern,

I am writing to express my concerns about the 95 unit development being proposed on Kimball Road. I built a home on Kimball Road 40 years ago when my children were born. The road is narrow with no sidewalks, and many accidents happened on that road. At that point, 3 people also died in accidents on the road. It is very curvy without clear vision ahead in many spots. Out of concern for my children and others, I started a movement and brought in other residents on that road to try and get more safeguards for the road, and we brought our concerns to the town selectmen at the time. Years earlier before people bought lots there to build homes, another resident tried to get the road straightened out for safety, but since it was developed, that was no longer possible. Being a State Road, the most we could get were double yellow lines in the center to hopefully stop people from crossing to the other side. I ended up selling my home since I didn't want to risk my kid's lives by driving on that road when they got their licenses. At that time and after, many residents had been life-long residents on that street and used extreme caution when traveling.

I am very concerned that with this new development on a road not able to handle the added traffic involved with the development, history will repeat itself and people will die traveling down that road. Many of the drivers will be young and inexperienced traveling down the most dangerous road in Amesbury. The development will also impact the wildlife, and Amesbury does not have much left for land.

The town has development plans in other areas that will bring us to the amount required for low-income rentals, making it unnecessary to develop 40B housing and bypassing local regulations on a dangerous road with many other negative impacts as well. Kimball Road is one of the least desirable and unsafe areas in Amesbury, and it has been noted for over 50 years of the concern. It is not worth putting the lives of current residents and potential future residents, along with other people in town using that road to get to New Hampshire, all for the sake of filling a quota that will be fulfilled with other developments in the works.

Thank you for taking the time to read this..

June Kokaras

**From:** [Dylan Rutherford](#)  
**To:** [Nicholas Cracknell](#); [Rebecca Frey](#); [Amanda Armington](#)  
**Cc:** [Myroslava Basista](#)  
**Subject:** 27 Kimball Road Development  
**Date:** Tuesday, December 2, 2025 8:39:18 PM

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Hello,

I am the owner of 19 Kimball rd, in Amesbury. My wife and I have lived here now since November 2021, we love our little ranch.

The flier we have received regarding the large 95 unit development directly behind our property was rather startling. Such a large development abutting our land is exactly what we didn't want to buy into when purchasing our house. Yes, Kimball road is busy (though recently paved and MUCH more quite), but we have a wonderful private back yard that allows us to enjoy the outdoors.

We have a dog and a two year old, with a baby on the way. Our back yard is our sanctuary, and was one of the selling points for our house. With a development behind us, there is an immediate sense of a safety concern. Affordable housing or not, having 95-200 (two people per unit) strangers in by back yard is not what we had in mind purchasing our house! My neighbors to the left and right of me both have young children and babies too. Many children play in these woods, and it would be a shame to loose this for our children. Deer, owls, and other wildlife enjoy this wooded space too. Lots and lots of deer.

Will this development plan include a screening landscape plan to hide the community from our back yard view? So many trees will be taken down, and our back yard landscaping extends all the way to our property line. When these trees are cleared, there will be no privacy left whatsoever. What will retain our quaint privacy to allow my children to play in their back yard without a large community watching them. I like knowing my neighbors. If I wanted to live in the city, I would not have purchased a house abutting woods in "Historic Amesbury". So I ask again, what will be done to retain our privacy. Anything at all?

There were some bullet points on this notice we received. To cite traffic and safety, wetland and environmental protection, infrastructure capacity, zoning integrity, and municipal services strain.

I don't agree with all of those points, and I welcome smart and well thought out developments that increase value in a safe and conscious manner. Why not a small cul du sac with 8-10 beautiful homes? The greed to stuff 95 units here is off the charts.

Throughout Kimball road, there are a couple blue signs that literally say "watershed" and to limit use of fertilizer and pesticides. Coming from the commercial landscape industry, I will guarantee you the use of heavy fertilizer and weed controls. 95 units that don't want weeds. 95 units that want their little patch of grass perfect. And 95 units that will need to be heavily

salted and treated during the winter. I know this because I live it every day. Litigation these days requires aggressive use of said products during snow and ice storms, there is no other option, safety first. The combination of these products on a commercial scale is an example of pure hypocrisy in this watershed area.

This thing has got to be halted.

Respectfully,

Dylan and Myroslava Rutherford

**From:** [Jessica LeBlanc](#)  
**To:** [Rebecca Frey](#)  
**Cc:** [Keith](#)  
**Subject:** Opposition to Proposed Development on Kimball Rd  
**Date:** Thursday, November 13, 2025 7:05:19 AM

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To Whom It May Concern,

I am writing to respectfully express my opposition to the proposed development of 95 rental units on Kimball Road. As a resident of 7 Kimball Road, I am deeply concerned about the impact this project would have on both traffic safety and the character of our neighborhood. The proposed development appears to extend directly into my backyard, raising serious personal and community-wide concerns.

Kimball Road is already overburdened with traffic and lacks the infrastructure necessary to support additional density. The road has no sidewalks, frequent speeding, blind curves, and homes situated mere feet from the pavement. Introducing nearly one hundred new units—and the significant increase in vehicle traffic that would accompany them—without first addressing these longstanding safety issues would pose unacceptable risks to current and future residents.

If this development is to proceed, it must be contingent upon substantial investment in safety infrastructure. At a minimum, this should include the installation of sidewalks, traffic calming measures, and pedestrian-friendly design features. Families live along Kimball Road, walk its length daily, and rely on it for safe access to their homes and community. Any new development should enhance—not compromise—the safety and accessibility of this area.

Residents deserve responsible, forward-thinking planning that prioritizes public safety and infrastructure readiness. Adding more traffic to a road that is already unsafe and ill-equipped to handle current volumes is not in the best interest of our community.

Thank you for your attention to this matter.

Sincerely,  
Jessica LeBlanc  
7 Kimball Road

Sent from my iPhone

**From:** [rick brunelle](#)  
**To:** [Rebecca Frey](#)  
**Subject:** 27 Kimball Rd Proposed 40B Development  
**Date:** Friday, December 5, 2025 9:43:39 PM

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Dear Ms. Frey,

I'm very glad that the City requested an extension for public comments as I did not see my original email to you included.

As longtime resident at 6 Kimball Rd, I am adamantly opposed to the proposed development for the following reasons which have been touched upon by various parties already, but deserve repeating.

My public safety concerns are as follows:

1. The location of the proposed development would be a public safety nightmare. Police, fire and EMS would need to respond to that densely populated location rapidly in an emergency, It is approximately 2.3 miles away from the fire and police departments and there are two very busy four-way intersections governed by traffic lights on the route. This would naturally result in slower response times thus endangering the person/people in need of emergency services. Conservatively, with 95 units, I would guess that there would be at least 300 people living in the development at any given time and that would undoubtedly add significant emergency call volume. Given the distance and dangers, more calls = more responses = a greater likelihood of pedestrian and vehicular accidents during emergency responses.
2. Kimball Rd. is a very narrow roadway with no sidewalks on either side. It is heavily traveled as it is used as a short cut by NH residents accessing Route 495. The snake-like roadway twists, turns, rises & dips frequently, and speeding vehicles are an ever-present problem. These dynamics are particularly concerning given that the entryway to the proposed development is approximately 150' past a major bend in the road (a dead man's curve if you will), and has major sightline issues in both directions. Adding another 200+ cars (conservative conjecture on my part) onto the roadway daily would certainly create a very hazardous situation. This bad situation is compounded greatly during heavy snowstorms which narrow the road even more, restricts sightlines even more due to snow banks and makes turning elongated fire apparatus next to impossible. Given these issues, I respectfully request a full impact & sight-distance study.
3. Based on the proposed plan, I note one entrance to the development. This is especially dangerous were there a major emergency such as a large structural fire requiring multiple fire trucks (mutual aid scenario) and EMS/police vehicles. One entrance is wholly insufficient. This is especially true if the only entrance is off of Kimball Road which, as previously mentioned, is a very narrow and winding roadway. This development proposes a single, winding point of access located 2.3 miles from the nearest fire station, creating a single-failure emergency access condition that presents an inherent life-safety risk for residents and first responders, and could only be remedied by a second point of access allowing for mutual aid in the event of a major calamity. This issue, in and of itself, unless rectified via a second point of access, warrants strongly against ZBA approval. Given these concerns, I respectfully request a fire department operational access and life-safety review, a fire flow test & fire demand hydraulic analysis, & a developer-funded peer fire engineering review.
4. I worked as an Amesbury school bus driver and my route encompassed Kimball Rd. As such, I can tell you definitively that stopping a school bus at that dead man's curve several times a day, 180 days a year, especially on dark, slick winter mornings) is fraught with danger. The problem cannot be resolved by having the bus pull into the development because it would be an incredibly tight turn and there would likely not be room for the bus to safely return to the roadway inside the development (you do not back buses up and make 3-point turns like cars). Lastly, even assuming you could somehow create a safe situation for the bus to pick up the students inside the development

and turn around, turning out onto Kimball Rd. from the development is an incredibly dangerous proposition. Buses have a very wide turn radius, and a slow-turning bus would cross over into the other lane of travel in order to make the turn. As such the bus would be dangerously exposed throughout the turn. I would not want to be driving that bus, and I certainly would not want my child on that bus.

5. Building the development would require that heavy trucks would need to access the site via Kimball Rd. The very same concerns that I had for the bus in Point 4 apply to the construction vehicles as well. Construction would take many, many months and would require hundreds of large-truck visits (perhaps, over a thousand) - everyone a possible accident due to the aforementioned sightline issues. Also, trash trucks and delivery trucks would encounter the very same difficulties assuming the project came to fruition.

My infrastructure & municipal service overload concerns are as follows:

1. With 95 proposed units, I would estimate at least an additional 300 residents (a 2% population increase). I would guess that at least 30-40 of the residents would be children requiring schooling. Further, studies have consistently shown that renters utilize police and EMS services at a higher rate than homeowners, I assume the City is not hiring more teachers or police officers, so the additional residents would greatly strain the existing educational and public safety system.

2. I am not informed enough to speak to sewer and water infrastructure issues (sewer system overload risk and capacity limits, water pressure capacity, etc...). Given the single point of access, distance to the fire station, and life-safety reliance on water and sewer infrastructure, I respectfully request a full hydraulic fire flow analysis, downstream sewer capacity study, a stormwater and sewer interaction study and third-party peer review of all utility impacts at the applicant's expense prior to any further consideration of this project.

In conclusion, I formally demand a comprehensive third-party peer review of all traffic, fire access, water, sewer and stormwater analyses at the applicant's expense prior to any further substantive action by the ZBA. The safety of my family, neighbors and public safety workers demands no less.

Sincerely,  
Richard Brunelle, Esq.  
(781) 910-2563

**From:** [James Soffron](#)  
**To:** [Rebecca Frey](#)  
**Subject:** 27 Kimball rd proposal  
**Date:** Wednesday, December 17, 2025 2:38:50 AM

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To all this concerns, I am writing this in regards to the proposal for 27 Kimball Rd. My family and I have lived at 17 Kimball Rd. for almost 12 years. We enjoy this quaint neighbourhood and all the natural beauty and the wildlife that exists in it. This proposed development will displace the native species and jeopardize the ecosystem and natural habitat.

Let's talk about the traffic! Kimball Road is already a very busy and dangerous road. It is very narrow and winding with many blind spots. There are many commuters and large trucks that use this road as an access route heading in both directions. Many of these vehicles are traveling at very high speeds! There are many young children that live in my section of Kimball, I worry for them. Now, with the possible addition of 100 to 200 more vehicles passing through this neighborhood daily, safety will be even more compromised. While we're at it, I might as well point out that the intersection of Kimball Road and Rte 110, is poorly designed and is an accident waiting to happen.

Noise and light pollution would also be an issue as well, along with it visibly being an eyesore. Especially for the properties that abutt, like my backyard and so many others.

This project is totally out of scale for this neighborhood. It also raises concerns about infrastructure capacity, including water, sewer, drainage, city services, and also the school systems. This could also lower the property values and more than likely raise property taxes. I do not think any of my neighbors would want this to happen.

These are just a few of my concerns. I'm sure you will hear many others from the rest of the folks who live in the area. This project will diminish and degrade our peaceful neighbourhood.

Thanks

Sent from my iPhone

**From:** [Joseph Costello](#)  
**To:** [Rebecca Frey](#)  
**Subject:** 27 Kimball Road  
**Date:** Wednesday, December 17, 2025 11:01:38 AM

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Good morning ,

I was watching this morning's technical review. I am not an abutter, living at 182 Whitehall Road, but I would like to submit an additional consideration. Living at the far end of Whitehall Road I see how difficult it is in the winter for folks without cars living in the condos and apartments to walk into town for groceries. No public transportation is available for these "affordable" housing units (which I think should be made available). Although Whitehall has a sidewalk, often they are not shoveled, forcing people to walk in the street, which creates a danger. Kimball Road has no sidewalks, and no easy access to groceries. Since the proposed project is a 40B plan, public transportation should be provided and a sidewalk should be installed out to Haverhill Road. Thank you for including my comments.

Sincerely,

Tia Costello

Sent from my iPhone

**From:** [Anne Enaire](#)  
**To:** [Rebecca Frey](#); [Nicholas Cracknell](#); [Amanda Armington](#)  
**Subject:** Proposed Development at 27 Kimball Rd  
**Date:** Wednesday, December 3, 2025 12:00:59 AM

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# Public Safety & Environmental Concerns - 27 Kimball Road 40B

**Subject:** Public Safety, Traffic, Environmental & Drinking Water Concerns - 27 Kimball Road (40B Proposal)

Dear Members of the Amesbury [Planning Board / Zoning Board of Appeals / Conservation Commission],

I am writing to formally express my serious concerns regarding the proposed 40B development at **27 Kimball Road**. My concerns are based on public safety, traffic conditions, environmental issues, and risks to drinking water sources in this neighborhood. I respectfully ask that these issues be fully reviewed, documented, and addressed before any approvals or eligibility determinations are considered.

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## 1. Traffic Safety & Speeding on Kimball Road

Kimball Road is a **narrow, winding, curved residential road** with multiple **blind corners** and a posted **25 mph speed limit**. Despite this, the City's own data — including the **2023 Kimball Road Speed & Volume Study** — shows:

- **Over 94% of vehicles exceed the 25 mph limit,**
- **With an average speed of 31-32 mph,**
- **And an 85th percentile speed of 35 mph.**

This confirms what residents experience daily: **chronic speeding**, limited sightlines, and numerous near-miss situations. Any increase in traffic from a 40B project would significantly worsen these already dangerous conditions.

Given the road geometry, curvature, steep sections, and lack of shoulders or sidewalks, **the margin for error on Kimball Road is extremely small**. Introducing a high-density residential development would increase vehicle volume and create heightened risks for residents, pedestrians, school buses, and

emergency vehicles.

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## 2. Crash History & Limited Emergency Access

Although fatal crashes on Kimball Road are rare, the combination of speeding, limited visibility, narrow lanes, and road curvature has resulted in numerous **unreported or non-serious incidents** that never make it into state crash databases.

Emergency access is also a concern. The road's shape, turning radii, slope, and congestion during peak hours can delay response times for fire, ambulance, and police.

A high-density project should not move forward until the City completes:

- A **full traffic impact analysis** specific to Kimball Road conditions,
  - A **pedestrian and emergency-access review**,
  - And a **roadway safety audit**, not just a generalized traffic memo.
- 

## 3. Wetlands, Water Quality & Drinking Water Protection

The proposed site is adjacent to or directly affects **wetlands, stormwater flow**, and natural drainage areas that feed into Amesbury's water systems.

My concerns include:

- Potential **wetlands disturbance**,
- Increased **stormwater runoff**,
- Risk of **sediment, salt, or pollutants migrating into water supplies**,
- And long-term impacts on **drinking water quality** for nearby homes and neighborhoods.

Given the significant elevation changes and the sensitive hydrology of this area, even small increases in runoff can change water flow patterns dramatically. A development of this scale should require:

- A complete **Wetlands Delineation**,
- An independent **Hydrological/Stormwater Study**,

- And review by the **Conservation Commission** before any permitting steps proceed.
- 

## 4. Overall Suitability of the Location

Kimball Road is simply **not designed** for large-volume residential development. The narrow curves, blind corners, speeding patterns, lack of pedestrian infrastructure, and proximity to sensitive wetlands make this location uniquely unsuitable for a high-density project without major roadway and environmental mitigation that has not yet been addressed.

This is not opposition to affordable housing — it is a request for **responsible, safe, and environmentally sound development** that does not put residents or the environment at risk.

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## Request for Action

I respectfully request that the Board require:

1. A **full professional Traffic Impact Assessment** specific to Kimball Road, not a generic study.
2. A **Road Safety Audit** based on actual field conditions, speed data, and sightline measurements.
3. A **Complete Wetlands Evaluation and Stormwater Impact Analysis** with peer review.
4. A **Drinking Water Protection Assessment** for the entire Kimball Road area.
5. Clear evidence that emergency vehicle access and turning radii can safely be accommodated.

Until these studies are completed, reviewed publicly, and addressed by the applicant, I request that the City **not approve or advance** this proposed 40B application.

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## Thank you

Thank you for your time and your careful consideration of resident safety and environmental protection. I would appreciate confirmation that this letter will be included in the public record for the 27 Kimball Road proposal.

Sincerely,  
Anne Enaire

Claire Rd Amesbury