

STRAFFORD

Regional Planning Commission

**Regional Impact Committee
Strafford Regional Planning Commission Office
150 Wakefield Street, Suite 12
Conference Room 1A
Public Meeting**

**Thursday, February 8, 2024
3:00 PM**

The Regional Impact Committee (RIC) of Strafford Regional Planning Commission has scheduled a public meeting regarding two Developments of Regional Impact (RSA 36:54-58) as declared by the Town of Nottingham Planning Board on January 10, 2024, and the Town of Raymond Planning Board on January 18, 2024. The meeting will be held at the SRPC Office located at 150 Wakefield Street, Suite 12, Conference Room 1A, in Rochester, NH

1. Welcome/Introductions

2. Action Items

- a. Review and Approve June 7, 2023 Meeting Minutes
- b. Review of Appointment of alternates, if needed
- c. Appointment of Regional Impact Committee chair for FY2024

3. Business

- a. Discuss RIC ByLaws

4. Regional Impact Study: Case SRPC/RIC 2024-01; Joseph Falzone, subdivision review for a 16-lot Open Space Subdivision (Tax Map 69 Lots 17 and 19) located off Raymond Road in Nottingham, NH.

- a. Project Review and Completion of Development of Regional Impact (DRI) Checklist
- b. Citizen's Forum: Citizens of the region are invited to speak on the subject matter of the meeting. *Statements shall be limited to three (3) minutes.* *
- c. Acceptance of Technical Review

5. Regional Impact Study: Case SRPC/RIC 2024-02; Jones & Beach Engineers, Inc., Site Plan Review for the development of 148 duplexes (296 housing units) at 65 & 101 Batchelder Road, Raymond, NH.

- a. Project Review and Completion of Development of Regional Impact (DRI) Checklist
- b. Citizen's Forum: Citizens of the region are invited to speak on the subject matter of the meeting. *Statements shall be limited to three (3) minutes.* *
- c. Acceptance of Technical Review

6. Meeting Adjournment



Anyone interested in reviewing documents submitted to the RIC should send an email to lmurphy@strafford.org or review documents at the Town of Nottingham, NH Planning Department for the Joseph Falzone application or the Town of Raymond, NH Planning Department for the Jones & Beech Engineers, Inc application.

Reasonable accommodations for people with disabilities who would like to attend the meeting are available upon request. Include a description of the accommodation you will need including as much detail as you can. Also include a way we can contact you if we need more information. Make your request as early as possible; please allow at least 1 day advance notice. Last-minute requests will be accepted but may be impossible to fill. Send an e-mail to srpc@strafford.org or call (603) 994-3500.

*In the event that interested parties cannot attend the meeting, comments may be sent to Senior Regional Planner Lisa Murphy at lmurphy@Strafford.org, or via mail. All comments received by Wednesday, February 7 at 5 p.m. will be forwarded to RIC members for inclusion with the DRAFT technical review to be presented at the meeting. Comments received after this time will be made available to RIC members at the beginning of the meeting on February 8, 2024.

Rules of Procedure

*Strafford Regional Planning Commission
Strafford Metropolitan Planning Organization, and
Strafford Economic Development District*

Meeting Etiquette

Be present at the scheduled start of the meeting.

Be respectful of the views of others.

Ensure that only one person talks at a time. Raising your hand to be recognized by the chair or facilitator is good practice.

Do not interrupt others or start talking before someone finishes.

Do not engage in cross talk.

Avoid individual discussions in small groups during the meeting. When one person speaks, others should listen.

Active participation is encouraged from all members.

When speaking, participants should adhere to topics of discussion directly related to agenda items.

When speaking, individuals should be brief and concise when speaking.

The Strafford Regional Planning Commission & Metropolitan Planning Organization holds both public meetings and public hearings.

For public meetings, guests are welcome to observe, but should follow proper meeting etiquette allowing the meeting to proceed uninterrupted. Members of the public who wish to be involved and heard should use venues such as Citizen Forum, Public Hearings, Public Comment Periods, outreach events, seminars, workshops, listening sessions, etc.

Strafford Regional Planning Commission Regional Impact Committee

BY-LAWS

July 19, 2007

Amended February 23, 2017

Draft Amendments February 7, 2024 – to be folded into the SRPC Bylaws

SECTION I - AUTHORITY

These By-Laws are designed to assist the Strafford Regional Planning Commission (SRPC) Regional Impact Committee (RIC) fulfill the statutory requirements of RSA 36:54 – 36:58, as amended.

SECTION II - MEMBERS

- A. The RIC shall consist of three (3) SRPC members appointed by the Executive Committee (EC) and up to three (3) SRPC members as alternates. Membership on the RIC shall run concurrent with a member's Commission term. At no time, shall there be two regular or alternate members on the RIC representing the same community.
- B. Filling of vacant positions and removal of RIC members shall be by vote of the EC.
- C. A RIC member or alternate may participate in discussion before the RIC, even if the project is taking place within the RIC member's municipality. RIC members shall follow the standard for conflict of interest that guides land use board members in RSA 673:14, as amended.
- D. If there are less than three RIC members present, up to two alternates shall be appointed to act as a voting members for the duration of the meeting.

SECTION III - ORGANIZATION

The RIC shall elect a Chair from among its membership at the first meeting called in any given fiscal year. In the event the Chair is unavailable for a meeting of the RIC, the members in attendance for that meeting shall appoint an Acting Chair from their ranks to oversee the RIC's actions. An alternate may be an Acting Chair.

SECTION IV - MEETINGS

Meetings shall be held at the call of the Chair after notification has been received by SRPC that a community has determined an application reasonably may be construed to have the potential for regional impact in accordance with RSA 36:54 - 36:58.

Strafford Regional Planning Commission
Regional Impact Committee

SECTION V - APPLICATION PROCEDURES AND NOTICES

A. Upon notification that SRPC has been granted abutter status, staff shall contact the appropriate municipal officials to secure copies of the proposal in order to facilitate RIC's discussions.

B. Staff shall confer with the RIC Chair to determine whether to call a meeting.

1. If there are no foreseen impacts or impacts are de minimis in nature, then staff shall document any considerations or recommendations, without convening a meeting of the RIC, and forward this correspondence under signature of the RIC Chair to the municipality originally making the determination of potential regional impact, and to other municipalities with declared abutter status.

A minor or de minimis impact may be determined for applications where the proposed use is expected to have an insignificant or no direct or indirect, new or cumulative, adverse effect on the region or surrounding communities. For example, a project that results in a slight traffic volume increase but does not change to the transportation level of service, assuming no other impacts, could be declared a de minimis impact.

2. If the application exceeds a de minimis threshold, or there is any doubt as to whether a project is of de minimis impact, staff will work with the Chair to call a meeting of the RIC.

BC. Staff shall notice the date and time of the RIC meeting as follows:

1. Notification to members of the RIC.
2. Notification to SRPC Commissioners.
3. Notification to the Local Land Use Board Designee where the project is located.
4. Notification to abutter status municipality(ies):
 - (a) Local Land Use Board Chair
 - (b) Board of Selectmen/Council
 - (c) Town/City Clerk
5. Notification to the property owner and/or applicant's agent.
6. Any other affected party as determined by SRPC staff.

SECTION VI - PUBLIC MEETING PROCEDURES

A. Public meetings shall be governed by the following rules:

1. The Chair shall call the meeting to order.
2. RIC Business:
 - (a) A quorum shall consist of three RIC members which may include the appointment of up to two (2) alternates, if

- necessary.
- (b) Brief overview of the process by the Chair to detail RIC's statutory authority and responsibilities for review of projects of regional impact under RSA 36:54 – 36:58.
 - (c) Agenda items, as prepared by SRPC staff for the meeting.
- 3. SRPC staff will give a report as necessary. In the event that representatives of the applicant are in attendance, the Chair may grant such representatives time to present an overview of the application to the RIC.
 - 4. After questions from the RIC members have been answered, the Chair may ask for comments from abutters and other interested members of the public in attendance.
 - 5. Written testimony received by the RIC shall be read by the Chair into the public record or made a part of the public record.

SECTION VII – RIC RECOMMENDATIONS

- A. The RIC shall discuss its position relative to its statutory authority and responsibilities (RSA 36:54 - 36:58, as amended) as these relate to the application. At the conclusion of the RIC meeting, the RIC shall restate its authority and statutory responsibilities under RSA 36:54 - 36:58. The RIC shall summarize its recommendations relative to the application and request SRPC staff to draft such summary and forward it to those parties noted under Section V - B.
- B. SRPC staff shall prepare a letter detailing the outcomes of the RIC process with respect to the application pending and forward this correspondence under signature of the RIC Chair to the municipality originally making the determination of potential regional impact, and to other municipalities with abutter status for the application.
- C. RIC draft minutes shall be made available for public inspection at the SRPC Office during office hours. Copies of the minutes shall be supplied to those parties noted under Section V - B. The draft RIC minutes shall be posted on the SRPC website. The draft minutes shall be presented at the next Commission meeting following a RIC meeting for special vote by the present RIC members only.

SECTION VIII- AMENDMENT

Note: if the bylaws are incorporated into the SRPC bylaws they will require a full vote of the commission to be amended and Section VIII here would be removed.

These By-Laws may be amended by a majority vote at a regular meeting of the RIC provided it is in writing and presented before the meeting.

Adopted: July 19th 2007

Amended: February 23, 2017 – Section II, C and D; Section IV; Section V, B; Section VI A; Section VII, A, B and C and Section VIII

Date: February 6, 2024

Re: **Preliminary Review** - Development of Regional Impact – #24-002 SUB Falzone-Raymond Road; Joseph Falzone on behalf of Wayne & Donna Bibeau and The Forgotten MTN Realty Trust

Dear Committee Members:

Please accept this testimony on behalf of the Strafford Regional Planning Commission in response to a Declaration of Regional Impact on January 10, 2024. Per NH RSA 36:55, a Development of Regional Impact means any proposal before a local land use board which in the determination of such local land use board could reasonably be expected to impact on a neighboring municipality.

The Strafford Regional Planning Commission (SRPC) received formal notice from the Town of Nottingham of said **Development of Regional Impact** on January 17, 2024. Notice was also sent to the Town of Raymond.

DISCLOSURE: SRPC provides contract planning services to the Nottingham Planning Board. Those services are currently provided by Blair Haney. While Mr. Haney assisted with compilation of meeting minutes and application materials, he did not contribute analysis to this review.

Transportation, Access, and Parking

Comments:

The Traffic Impact Study completed by VAI for the proposed subdivision indicates the potential for an increase of 198 trips on a given weekday in this section of Route 156. However, Level of Service (LOS) at the nearest significant intersection (that with Harriman Hill Road, Ham Road, and a connector of the latter, totally within the Town of Raymond) has been estimated to remain the same – a rating of “C” or better, where “D” is “acceptable.” Parking is provided on-site as the application calls for 17 single-family homes.

Safe sight distance has been determined to be over 500’ in either direction of Route 156. Nottingham subdivision regulations require 250,’ Raymond subdivision regulations require 155.’ The applicant and towns are awaiting response from the New Hampshire Department of Transportation to determine physical improvements needed for Route 156, if any.

VAI did not determine any hindrance to access for emergency service vehicles, although some “selective” vegetive trimming is recommended.



Sidewalks are not proposed, however the Nottingham Planning Board reserves the right to require active transportation connections (including sidewalks) if there is potential for connection to the existing trail or sidewalk network as outlined in Subdivision Regulations section 15.5.

In submission of comment to the Town of Nottingham, SRPC staff recommend the RIC consider a condition that adequate construction aprons and a requirement that the ingress-egress points must be cleaned and swept daily for the duration of construction. This will help prevent potential hazards in the road for bicycles and motorcycles.

Conflicts with Policies, Plans, and Programs - Noise

Comments: The proposed lot sizes and layout appear generally consistent with the existing development patterns and do not appear to introduce any new or unusual source of noise.

Hazardous Materials or Substances

Comments: The proposed lot sizes and layout appear generally consistent with the existing development patterns and do not appear to introduce any new or unusual source of hazardous materials.

Ecology and Resources

Comments: An environmental assessment should be done to identify environmentally sensitive areas for wildlife, plants, breeding and nesting areas and species of concern. Method of protection of these areas should be discussed and utilized during site work and post construction. Some areas may require posting to raise awareness of the nature of the sensitive and/or protected areas. Outreach and education should be provided to homeowners upon purchase of the lots in those areas. In addition, the parcel has steep slopes and will require substantial site work to prepare the lots for septic systems, driveways, house siting as well as road construction. Strict adherence to erosion controls must be made a priority throughout the duration of all site work and maintained until adequate groundcover is established.

Hazards – Public Health and Safety

Comments: The applicant is requesting several waivers related to stormwater management. An engineering review is needed to confirm that the waivers and proposed design are appropriate to manage stormwater during severe weather events as the frequency and intensity increase as seen in recent storm events.

Facilities
Comments: A review of Nottingham’s capacity for police, fire and ambulance services should be conducted. Any deficiencies should be corrected to reduce the potential need for mutual aid from neighboring communities.

Scenic and Visual Character
Comments: It is unclear by the information submitted if there will be a visual impact by the construction of this project, however it seems unlikely that this would be of a regional concern. SRPC defers to the Nottingham Planning Board for this determination.

Housing and Population Growth
Comments: No existing housing is displaced by this proposal. The increase in housing units contributes to the housing projection need estimated in the 2023 Regional Housing Needs Assessment by SRPC.

We hope that these comments will be useful to you in your review of this project. All materials should be used for informational purposes only. The scope of SRPC’s review is intended to focus on the regional impacts of this application, and does not duplicate the Nottingham Planning Board’s review for consistency with Town ordinances and regulations. Similarly, references to land use policies in referenced municipalities are not the result of a comprehensive regulatory review, and SRPC defers to these municipalities to provide more comprehensive feedback regarding consistency of the proposed development with their regulations and with the character of their community. Please do not hesitate to contact Lisa Murphy at lmurphy@strafford.org or Mark Davie at mdavie@strafford.org or call 603-994-3500 if you have any questions.



Lisa Murphy, Senior Planner



Mark Davie, Regional Planner

43 Ms. Andersen stated that she had some questions and concerns after driving down most of the
44 roads. She thought there was a lot on the roads that did not need to be trimmed and that much of
45 it abuts conservation land. She wanted more detail about what they were going to be doing and
46 what had been done already. She asked that someone from Eversource come and speak to the
47 Board about it.

48
49 Ms. Mooney stated that in the past, they have received a list of the trees being worked on, the
50 species, and what was being done. She would like to see a list similar to that.

51
52 Mr. MacKinnon opened the public hearing at 7:13 p.m. There was no one present to speak on it.
53 The Board decided to keep the public hearing open until the next hearing date on March 27th,
54 2024.

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57 **Case # 24-001 LLA Falzone – Raymond Rd**

58
59 ***Application from Joseph Falzone, on behalf of The Forgotten MTN Realty Trust, requesting a***
60 ***Lot Line Adjustment between two properties. These properties are located on Raymond Road***
61 ***in Nottingham, NH and are identified as Tax Map #69, Lot #'s 17 and 19.***

62
63 Scott Cole introduced himself and Mr. Falzone. He explained the lot line adjustment and the
64 plans to swap land with the abutters.

65
66 Mr. Haney reviewed both case 24-001 and 24-002 together. He didn't have any specific
67 comments on the lot line adjustment.

68
69 Mr. Cole asked that the two applications be reviewed concurrently. Mr. MacKinnon said they
70 can accept them independently and then review them concurrently. Ms. Mooney stated that they
71 would still need to be filed separately at the Registry Of Deeds and that the LLA would need to
72 be filed first.

73
74 ***Ms. Andersen made the motion to accept Case # 24-001 LLA Falzone – Raymond Rd as***
75 ***complete. Mrs. Bascom seconded the motion. The motion passed by a vote of 6-0-0.***

76
77 ***Ms. Andersen made the motion to accept Case # 24-001 LLA Falzone – Raymond Rd as not to***
78 ***be a development of regional impact.. Ms. Mooney seconded the motion. The motion passed***
79 ***by a vote of 6-0-0.***

80
81 This case would be further discussed concurrently with the next case.

82
83

84 **Case # 24-002 SUB Falzone – Raymond Rd**

85
86 ***Application from Joseph Falzone, on behalf of The Forgotten MTN Realty Trust, requesting***
87 ***approval for a 16-Lot Open Space Subdivision off Raymond Road in Nottingham, NH. The***
88 ***properties are identified as Tax Map #69, Lot #'s 17 and 19.***

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The only question Mr. Haney had about the application in terms of acceptance was whether or not the Town Of Raymond was included as an abutter.

Ms. Mooney made the motion to accept Case # 24-002 SUB Falzone – Raymond Rd as complete. Ms. Andersen seconded the motion. The motion passed by a vote of 6-0-0.

Ms. Mooney made the motion to accept Case # 24-002 SUB Falzone – Raymond Rd as a development of regional impact to the Town of Raymond due to fire and emergency response, proximity to abutters, and increased traffic. Mrs. Bascom seconded the motion. The motion passed by a vote of 6-0-0.

Mr. MacKinnon said that they will be opening the public hearing that night since there may be some people in the audience who would like to speak to the case. The Board would make no decisions on the case. The public hearing would be continued until after the DRI information is sent out to the Town of Raymond.

Mr. Cole explained that the Applicant did bring this subdivision to the Planning Board last year as a Design Review. Since then, they were able to take the suggestions offered and fine-tune them to create the Open Space Subdivision plan.

(Much of this portion was inaudible due to interference.)

Mr. Cole showed what would be the conventional lot layout showing the buildable areas. He then showed the plans for the Open Space Subdivision (OSD) showing sixteen (16) lots and one existing, pre-approved lot #17. The subdivision includes one road with a cul-de-sac.

Mr. Cole explained that there would be catch basins and pipes to infiltration basins for the drainage. He stated that Mr. Falzone had spoken with the Fire Department and all the houses would have sprinkler systems. Mr. Cole stated that they would be getting State AOT and DOT permits.

Ms. Andersen asked if the case had been sent to the town engineers yet. Mr. MacKinnon confirmed that it had not. It would be sent out for a quote first.

Ms. Andersen asked about the yield plan. Mr. Mackinnon stated that the yield plan is usually one of the first things that the Board would look at. The yield plan would be required to be voted on but not tonight since it was voted to be a DRI. Ms. Anderson had some concerns about the steep slopes on some of the lots.

Ms. Mooney asked Mr. Cole to repeat the calculations for the yield on the OSD. Mr. Cole responded that the required percentage would be 42.6% but they are proposing 63%.

Mr. Cole responded that he did agree that the area had it's difficulties but they did end up reducing the amount of planned lots due to some of those steep slopes and other factors.

135 Ms. Mooney asked if some items on the plans were vernal pools or perennial wetlands. Mr. Cole
136 responded that they were perennial wetlands. She also asked about a reference to a beaver damn
137 that the applicant did not have the answer to but would look into.

138
139 Mr. MacKinnon stated that he thought it would be easier to send the Applicant a list of bulleted
140 items instead of reading them all off.

141
142 Mr. MacKinnon stated that the Board needed to decide if there was a need for an environmental
143 impact study. He thought that it should be required in this case due to the size of the steep slopes.

144
145 Mr. Falzone stated that they could provide the environmental impact study. He also wanted to
146 reiterate that they already had received information from Town Counsel that they did not need to
147 abide by the 25 foot setbacks for the road. Mr. Falzone also asked per RSA 676:4-B, if the Town
148 would request proposals from three (3) consulting engineer firms for the peer review instead of
149 just one (1) proposal from the firm that the town usually works with. This was mainly due to the
150 price. He offered to send the RSA information to Ms. Kenney.

151
152 Mr. Haney asked if the Town had a standard scope of work. Ms. Kenney confirmed that she had
153 not used one before. Mr. MacKinnon stated that the Board would come up with one to send to
154 multiple firms. He stated that it should not include the stormwater design since the State reviews
155 that.

156
157 Mr. MacKinnon let the Applicant know that a waiver request would be needed for a cul-de-sac.
158 He also stated that the OSD regulations limit the lot size to a maximum 45,000 square feet but
159 the lots on the plan all exceed 45,000 square feet. Mr. MacKinnon stated that the Board could
160 not grant a Conditional Use Permit for maximum lot size. This issue came up in another current
161 case being reviewed. Town Counsel had given the opinion and the Board agreed that the
162 Applicant would need to get approval for a variance from the Zoning Board of Adjustment for
163 lots larger than the 45,000 feet.

164
165 Mr. Falzone asked why that was a requirement. Mr. MacKinnon responded that the Town didn't
166 want people using some of the benefits of an Open Space Development, such as smaller
167 setbacks, while providing more of a conventional layout.

168
169 Mr. Falzone asked if they could do shared septic systems in an OSD. Mr. MacKinnon answered
170 that they could.

171
172 Mr. MacKinnon stated that Ms. Kenney would post the comments on the website as well.

173
174 Mr. MacKinnon opened the public hearing for the lot line adjustment at 8:13 p.m. There was no
175 response. He kept the hearing open.

176
177 Mr. MacKinnon opened the public hearing for the open space subdivision at 8:14 p.m.

178
179 Jim Stevens, of 13 Doloff Damn Road, asked the Board to use the extent of the subdivision
180 requirements. He was concerned about the environmental impact. He wanted to make sure there

181 was a traffic analysis. He pointed out a misprint on the plans that an AOT permit was not
182 required. Mr. Stevens said the area is an area of high environmental importance on state maps.
183 He didn't think building a subdivision in the area would follow the Town's Master Plan. He also
184 stated that drainage structures on Lot 4 would clearly be seen from Doloff Damn Road and could
185 be considered "unsightly".

186
187 Mr. MacKinnon stated that the public hearing would remain open.

188
189 Mr. Falzone and Mr. Cole returned to the table. Mr. Falzone agreed that the note needed to be
190 changed. He stated that they already did a full traffic analysis that was submitted and they also
191 had a full drainage analysis.

192
193 As for who maintains the stormwater, Mr. MacKinnon stated that there will be an HOA required
194 along with a Declaration Of Covenants. The HOA will be responsible for taking care of the
195 ponds. He asked Ms. Kenney to make sure the traffic study is uploaded ot the website.

196
197 Mr. MacKinnon stated that the standard for the peer review should be the checklist and the
198 subdivision regulations, excluding the stormwater design due to the AOT permit.

199
200 Ms. Andersen asked if the Board should wait for the environmental impact study so it could be
201 used as part of the peer review. Mr. MacKinnon felt that there would already be a delay due to
202 getting additional proposals.

203
204 Ms. Mooney asked about comments from the Fire and Police. Mr. MacKinnon stated they were
205 contacted twice but they did not respond.

206
207 Mrs. Bascom asked if the school was notified about the case. There was discussion with Ms.
208 Kenney about whether they should be let know and if so, who to send the information to. Ms.
209 Andersen suggested that instead of sending them information by piece-meal to the school, the
210 Board should probably put together a yearly summary of approved cases to be given to the CIP
211 instead. Mr. MacKinnon felt that it should be discussed with Mr. Viel to come up with what type
212 of communication should be made and who it should be sent to.

213
214 Mr. Falzone asked if the Board would let him know which firms the Town chooses to use for the
215 peer engineering review. He agreed to send a list of some that he does not work with currently.

216
217 ***Ms. Andersen made the motion to continue Case #'s 24-001 LLA Falzone - Raymond Rd and***
218 ***24-002 SUB Falzone – Raymond Rd to Wednesday, February 14th, 2024 at 7:00 p.m. Ms.***
219 ***Mooney seconded the motion. The motion passed by a vote of 6-0-0.***

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222 **Case # 24-003 LLA Nottingham Business Park – Rt 4**

223
224 ***Application from N.H. Land Consultants, on behalf of Nottingham Business Park, LLC,***
225 ***requesting a Lot Line Adjustment. The properties are located on Route 4 in Nottingham, NH***
226 ***and are identified as Tax Map #3, Lot #'s 6, 9, and 10.***

NOTES:

- REFERENCE: TAX MAP 69, LOTS 18 & 19 NOTTINGHAM, NH *LOT 18 IS NOT SHOWN AS A LOT OF RECORD PER TOWN OF NOTTINGHAM TAX MAP 69. LOT NUMBER BASED ON REFERENCE PLAN 3.
- TOTAL PARCEL AREA: LOT 18-99,191 SQ. FT. OR 2.28 AC. (SEE NOTE 1) LOT 19-111,254 SQ. FT. OR 2.55 AC.
- OWNER OF RECORD: TAX MAP 69, LOT 18 THE FORGOTTEN MTN REALTY TRUST DAVID SANDERSON, TRUSTEE 33 HOBBS ROAD NORTH HAMPTON, NH 03862 R.C.R.D. BOOK 3953, PAGE 1595
TAX MAP 69, LOT 19 WAYNE W. & DONNA G. BIBEAU 209 NOTTINGHAM ROAD NOTTINGHAM, NH 03290 R.C.R.D. BOOK 6420, PAGE 1267
- ZONE: RESIDENTIAL/AGRICULTURAL
OPEN SPACE DESIGN MIN. LOT SIZE: 30,000 SQ. FT.
MIN. FRONTAGE: 100'
MAX. HEIGHT: 34'
MIN. OPEN SPACE: 500'
BUILDING SETBACKS FRONT: 35'
SIDE & REAR: 25'
POORLY DRAINED SOILS: 50'
VERY POORLY DRAINED SOILS: 75'
- FIELD SURVEY PERFORMED BY DOUCET SURVEY DURING JULY & AUGUST, 2023 USING A TOTAL STATION AND A SURVEY GRADE GPS WITH A DATA COLLECTOR AND AN AUTO LEVEL. TRAVERSE ADJUSTMENT BASED ON LEAST SQUARE ANALYSIS.
- HORIZONTAL DATUM BASED ON NAD83(2011) NEW HAMPSHIRE STATE PLANE COORDINATE ZONE (2800) DERIVED FROM REDUNDANT GPS OBSERVATIONS UTILIZING THE KEYNET GPS NETWORK.
- JURISDICTIONAL WETLANDS DELINEATED BY GOVE ENVIRONMENTAL DURING JULY 2023 USING THE FOLLOWING STANDARDS:
• REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION, (VERSION 2.0) JANUARY 2012, U.S. ARMY CORPS OF ENGINEERS.
• FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES: A GUIDE FOR IDENTIFYING AND DELINEATING HYDRIC SOILS, VERSION 8.2, UNITED STATES DEPARTMENT OF AGRICULTURE, (2018).
• NEW ENGLAND HYDRIC SOILS TECHNICAL COMMITTEE, 2020 VERSION 4, FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND, NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION, LOWELL, MA.
• U.S. ARMY CORPS OF ENGINEERS NATIONAL WETLAND PLANT LIST, VERSION 3.5, (2002)
- THE PREVIOUS SUBDIVISION OF THE SUBJECT PARCEL, R.C.R.D. PLAN D-21270 WAS REVOKED BY THE PLANNING BOARD OF THE TOWN OF NOTTINGHAM ON JANUARY 24, 2001, SEE R.C.R.D. BOOK 3540, PAGE 933.
- FLOOD HAZARD ZONE: "X" & "Y" (OTHER FLOOD AREAS), PER FIRM MAP #330150C01856, DATED 5/17/05. SEE FIRM MAP FOR SPECIFIC DETAILS.
- THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH AND IN RELATION TO THE CURRENT LEGAL DESCRIPTION, AND IS NOT AN ATTEMPT TO DEFINE UNWRITTEN RIGHTS, DETERMINE THE EXTENT OF OWNERSHIP, OR DEFINE THE LIMITS OF TITLE.
- FINAL MONUMENTATION MAY BE DIFFERENT THAN THE PROPOSED MONUMENTATION SHOWN HEREON, DUE TO THE FACT THAT SITE CONDITIONS WILL DICTATE THE ACTUAL LOCATION AND TYPE OF MONUMENTS INSTALLED IN THE FIELD. PLEASE REFER TO EITHER THE "MONUMENTATION LOCATION PLAN" TO BE RECORDED OR CONTACT DOUCET SURVEY, FOR CLARIFICATION OF MONUMENTS SET. (A RECORDED PLAN WILL BE PRODUCED AT THE DISCRETION OF DOUCET SURVEY).
- ALL UNDERGROUND UTILITIES (ELECTRIC, GAS, TEL, WATER, SEWER DRAIN SERVICES) ARE SHOWN IN SCHEMATIC FASHION. THEIR LOCATIONS ARE NOT PRECISE OR NECESSARILY ACCURATE. NO WORK WHATSOEVER SHALL BE UNDERTAKEN USING THIS PLAN TO LOCATE THE ABOVE SERVICES. CONSULT WITH THE PROPER AUTHORITIES CONCERNED WITH THE SUBJECT SERVICE LOCATIONS FOR INFORMATION REGARDING SUCH. CALL 811-SAFE AT 1-888-DO-SAFE.

REFERENCE PLANS:

- "11 LOTS FOR PHANTOKANY ASSOCIATES" DATED MARCH 16, 1978 BY DAVID R. NOYES R.C.R.D. PLAN D-7714.
- "LAND OF PHANTOKANY ASSOCIATES (SEE 2257-0817 TRACTS 5 AND 13)" DATED JULY 22, 1977 BY DAVID R. NOYES R.C.R.D. PLAN D-7715.
- "SUBDIVISION PLAN OF LAND FOR ALBERT BRIEN NH ROUTE 156 COUNTY OF ROCKINGHAM NOTTINGHAM, N.H." DATED JULY 18, 1990 BY RICHARD P. MILLETTE AND ASSOCIATES R.C.R.D. PLAN D-21270.
- "NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, RIGHT OF WAY PLAN, NOTTINGHAM SAO 0-635", DATED 1941, ON FILE AT THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION.

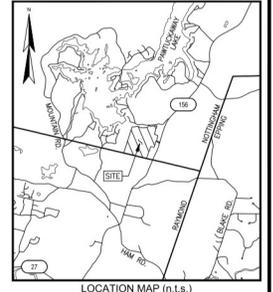
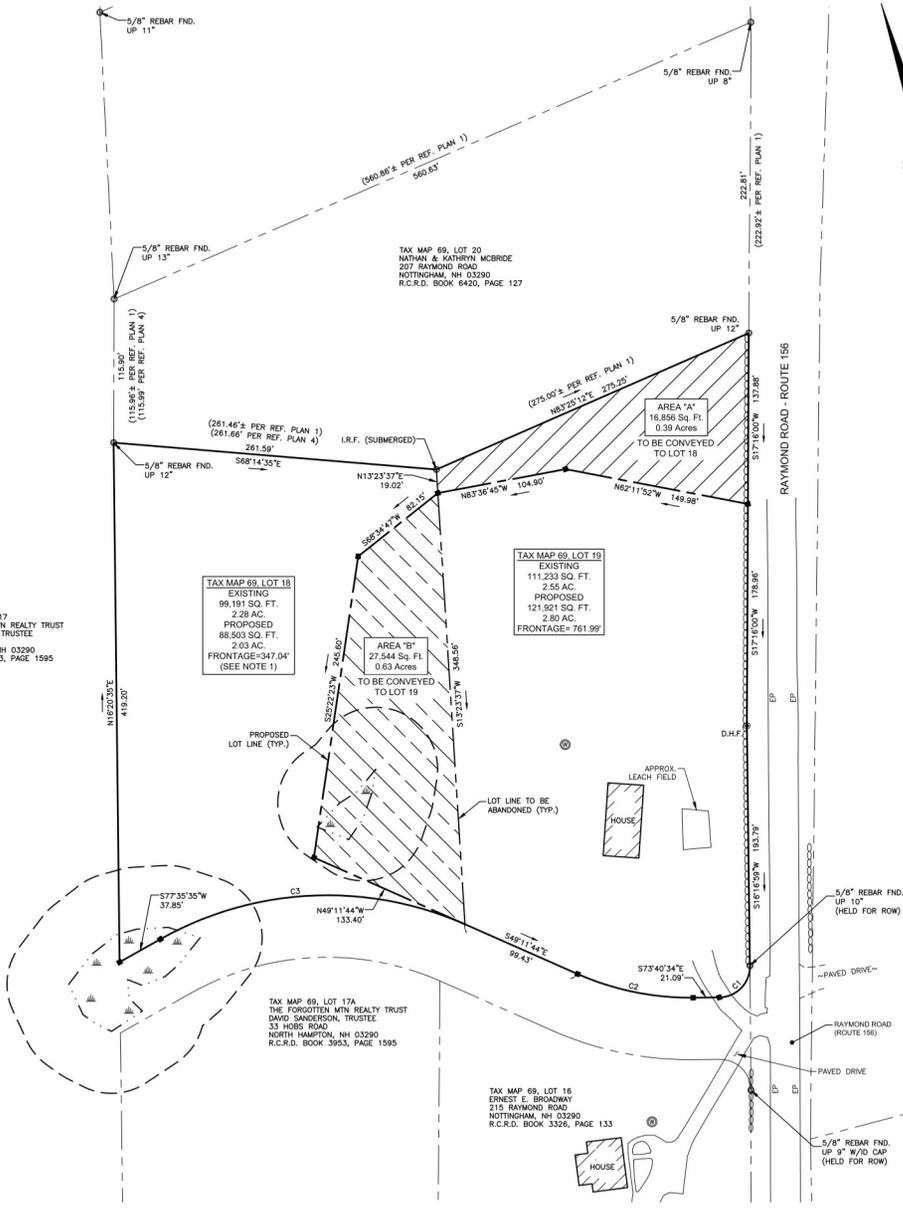
TAX MAP 69, LOT 17 THE FORGOTTEN MTN REALTY TRUST DAVID SANDERSON, TRUSTEE 33 HOBBS ROAD NORTH HAMPTON, NH 03290 R.C.R.D. BOOK 3953, PAGE 1595

TAX MAP 69, LOT 18 EXISTING 99,191 SQ. FT. 2.28 AC. PROPOSED 88,503 SQ. FT. 2.03 AC. FRONTOAGE=347.04' (SEE NOTE 1)

TAX MAP 69, LOT 19 EXISTING 112,233 SQ. FT. 2.55 AC. PROPOSED 121,921 SQ. FT. 2.80 AC. FRONTOAGE=761.99'

TAX MAP 69, LOT 17A THE FORGOTTEN MTN REALTY TRUST DAVID SANDERSON, TRUSTEE 33 HOBBS ROAD NORTH HAMPTON, NH 03290 R.C.R.D. BOOK 3953, PAGE 1595

TAX MAP 69, LOT 18 ERNEST E. BROADWAY 215 RAYMOND ROAD NOTTINGHAM, NH 03290 R.C.R.D. BOOK 3326, PAGE 133



LEGEND

- EXISTING LOT LINE
- - - APPROXIMATE ABUTTERS LINE
- - - PROPOSED LOT LINE
- - - LOT LINE TO BE ABANDONED
- - - WETLAND BUFFER
- ○ ○ ○ ○ STONE WALL
- - - EDGE OF DELINEATED WETLAND
- WETLAND AREA
- DRILL HOLE FOUND (D.H.F.)
- PIPE/ROD FOUND
- 4"x4" GRANITE BOUND TO BE SET
- EP EDGE OF PAVEMENT

CURVE TABLE

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	39.34'	25.00'	90°09'40"	N61°14'36"E	35.41'
C2	96.00'	225.00'	24°28'46"	S61°25'07"E	95.27'
C3	255.40'	275.00'	53°12'44"	N75°48'06"W	246.32'



BOUNDARY LINE ADJUSTMENT FOR HARBOR STREET LIMITED PARTNERSHIP LAND OF THE FORGOTTEN MTN REALTY TRUST (TAX MAP 69, LOT 18) & WAYNE W. & DONNA G. BIBEAU (TAX MAP 69, LOT 19) RAYMOND ROAD NOTTINGHAM, NEW HAMPSHIRE

NO.	DATE	DESCRIPTION	BY

DRAWN BY: J.R.P. DATE: DECEMBER 18, 2023
CHECKED BY: M.W.F. DRAWING NO.: 8115C
JOB NO.: 8115 SHEET 1 OF 1

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Offices in Bedford & Keene, NH and Keeneburg, ME
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APPROVED BY THE NOTTINGHAM PLANNING BOARD

CHAIRPERSON	DATE

I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY ME OR BY THOSE UNDER MY DIRECT SUPERVISION AND FALLS UNDER THE URBAN SURVEY CLASSIFICATION OF THE NH CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSEE FOR LAND SURVEYORS. I CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. RANDOM TRAVERSE SURVEY BY TOTAL STATION WITH A PRECISION GREATER THAN 1/15,000.

L.L.S. #999
DATE 12/18/23

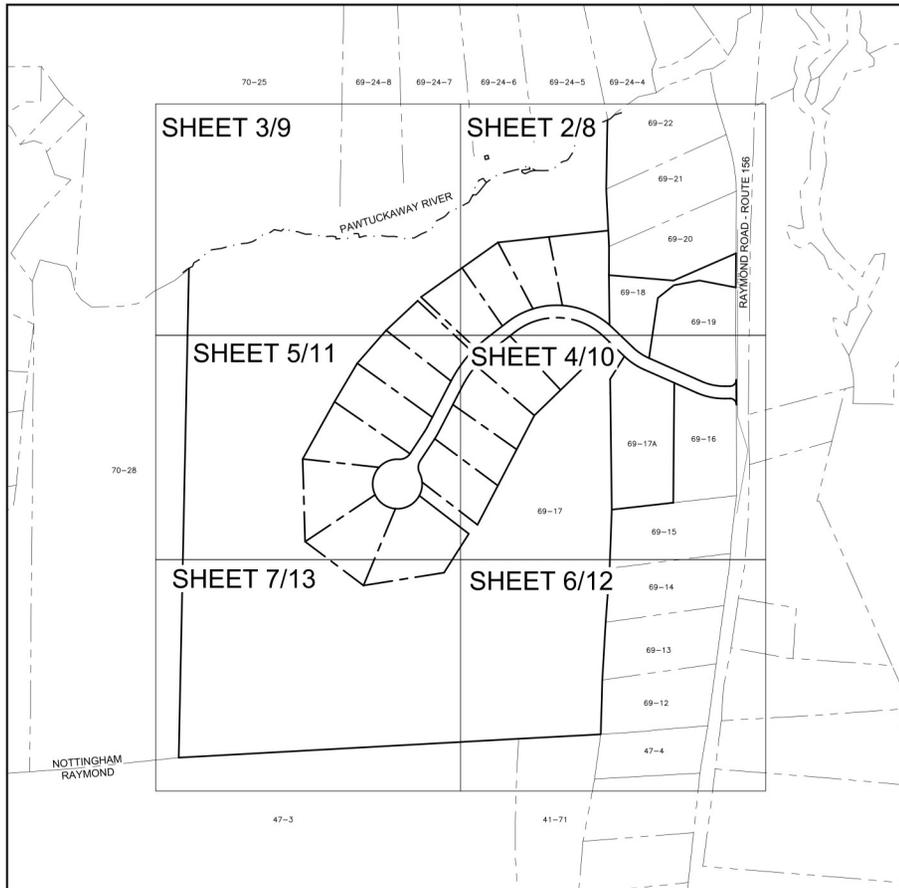
THE CERTIFICATIONS SHOWN HEREON ARE INTENDED TO MEET REGISTRY OF DEED REQUIREMENTS AND ARE NOT A CERTIFICATION TO TITLE OR OWNERSHIP OF PROPERTY SHOWN. OWNERS OF ADJOINING PROPERTIES ARE ACCORDING TO CURRENT TOWN ASSESSORS RECORDS.

NOTES:

1. REFERENCE: TAX MAP 69, LOTS 17, 17A & 18
RAYMOND ROAD
NOTTINGHAM, NH
*LOTS 17A & 18 ARE NOT SHOWN AS LOTS OF RECORD PER TOWN OF NOTTINGHAM
TAX MAP 69.
2. TOTAL PARCEL AREA: LOT 17-3,717,170 SQ. FT.± OR 85.33 AC.± (AREA CALCULATED TO EDGE OF RIVER)
LOT 17A-126,844 SQ. FT. OR 2.91 AC. (SEE NOTE #1)
LOT 18-99,191 SQ. FT. OR 2.28 AC. (SEE NOTE #1).
3. OWNER OF RECORD: TAX MAP 69, LOTS 17, 17A & 18
THE FORGOTTEN MTN REALTY TRUST
DAVID SANBORN, TRUSTEE
33 HOBBS ROAD
NORTH HAMPTON, NH 03862
R.C.R.D. BOOK 3953, PAGE 1595
4. ZONE: RESIDENTIAL/AGRICULTURAL
OPEN SPACE DESIGN
MIN. LOT SIZE: 30,000 SQ. FT.
MIN. FRONTAGE: 100'
MAX. HEIGHT: 24'
MIN. OPEN SPACE: 50%
BUILDING SETBACKS
FRONT: 35'
SIDE & REAR: 25'
POORLY DRAINED SOILS: 50'
VERY POORLY DRAINED SOILS: 75'
5. FIELD SURVEY PERFORMED BY DOUCET SURVEY DURING JULY & AUGUST, 2023 USING A TOTAL STATION AND A SURVEY GRADE GPS WITH A DATA COLLECTOR AND AN AUTO LEVEL. TRAVERSE ADJUSTMENT BASED ON LEAST SQUARES ANALYSIS.
6. AERIAL TOPOGRAPHY WAS CONDUCTED BY EASTERN TOPOGRAPHS FROM IMAGES TAKEN DURING APRIL 2005 WITH A PHOTO SCALE OF 1"=400'. CONTOURS AND OBJECTS SHOWN WITHIN OBSCURED AREAS ARE APPROXIMATE AND SHOULD BE VERIFIED BEFORE USE FOR DESIGN OR CONSTRUCTION PURPOSES.
7. HORIZONTAL DATUM BASED ON NAD83(2011) NEW HAMPSHIRE STATE PLANE COORDINATE ZONE (2800) DERIVED FROM REDUNDANT GPS OBSERVATIONS UTILIZING THE KEYNET GPS VRS NETWORK.
8. VERTICAL DATUM IS BASED ON APPROXIMATE NAVD83(GEOID18) (±2.2) DERIVED FROM REDUNDANT GPS OBSERVATIONS UTILIZING THE KEYNET GPS VRS NETWORK.
9. JURISDICTIONAL WETLANDS DELINEATED BY COVE ENVIRONMENTAL DURING JULY 2023 USING THE FOLLOWING STANDARDS:
* REGIONAL SUPPLEMENT TO THE CORPS OF ENGINEERS WETLAND DELINEATION MANUAL: NORTHCENTRAL AND NORTHEAST REGION, (VERSION 2.0) JANUARY 2012, U.S. ARMY CORPS OF ENGINEERS.
* FIELD INDICATORS OF HYDRIC SOILS IN THE UNITED STATES, A GUIDE FOR IDENTIFYING AND DELINEATING HYDRIC SOILS, VERSION 8.2, UNITED STATES DEPARTMENT OF AGRICULTURE, (2018).
* NEW ENGLAND HYDRIC SOILS TECHNICAL COMMITTEE, 2020 VERSION 4, FIELD INDICATORS FOR IDENTIFYING HYDRIC SOILS IN NEW ENGLAND, NEW ENGLAND INTERSTATE WATER POLLUTION CONTROL COMMISSION, LOWELL, MA.
* U.S. ARMY CORPS OF ENGINEERS NATIONAL WETLAND PLANT LIST, VERSION 3.5, (2020)
10. THE PREVIOUS SUBDIVISION OF THE SUBJECT PARCEL, R.C.R.D. PLAN D-21270 WAS REVOKED BY THE PLANNING BOARD OF THE TOWN OF NOTTINGHAM ON JANUARY 24, 2001, SEE R.C.R.D. BOOK 3540, PAGE 933.
11. FLOOD HAZARD ZONE: "X" & "Y" (OTHER FLOOD AREAS), PER FIRM MAP #33015C0185E, DATED 5/17/05. SEE FIRM MAP FOR SPECIFIC DETAILS.
12. PROPER FIELD PROCEDURES WERE FOLLOWED IN ORDER TO GENERATE CONTOURS AT 2' INTERVALS. ANY MODIFICATION OF THIS INTERVAL WILL DIMINISH THE INTEGRITY OF THE DATA, AND DOUCET SURVEY WILL NOT BE RESPONSIBLE FOR ANY SUCH ALTERATION PERFORMED BY THE USER.
13. THE INTENT OF THIS PLAN IS TO SHOW THE LOCATION OF BOUNDARIES IN ACCORDANCE WITH AND IN RELATION TO THE CURRENT LEGAL DESCRIPTION, AND IS NOT AN ATTEMPT TO DEFINE UNWRITTEN RIGHTS, DETERMINE THE EXTENT OF OWNERSHIP, OR DEFINE THE LIMITS OF TITLE.
14. WATER BOUNDARIES ARE DYNAMIC IN NATURE AND ARE SUBJECT TO CHANGE DUE TO NATURAL CAUSES SUCH AS EROSION OR ACCRETION.
15. FINAL MONUMENTATION MAY BE DIFFERENT THAN THE PROPOSED MONUMENTATION SHOWN HEREON, DUE TO THE FACT THAT SITE CONDITIONS WILL DICTATE THE ACTUAL LOCATION AND TYPE OF MONUMENTS INSTALLED IN THE FIELD. PLEASE REFER TO EITHER THE "MONUMENTATION LOCATION PLAN" TO BE RECORDED OR CONTACT DOUCET SURVEY FOR CLARIFICATION OF MONUMENTS SET. (A RECORDED PLAN WILL BE PRODUCED AT THE DISCRETION OF DOUCET SURVEY).
16. ALL UNDERGROUND UTILITIES (ELECTRIC, GAS, TEL, WATER, SEWER DRAIN SERVICES) ARE SHOWN IN SCHEMATIC FASHION, THEIR LOCATIONS ARE NOT PRECISE OR NECESSARILY ACCURATE, NO WORK WHATSOEVER SHALL BE UNDERTAKEN USING THIS PLAN TO LOCATE THE ABOVE SERVICES, CONSULT WITH THE PROPER AUTHORITIES CONCERNED WITH THE SUBJECT SERVICE LOCATIONS FOR INFORMATION REGARDING SUCH. CALL DIG-SAFE AT 1-888-DIG-SAFE.
17. TOWN LINE PERAMBULATION AND ORIGINAL TOWN LINE MONUMENTS WERE UNABLE TO BE LOCATED BY CONTACTING THE TOWNS OF NOTTINGHAM AND RAYMOND.

REFERENCE PLANS:

1. "11 LOTS FOR PAWTUCKAWAY ASSOCIATES" DATED MARCH 16, 1978 BY DAVID R. NOYES R.C.R.D. PLAN D-7714.
2. "LAND OF PAWTUCKAWAY ASSOCIATES (SEE 2257-0817 TRACTS 5 AND 13)" DATED JULY 22, 1977 BY DAVID R. NOYES R.C.R.D. PLAN D-7715.
3. "SUBDIVISION OF LAND FOR GARY & LEANN BERTRAM IN NOTTINGHAM, N.H." DATED MAY 15, 1985 BY SEACOST ENGINEERING ASSOCIATES, INC. R.C.R.D. PLAN D-13859.
4. "SUBDIVISION PLAN OF LAND FOR ALBERT BREN NH ROUTE 156 COUNTY OF ROCKINGHAM NOTTINGHAM, N.H." DATED JULY 18, 1990 BY RICHARD P. MILLETTE AND ASSOCIATES R.C.R.D. PLAN D-21270.
5. "A SURVEY AND PLAT OF PROPERTY PREPARED FOR THE ESTATE OF FOREST DEARBORN SITUATED ON ROUTE 156 IN THE TOWN OF RAYMOND, N.H." DATED JUNE 23, 1992 BY R.S.L. LAYOUT & DESIGN, INC. R.C.R.D. PLAN D-22782.
6. "A SURVEY AND PLAT OF A SUBDIVISION PREPARED FOR COLE FAMILY TRUST SITUATED IN THE TOWN OF RAYMOND, N.H." DATED MAY 23, 1994 BY R.S.L. LAYOUT & DESIGN, INC. R.C.R.D. PLAN D-22996.
7. "PHASE TWO OF A SURVEY AND PLAT OF A SUBDIVISION PREPARED FOR THE COLE FAMILY TRUST SITUATED IN THE TOWN OF RAYMOND, N.H." DATED MARCH 29, 1995 BY R.S.L. LAYOUT & DESIGN, INC. R.C.R.D. PLAN D-24051.
8. "PHASE III OF A SURVEY AND PLAT OF A SUBDIVISION PREPARED FOR THE COLE FAMILY TRUST SITUATED IN THE TOWN OF RAYMOND, NH" DATED MARCH 27, 2000 BY R.S.L. LAYOUT & DESIGN, INC. R.C.R.D. PLAN D-30291.
9. "NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, RIGHT OF WAY PLAN, NOTTINGHAM SA O-635", DATED 1941, ON FILE AT THE NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION.



LEGEND

- EXISTING LOT LINE
- - - APPROXIMATE ABUTTERS LINE
- - - PROPOSED LOT LINE
- - - LOT LINE TO BE ABANDONED
- - - BUILDING SETBACK LINE
- - - WETLAND BUFFER
- - - PERIMETER BUFFER
- - - STONE WALL
- - - WIRE FENCE
- - - EDGE OF DELINEATED WETLAND
- - - EDGE OF WATER
- - - STREAM
- WETLAND AREA
- DRILL HOLE FOUND (D.H.F.)
- PIPE/ROD FOUND
- 4"x4" GRANITE BOUND TO BE SET
- UTILITY POLE
- EP EDGE OF PAVEMENT

KEY MAP
SCALE: 1 INCH = 250 FT.



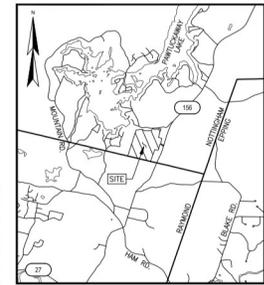
I CERTIFY THAT THIS SURVEY AND PLAN WERE PREPARED BY ME OR BY THOSE UNDER MY DIRECT SUPERVISION AND FALLS UNDER THE URBAN SURVEY CLASSIFICATION OF THE NH CODE OF ADMINISTRATIVE RULES OF THE BOARD OF LICENSURE FOR LAND SURVEYORS. I CERTIFY THAT THIS SURVEY WAS MADE ON THE GROUND AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. RANDOM TRAVERSE SURVEY BY TOTAL STATION, WITH A PRECISION GREATER THAN 1:15,000.

Matthew F. Wenzel
L.L.S. #899
8/28/23 DATE

THE CERTIFICATIONS SHOWN HEREON ARE INTENDED TO MEET REGISTRY OF DEED REQUIREMENTS AND ARE NOT A CERTIFICATION TO TITLE OR OWNERSHIP OF PROPERTY SHOWN, OWNERS OF ADJOINING PROPERTIES ARE ACCORDING TO CURRENT TOWN ASSESSORS RECORDS.

APPROVED BY THE NOTTINGHAM PLANNING BOARD

CHAIRPERSON	DATE



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N29°11'18"W	32.98'
L2	S69°19'56"W	26.46'
L3	N69°19'56"E	25.95'
L4	N73°40'34"W	20.84'
L5	S73°40'34"E	21.09'

CURVE TABLE					
CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	117.33'	275.00'	242°6'46"	S61°25'07"E	116.45'
C2	96.03'	275.00'	207°02'26"	S39°11'31"E	95.54'
C3	39.107'	275.00'	81°28'46"	N69°55'41"W	358.94'
C4	104.62'	475.00'	123°37'12"	S63°01'20"W	104.41'
C5	102.52'	475.00'	123°15'58"	S65°31'44"W	102.32'
C6	29.50'	275.00'	67°08'49"	N47°25'09"E	29.44'
C7	52.36'	50.00'	60°00'00"	S207°33'37"	50.00'
C8	38.72'	100.00'	221°11'04"	N01°35'52"E	38.48'
C9	56.27'	100.00'	321°43'33"	N08°47'54"E	55.53'
C10	116.28'	100.00'	46°37'29"	N78°13'52"E	109.84'
C11	103.96'	100.00'	59°33'59"	S38°40'21"E	99.34'
C12	118.73'	100.00'	68°01'28"	S25°07'23"W	111.87'
C13	86.84'	100.00'	51°21'27"	S84°46'50"W	86.66'
C14	52.36'	50.00'	60°00'00"	N08°20'33"E	50.00'
C15	24.14'	225.00'	67°08'49"	N47°25'09"E	24.13'
C16	146.58'	525.00'	19°59'48"	S52°20'37"W	146.10'
C17	20.01'	525.00'	211°10'00"	S61°26'37"W	20.01'
C18	62.37'	525.00'	64°23'33"	S65°55'45"W	62.33'
C19	116.44'	325.00'	203°14'11"	S79°35'46"W	115.82'
C20	120.20'	325.00'	211°12'29"	N79°32'39"W	119.52'
C21	209.79'	325.00'	365°59'08"	N50°27'32"W	206.17'
C22	15.74'	325.00'	246°28'48"	N30°34'32"W	15.74'
C23	78.57'	225.00'	207°02'26"	S39°11'31"E	78.17'
C24	96.00'	225.00'	242°6'46"	S61°25'07"E	95.27'

SUBDIVISION PLAN
FOR
HARBOR STREET LIMITED PARTNERSHIP
LAND OF
THE FORGOTTEN MTN REALTY TRUST
(TAX MAP 69, LOTS 17, 17A & 18)
RAYMOND ROAD
NOTTINGHAM, NEW HAMPSHIRE

NO.	DATE	DESCRIPTION	BY

DRAWN BY: J.R.P. DATE: DECEMBER 18, 2023
CHECKED BY: M.W.F. DRAWING NO. 8115D
JOB NO. 8115 SHEET 1 OF 13

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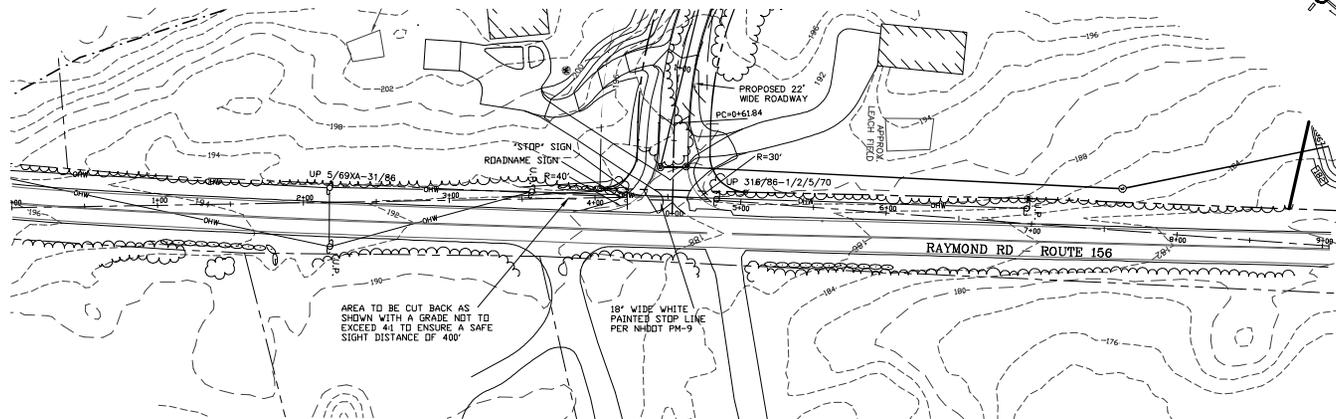
JOSEPH FALZONE
7B EMERY LANE
STRATHAM, N.H. 03885



70 PORTSMOUTH AVE.
THIRD FLOOR, SUITE 2
STRATHAM, N.H. 03885
PHONE: 603-583-4860.
FAX: 603-583-4863

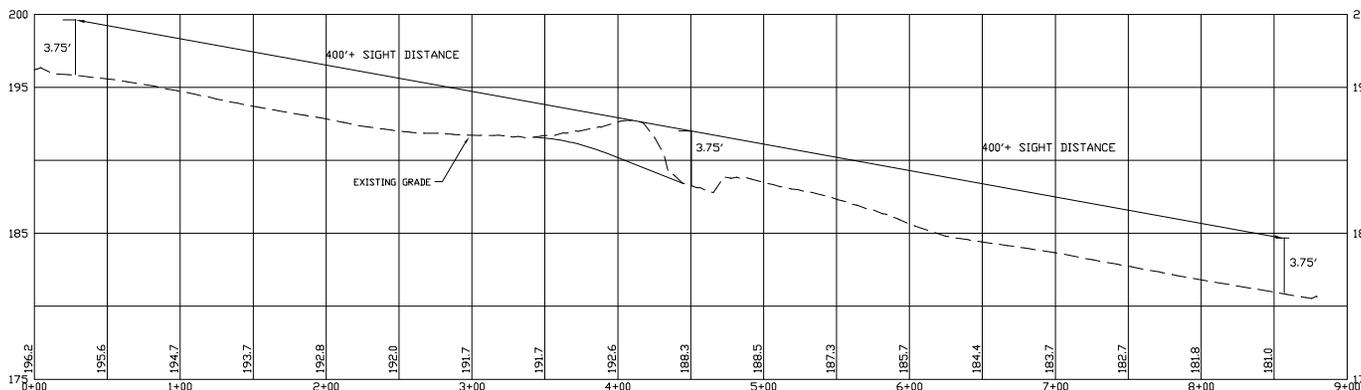


LOCATION MAP
1"=1000'



NOTES

1. ALL ELECTRICAL, TELEPHONE, CABLE TELEVISION AND ALARM LINES TO BE UNDERGROUND. THE SIZE AND LOCATION IS TO BE DETERMINED BY APPROPRIATE UTILITY COMPANY.
2. ALL BENCHMARKS AND TOPOGRAPHY SHOULD BE FIELD VERIFIED BY THE CONTRACTOR, ENGINEER TO BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY.
3. ALL CONSTRUCTION METHODS AND MATERIALS WILL CONFORM TO THE TOWN STANDARD SPECIFICATIONS AND TO N.H.D.T. STANDARDS AND REGULATIONS.
4. ALL DRAINAGE STRUCTURE AND SWALES WILL BE BUILT AND STABILIZED PRIOR TO HAVING RUN-OFF DIRECTED TO THEM.
5. SEE DETAIL SHEETS FOR STANDARD CONSTRUCTION NOTES AND DETAILS.
6. PROPOSED UNDER DRAINS TO BE INSTALLED AS SHOWN ON THE TYPICAL ROAD CROSS SECTION DETAIL AND TIE INTO DRAINAGE STRUCTURES.



PROFILE SCALES:
HORIZONTAL: 1"=40' VERTICAL: 1"=4'

ROADWAY ACCESS PLAN

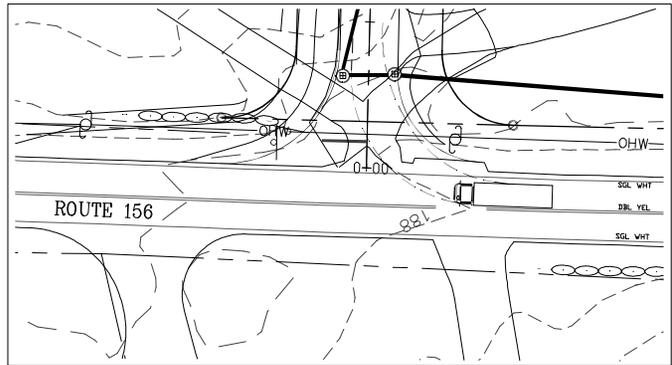
FOR:
RESIDENTIAL DEVELOPMENT
RAYMOND RD - ROUTE 156
NOTTINGHAM, NH

DATE:	DEC 2023	SCALE:	1" = 40'
PROJ. NO:	NH-1490	SHEET NO.	18

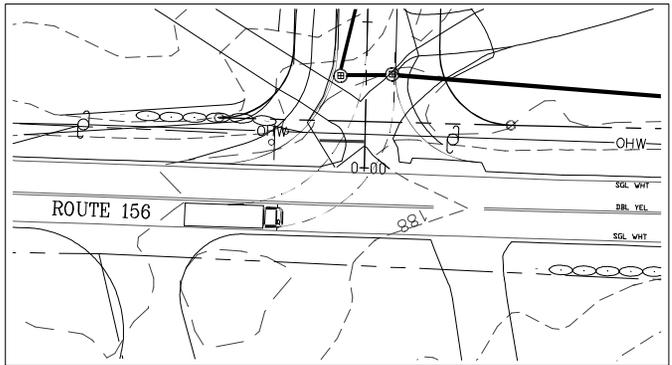
PREPARED FOR:
JOSEPH FALZONE
 7B EMERY LANE
 STRATHAM, N.H. 03885

BA
BEALS
 ASSOCIATES, PLLC

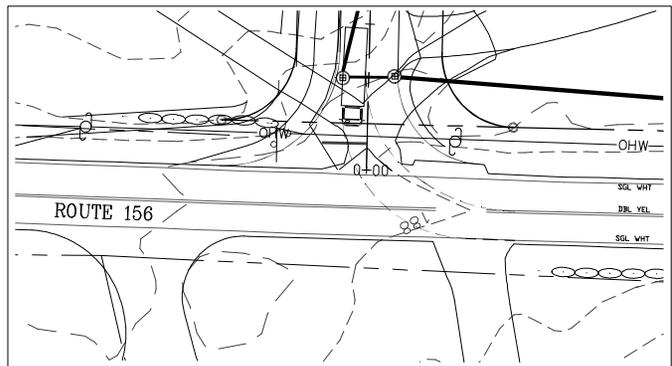
70 PORTSMOUTH AVE.
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 STRATHAM, N.H. 03885
 PHONE: 603-583-4860,
 FAX: 603-583-4863



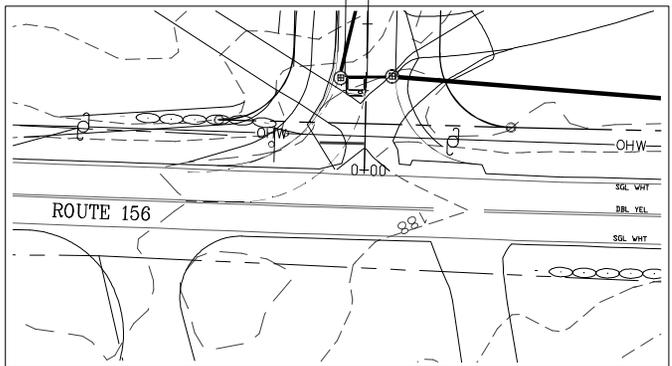
SU UTILITY TRUCK ENTERING SOUTHBOUND DETAIL
 SCALE: 1"=20'



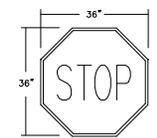
SU UTILITY TRUCK ENTERING NORTHBOUND DETAIL
 SCALE: 1"=20'



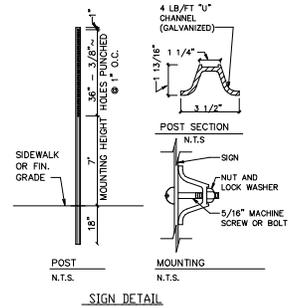
SU UTILITY TRUCK EXITING NORTHBOUND DETAIL
 SCALE: 1"=20'



SU UTILITY TRUCK EXITING SOUTHBOUND DETAIL
 SCALE: 1"=20'



R1-1
 WHITE LETTERING
 ON RED



SIGN DETAIL

REVISIONS:	DATE:

HIGHWAY ACCESS PLAN-H2

FOR:
RESIDENTIAL DEVELOPMENT
 RAYMOND RD - ROUTE 156
 NOTTINGHAM, NH

DATE:	DEC 2023	SCALE:	1"=20'
PROJ. NO:	NH-1490	SHEET NO.	18A



STUDY METHODOLOGY

This study was prepared in consultation with NHDOT and the Towns of Nottingham and Raymond; was performed in accordance with the NHDOT guidelines for the preparation of TISs as defined in the Driveway Permit Policy and the standards of the Traffic Engineering and Transportation Planning Professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage of the study involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics, pedestrian and bicycle facilities, and public transportation services; observations of traffic flow; and the collection of daily and peak-period traffic counts.

In the second stage of the study, future conditions on the transportation system were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future demands on the transportation system that are expected due to growth independent of the Project. In accordance with NHDOT guidelines for the preparation of TISs, four future conditions were evaluated: 1) 2024 No-Build conditions *without* the Project; 2) 2024 Opening-Year Build conditions *with* the Project; 3) 2034 No-Build conditions *without* the Project; and 4) 2034 Build conditions (ten-year projection from opening-year) *with* the Project. The analyses conducted in stage two of the study identify existing or projected future roadway capacity and traffic safety issues.

The third stage of the study presents and evaluates measures to address roadway and intersection capacity issues and safety concerns, if any, identified in stages one and two of the study.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in September and October 2023. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area that was assessed for the Project consisted of NH Route 156 and the intersection of NH Route 156 at Ham Road and Harriman Hill Road.

The following describes the study area roadway and intersection.

Roadway

Raymond Road (NH Route 156)

- Two-lane, Tier 3, Class II local roadway under NHDOT District 6 jurisdiction;
- Traverses the study area in a general northeast-southwest direction;
- In the vicinity of the Project site provides two 11- to 12-foot-wide travel lanes separated by a broken-yellow centerline that permits passing in the northbound direction with 1 to 4-foot-wide marked shoulders provided;
- Sidewalks are not provided within the study area;
- Illumination is provided intermittently by way of streetlights mounted on wood poles;
- The posted speed limit in the vicinity of the Project site is 40 miles per hour (mph);



NOTTINGHAM

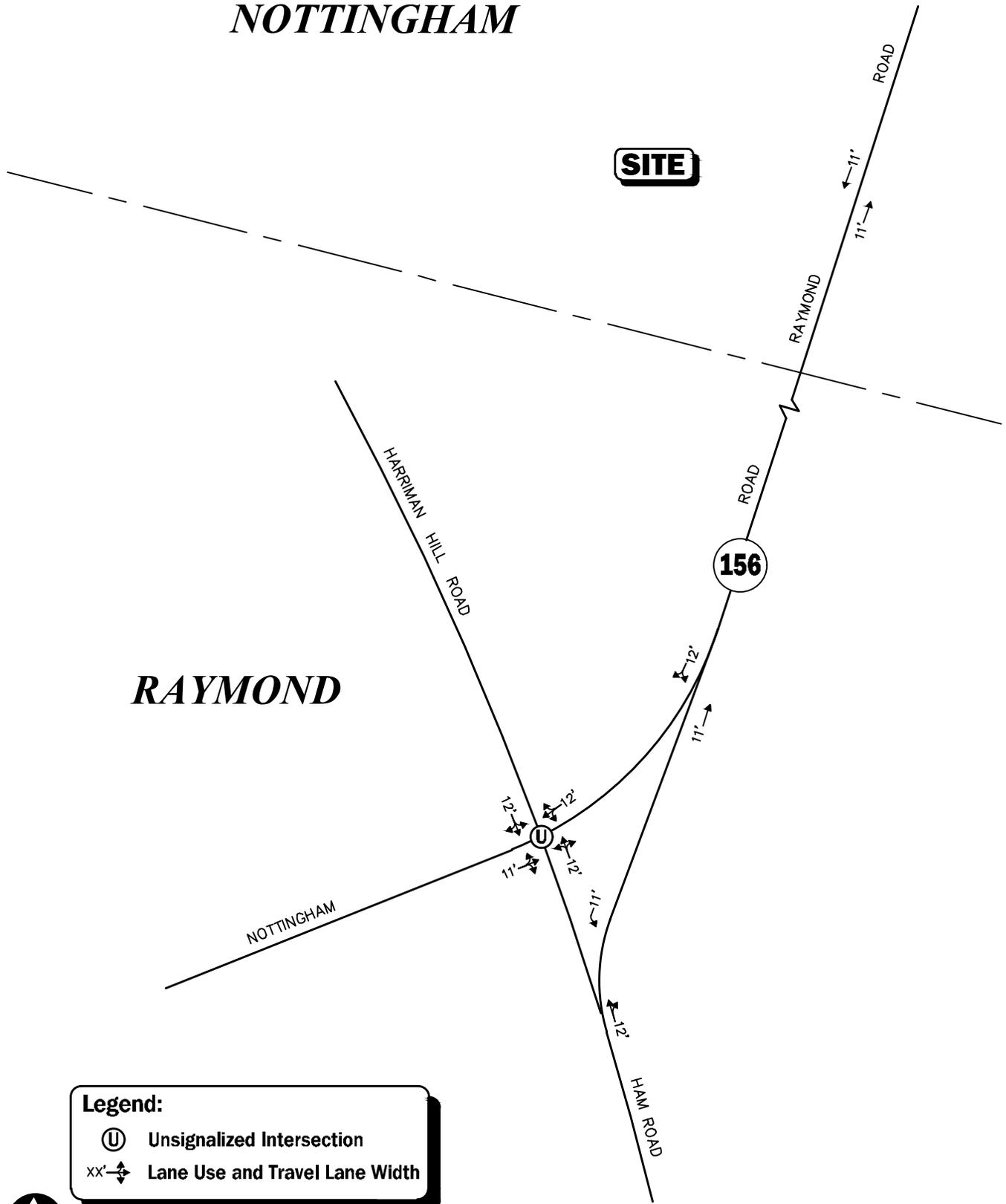
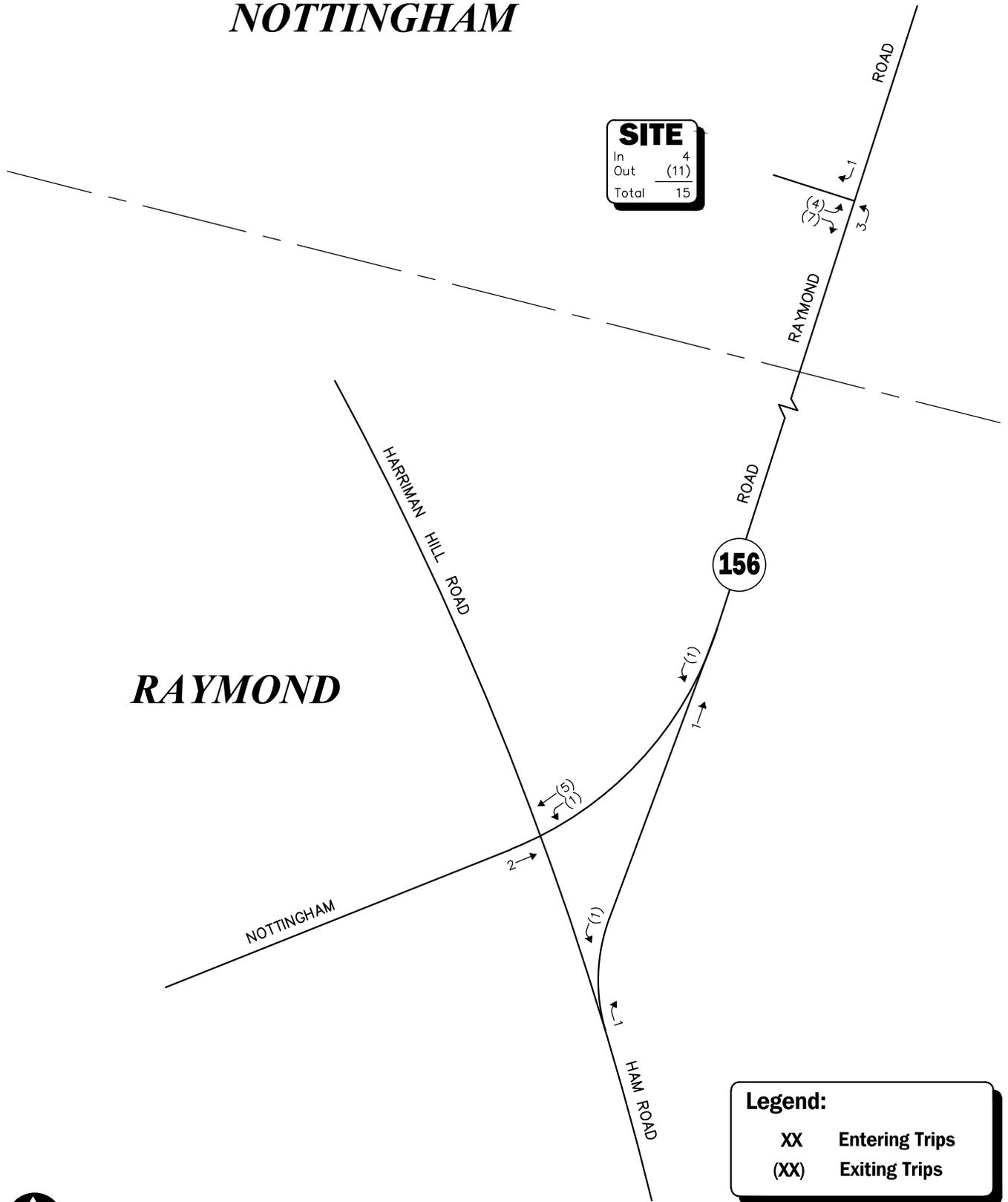


Figure 1

Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities



NOTTINGHAM



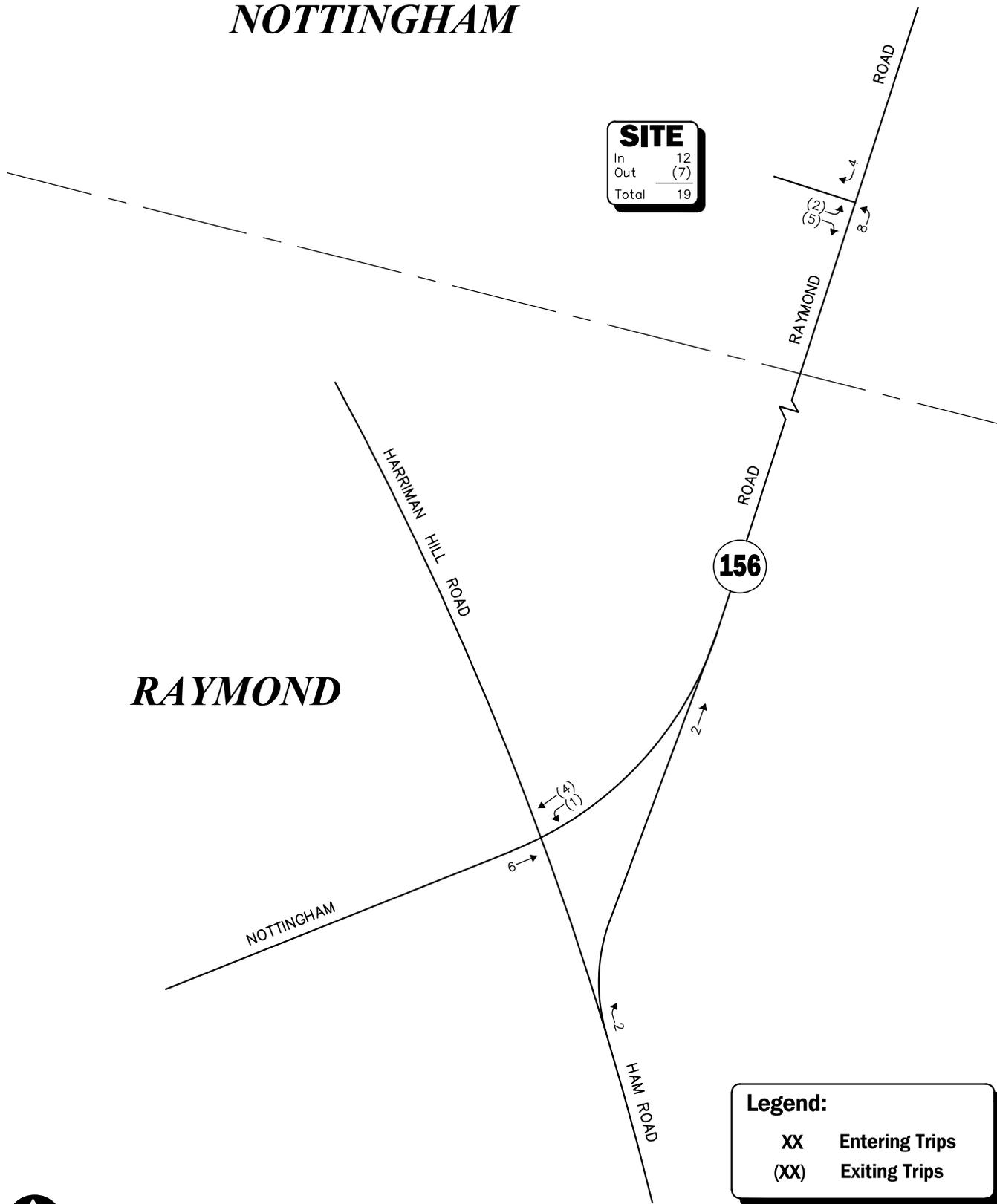
Not To Scale

Figure 9



Project-Generated
Weekday Morning
Peak-Hour Traffic Volumes

NOTTINGHAM



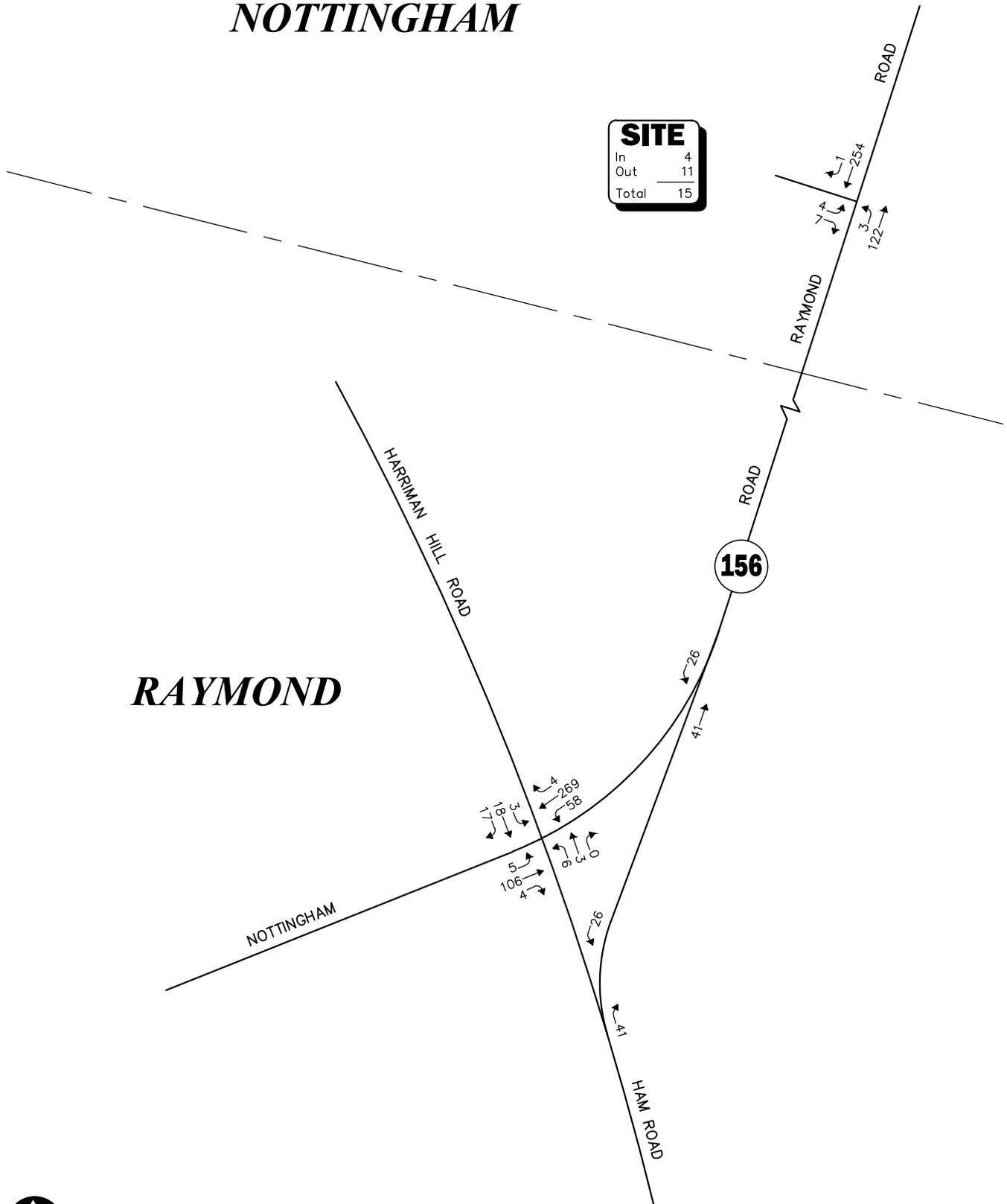
Not To Scale

Figure 10



Project-Generated Weekday Evening Peak-Hour Traffic Volumes

NOTTINGHAM



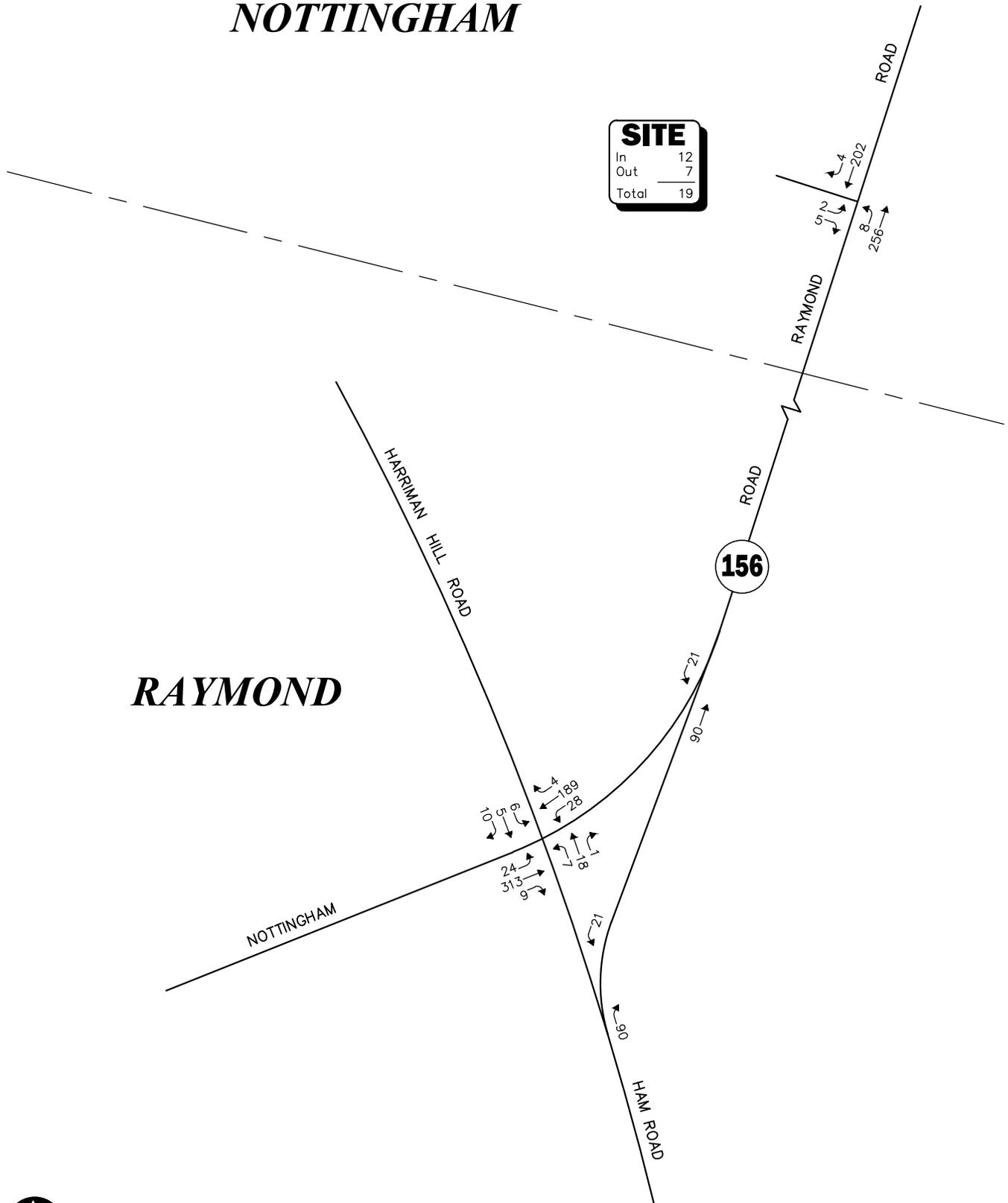
Not To Scale

Figure 13



**2034 Build
Weekday Morning
Peak-Hour Traffic Volumes**

NOTTINGHAM



Not To Scale

Figure 14



2034 Build
Weekday Evening
Peak-Hour Traffic Volumes

SUMMARY

VAI has completed a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed construction of a residential development to be located off NH Route 156 in Raymond, New Hampshire. This study has been completed in accordance with NHDOT standards for the preparation of a TIS and includes an evaluation of the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE,¹³ the Project is expected to generate approximately 198 vehicle trips on an average weekday (two-way, 24-hour volume), with approximately 15 vehicle trips expected during the weekday morning peak-hour and 19 vehicle trips expected during the weekday evening peak-hour, or one (1) added vehicle every 3 to 4 minutes during the peak hours;
2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with all movements at the NH Route 156/Ham Road/Harriman Hill Road intersection shown to continue to operate at LOS C or better, where an LOS of “D” or better is generally defined as “acceptable” conditions;
3. All movements exiting the Project site driveway to NH Route 156 are predicted to operate at LOS B or better with negligible vehicle queuing predicted, with all movements along NH Route 156 approaching the driveway shown to operate at LOS A, also with negligible vehicle queuing; and
4. Lines of sight at the intersection of NH Route 156 at the Project site driveway were found to exceed or can be made to exceed the recommended minimum distances for the intersection to operate in a safe and efficient manner based on the appropriate approach speed.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the recommendations that follow.

RECOMMENDATIONS

Project Access

Access to the Project site will be provided by way of a driveway that will intersect the west side of NH Route 156 at the location of the existing driveway that serves 209 and 215 Raymond Road. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation:

- The Project site driveway should be a minimum of 22 feet in width and designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.

¹³Institute of Transportation Engineers, op. cit. 1.



Date: February 6, 2024

Re: **Preliminary Review** - Development of Regional Impact – #2023-05 and #2023-014; Jones & Beach Engineers on behalf of Tuck Realty Co.

Dear Committee Members:

Please accept this testimony on behalf of the Strafford Regional Planning Commission in response to a Declaration of Regional Impact on January 18, 2024. Per NH RSA 36:55, a Development of Regional Impact means any proposal before a local land use board which in the determination of such local land use board could reasonably be expected to impact on a neighboring municipality.

The Strafford Regional Planning Commission (SRPC) received formal notice from the Town of Raymond of said **Development of Regional Impact** on January 30, 2024. Notice was also sent to the Town of Nottingham.

Transportation, Access, and Parking

Comments: The Traffic Impact Study issued by VAI affirms the Level of Service remaining at a grade of "D" or better, however, LOS as a measure of traffic impact has come to be understood as a measure of traffic flow rather than vehicles added to local roads. Although the development is "greenfield" in nature, its proximity to major junctions of the Route 101 expressway holds this development to an unbalanced standard that could further perpetuate sprawl. Staff recommends the RIC consider the impact of Vehicle Miles Travelled (VMT) in addition to LOS when submitting comment to the Town of Raymond.

Staff notes the development as proposed lacks any bicycle and pedestrian infrastructure or speed control measures, although these are largely not of regional impact to the surrounding towns.

Conflicts with Policies, Plans, and Programs - Noise

Comments: The proposed lot sizes and layout appear generally consistent with the existing development pattern and do not appear to introduce any new or unusual source of noise.

Hazardous Materials or Substances



Comments: The proposed lot sizes and layout appear generally consistent with the existing development pattern and do not appear to introduce any new or unusual source of hazardous materials.

Ecology and Resources

Comments: An environmental assessment should be done to identify environmentally sensitive areas for wildlife, plants, breeding and nesting areas and species of concern. Method of protection of these areas should be discussed and utilized during site work and post construction. Some areas may require posting to raise awareness of the location and nature of the sensitive and/or protected areas. Outreach and education should be provided to homeowners upon purchase of the lots in those areas. In addition to the assessment, a new review should be conducted by the NH Natural Heritage Bureau due to the date of the one that was submitted with the application. The date on the memo from the Natural Heritage Bureau was done on June 22, 2022 and the review is noted as being effective until June 22, 2023. It also suggests that a review by the NH Fish and Game should be done since there were sightings of a Blanding's turtle (Endangered species) and a Spotted turtle (Threatened species).

Hazards – Public Health and Safety

Comments: An environmental assessment should be conducted to determine potential threats to surface and ground water since the area for development includes the Groundwater Protection Overlay District and the Wellhead Protection area.

Facilities

Comments: A review of Raymonds capacity for police, fire and ambulance services should be conducted. Any deficiencies should be corrected to reduce the potential need for mutual aid from neighboring communities.

Scenic and Visual Character

Comments: It is difficult to determine if there will be any impact on the scenic and visual character as a result of this project. Typically, the visual impact for a housing project is more localized and not of a regional concern. Staff is satisfied with the requirements of the Town's lighting regulations as they pertain to light pollution in surrounding communities.

Housing and Population Growth

Comments: No existing housing is displaced by this proposal. The increase in housing units contributes to the housing projection needed in the Region and State, albeit lacking in workforce units.

We hope that these comments will be useful to you in your review of this project. All materials should be used for informational purposes only. The scope of SRPC's review is intended to focus on the regional impacts of this application and does not duplicate the Raymond Planning Board's review for consistency with town ordinances and regulations. Similarly, references to land use policies in referenced municipalities are not the result of a comprehensive regulatory review, and SRPC defers to these municipalities to provide more comprehensive feedback regarding consistency of the proposed development with their regulations and with the character of their community. Please do not hesitate to contact Lisa Murphy at lmurphy@strafford.org or Mark Davie at mdavie@strafford.org or call 603-994-3500 if you have any questions.



Lisa Murphy, Senior Planner



Mark Davie, Regional Planner



Planning Board Minutes
January 18, 2024 @ 7:00 PM
Media Center Raymond High School
45 Harriman Hill Road, Raymond, NH 03077

43 **Mr. McLeod made a motion to continue application #2022-008 Onyx**
44 **Warehouse and associated Conditional Use Permit and Special**
45 **Permit to March 7, 2024, at the Raymond High School Media Center,**
46 **45 Harriman Hill Road at 7:00pm; Mr. McDonald seconded the**
47 **motion.**

48
49 **A roll call vote was taken,**
50 **Ms. Gott – Yes**
51 **Ms. Bridgeo – Yes**
52 **Mr. Mcleod – Aye**
53 **Mr. McDonald – Yes**
54 **Mr. Daigle – Yes**
55 **Ms. Luszcz – Aye**

56
57 **The motion passed with a unanimous vote of 6 in favor, 0 opposed, and 0**
58 **abstention.**

59
60 **Application #2023-005 Mardon Woods:** A Site Plan has been submitted by Jones
61 and Beach Engineers, Inc. on behalf of Tuck Realty Corp. The applicant is
62 proposing a multi-family residential project consisting of 148 duplexes for a total of
63 296 dwelling units with clubhouse facilities. Approximately .24 acres of wetland
64 disturbance is associated with the plan. The property is identified as Raymond Tax
65 Map 17, Lots 66 & 82 located at 65 and 101 Batchelder Road within the Town of
66 Raymond and is within the C3W zoning district and Groundwater Protection
67 Overlay.

68
69 **Motion:**

70
71 **Mr. McLeod made a motion to accept application #2023-005 Mardon**
72 **Woods Lot Line Adjustment as substantially complete to take**
73 **jurisdiction; Mr. McDonald seconded the motion.**

74
75 **A roll call vote was taken,**
76 **Mr. McDonald – Yes**
77 **Mr. Daigle – Yes**
78 **Mr. Mcleod – Aye**
79 **Ms. Bridgeo – Yes**
80 **Ms. Gott – Yes**
81 **Ms. Luszcz – Aye**

82
83 **The motion passed with a unanimous vote of 6 in favor, 0 opposed, and 0**
84 **abstention.**



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85 Joe Coronati of Jones and Beach Engineers and Kevin Baum of legal for the
86 applicant came before the Board. Mr. Coronati presented a brief overview of the
87 plans. There will be three access roads available to the private roads of the
88 development. With 148 duplexes built, there will be 296 dwelling units available.
89 There will be a clubhouse available for the residents on the southern part of the
90 property. There is a section of the C3 zone land that is within 500 feet of Route 102
91 that does not come onto the property. This will allow multi-family housing in the
92 future.

93

94 **Points of Order**

95 Ms. Bridgeo made note that this project is within the C3W zoning district,
96 Groundwater Protection Overlay district, *and* the wellhead protection area which
97 should be added to the application. Mr. Coronati said that it is noted on the plans.

98

99 Ms. Gott wanted to disclose that she knows several of the abutters of this project
100 and it will not show any bearing on her decision making on the application. Ms.
101 Bridgeo and Mr. McDonald also stated that they know some of the abutters, but it
102 will not show any bearing on their decisions on the project.

103

104 **Public Comment**

105 Joedy Gregoir of 3 RJ Way came before the Board. He expressed concern
106 regarding one of the access roads into the property is near several wellheads and
107 that he would want some sort of privacy buffer for his property. Ms. Luszc
108 reassured Mr. Gregoir that all setbacks and ordinances will be reviewed for their
109 accuracy to the project's plan. She also reassured him that the request for a privacy
110 buffer can be asked for once the project is underway. Mr. Gregoir followed up with
111 additional concerns regarding runoff from the added roads, drainage patterns, and
112 impact on wildlife in those impacted lots. Ms. Luszc informed him that there are
113 third-party engineers that will thoroughly review the plans that will address his
114 concerns.

115

116 Fred Richards of 23 Old Fremont Road came before the Board. He expressed
117 concerns regarding the traffic study and wellhead setbacks.

118

119 Craig McAlpine of 36 Old Fremont Road came before the Board. He expressed that
120 this project is a waste of time as he believes that the Town cannot support another
121 housing development. Ms. Luszc responded that the Board must hear all
122 applications and give them a fair hearing. Mr. McAlpine expressed further concerns
123 regarding traffic, town water, and schooling concerns.

124



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125 John Cate of 71 Batchelder Road came before the Board. He asked what the
126 wetland disturbance was at specifically 66 Batchelder Road. Ms. Luszczyk said it is
127 about a quarter acre which will be discussed later tonight potentially.

128

129 Cathy McDonald of 1 Park Place came before the Board. She asked how many
130 bedrooms the units will have. Mr. Coronati answered that they are proposed as 2-
131 bedroom units, 4-bedrooms per duplex. Ms. McDonald's concern is with the influx
132 of students in the schools which would result in more teachers needed, etc.

133

134 Jim Mayo of 8 Wendover Lane came before the Board. He asked about previous
135 conversations about it being a gated community for only emergency vehicle access
136 and if it were still the case. Mr. Coronati said that is not the case – from TRC
137 meetings, fire and police chiefs said that they preferred it if the access points were
138 not gated. Mr. Mayo expressed further concerns regarding traffic from Washington
139 onto Batchelder.

140

141 Public comment closed at approximately 7:38 PM.

142

143 ***Development with Regional Impact***

144 Ms. Luszczyk polled the board: is a discussion regarding regional impact necessary?

145

146 A roll call vote was taken:

147 Mr. McDonald – yes based upon traffic study concerns

148 Mr. McLeod, Mr. Daigle, Ms. Gott, and Ms. Bridgeo also agreed.

149

150 Item 1: School impacts – does the development create significant new student
151 population affecting the regional school district? Yes or no.

152

153 Mr. McDonald – Yes based upon one his own kids having to travel to Exeter for
154 school

155 Mr. Daigle – Yes based upon that the Seacoast School of Technology is a regional
156 school

157 Ms. Bridgeo – Yes based upon that there are other regional schools

158 Ms. Gott – Yes based upon SST in Exeter

159 Mr. McLeod – Yes based upon the number of proposed units

160 Ms. Luszczyk – Yes agree with previous mentioned information

161

162 Item 2: Traffic generation – will the generate traffic that will create an impact on
163 surrounding municipalities? Yes or no.

164

165 Mr. Daigle – Yes

166 Mr. McLeod – Yes based on the number of units



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- 167 Ms. Bridgeo – Yes
168 Ms. Gott – Yes based upon the proximity of 107 into Fremont, 102 into Derry, and
169 the highway 101 exit 5
170 Mr. McDonald – Yes based upon the number of units
171 Ms. Luszczyk – Yes as it is a sizable project
172
173 Item 3: Road Networks – does the development provide the opportunity to create a
174 more efficient road network for the regional area or potentially affect regional traffic
175 patterns? Yes or no.
176
177 Mr. McLeod – No not under that def
178 Ms. Bridgeo – Not sure since there's already impact from the Walmart trucks
179 Ms. Gott – No
180 Mr. McDonald – No
181 Mr. Daigle – No
182 Ms. Luszczyk – No
183
184 Item 4: Building Size – is the proposed building greater than 50,000 square feet and
185 located within 2,500 feet of the municipality line? Yes or no.
186
187 Board concludes this is not applicable as it is not just one building.
188
189 Item 5: Visual Impacts – will the development create visual impacts to neighboring
190 municipalities such as light pollution, glares, or structures visible from neighboring
191 municipalities? Yes or no.
192
193 Ms. Bridgeo – No
194 Ms. Gott – No
195 Mr. McDonald – No
196 Mr. Daigle – No
197 Mr. McLeod – No
198 Ms. Luszczyk – No
199
200 Item 6: Pollution – does the development propose the operation of a facility or
201 business that would create excessive amounts of air pollution, wastewater
202 discharge, noise, or hazardous waste transport? Yes or no.
203
204 Ms. Gott – No
205 Mr. McDonald – No
206 Mr. Daigle – No
207 Mr. McLeod – No
208 Ms. Bridgeo – No



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209 Ms. Luszcz – No

210

211 Item 7: Water Supply Impacts – will the development require a major impact
212 wetland permit from NHDES? Yes or no.

213

214 With the current plans, they have over 12,000 feet of wetland disturbance which
215 would be considered “major impact”. However, down the line in future plans, they
216 may be able to decrease the wetland area. To answer the question at the time of
217 the meeting, it was concluded that yes, a major impact wetland permit from NHDES
218 would be required.

219

220 Item 7a: Aquifers – will impacts to known aquifers occur? Yes or no.

221

222 Ms. Bridgeo – Yes as the aquifers are the Exeter and Lamprey Rivers which flow
223 into Durham.

224 Mr. McLeod – Yes

225 Mr. Daigle – Yes

226 Mr. McDonald – Yes

227 Ms. Gott – Yes

228

229 Item 7b: Does the project involve permitting for a large groundwater withdrawal?

230

231 Ms. Gott – Yes based on the number of houses

232 Ms. Bridgeo – Yes

233 Mr. McLeod – Aye

234 Mr. Daigle – Yes

235 Mr. McDonald – Yes

236 Ms. Luszcz – Yes

237

238 Item 7c: Will the development cause negative impacts to another community's
239 municipal water supply? Yes or no.

240

241 Mr. McDonald – Yes based off of Exeter River flowing

242 Mr. Daigle – Yes

243 Mr. McLeod – Yes

244 Ms. Bridgeo – Yes

245 Ms. Gott – Yes

246 Ms. Luszcz – Yes

247

248 Item 8: Conservation Lands – does the development abut existing conservation
249 lands, greenway, or existing farmland such as coordination between municipalities



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250 could lead to the creation or preservation of greenways or wildlife habitat areas or
251 prevent fragmentation of forests, farms, or other conservation lands? Yes or no.

252

253 Mr. McDonald – No

254 Mr. Daigle – No

255 Mr. McLeod – No

256 Ms. Bridgeo – No

257 Ms. Gott – No

258 Ms. Luszcz – No

259

260 Item 9: Economic Impacts – does the development propose the creation of
261 business or industry that would significantly impact regional economic
262 development? Yes or no.

263

264 The Board determined that this is not applicable as they are creating homes not
265 businesses in the project.

266

267 Item 10: Emergency Response – does the proposal create a significant increased
268 demand for emergency services response including mutual aid from abutting
269 communities? Yes or no.

270

271 Ms. Bridgeo – Yes

272 Ms. Gott – Yes

273 Mr. McLeod – Yes

274 Mr. Daigle – Yes

275 Mr. McDonald – Yes

276 Ms. Luszcz – Yes

277

278 Item 11: Historic or Cultural Resources – does the proposed development have
279 negative impacts on historic or cultural resources that may have significance
280 regionally? Yes or no.

281

282 Ms. Gott – No

283 Ms. Bridgeo – No

284 Mr. McLeod – No

285 Mr. McDonald – No

286 Mr. Daigle – No

287 Ms. Luszcz – No

288

289 Item 12: Does the development create the regional impacts not listed in items 1
290 through 11?

291



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292 The board concluded that there are no other areas of regional impact.

293

294 Ms. Luszcz announced that based off of the RSA, the project does have regional
295 impact so notices will have to be sent out with a copy of the meeting's minutes and
296 plans. Mr. McLeod said those that will be noticed will include the abutting towns,
297 RPC, and Strafford Planning Commission. Ms. Bridgeo also said that Lamprey
298 River Commission should be included in the notices.

299

300 **Motion:**

301

302 **Mr. McLeod made a motion to continue application #2023-005**
303 **Mardon Woods to February 22, 2024, at the Raymond High School**
304 **Media Center, 45 Harriman Hill Road at 7:00pm; Mr. McDonald**
305 **seconded the motion.**

306

307 **A roll call vote was taken,**

308 **Mr. McDonald – Yes**

309 **Mr. Daigle – Yes**

310 **Ms. Gott – Yes**

311 **Ms. Bridgeo – No**

312 **Mr. McLeod – Aye**

313 **Ms. Luszcz – Yes**

314

315 **The motion passed with a vote of 5 in favor, 2 opposed, and 0 abstention.**

316

317 **Application #2023-014 Mardon Woods Lot Line Adjustment:** A Lot Line
318 Adjustment has been submitted by Jones and Beach Engineers, Inc. on behalf of
319 Tuck Realty Corp. The applicant is proposing a multi-family residential project
320 consisting of 148 duplexes for a total of 296 dwelling units with clubhouse facilities.
321 Approximately .24 acres of wetland disturbance is associated with the plan. The
322 property is identified as Raymond Tax Map 17, Lots 66 & 82 located at 65 and 101
323 Batchelder Road within the Town of Raymond and is within the C3W zoning district
324 and Groundwater Protection Overlay.

325

326 **Motion:**

327

328 **Mr. McLeod made a motion to continue application #2023-014**
329 **Mardon Woods Lot Line Adjustment to February 22, 2024, at the**
330 **Raymond High School Media Center, 45 Harriman Hill Road at**
331 **7:00pm; Mr. McDonald seconded the motion.**

332

333 **A roll call vote was taken,**



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334 **Ms. Gott – Yes**
335 **Ms. Bridgeo – No**
336 **Mr. Mcleod – Aye**
337 **Mr. McDonald – Yes**
338 **Mr. Daigle – Yes**
339 **Ms. Luszcz – Yes**

340

341

The motion passed with a vote of 5 in favor, 1 opposed, and 0 abstention.

342

343 **Site Plan Regulations** – The Planning Board will consider revisions to the Town of
344 Raymond Site Plan Regulations, last amended October 6, 2022.

345

346 The Board will request a copy of the site plan regulations to read for approval per
347 Mr. McDonald's updates.

348

349 **Public Comment:**

350 None.

351

352 **Approval of Minutes:**

353

354 ***December 21, 2023***

355

- 356 • Line 11 Mr. McLeod had an excused absence and Planning Director is no
357 longer required to be at meetings so not absent, just removed
- 358 • Line 186 change "budge" to "budget"

359

360 **Motion:**

361

362 **Mr. McLeod made a motion to accept the December 21, 2023**
363 **meeting minutes as amended; Mr. Daigle seconded the motion.**

364

365 **A roll call vote was taken,**

366 **Mr. McDonald – Yes**

367 **Mr. Daigle – Yes**

368 **Ms. Bridgeo – Yes**

369 **Ms. Gott – Yes**

370 **Mr. Mcleod – Aye**

371 **Ms. Luszcz – Aye**

372

373

**The motion passed with a unanimous vote of 6 in favor, 0 opposed, and 0
374 abstention.**

375

375

4. Lines of sight at the intersections of Washington Drive at Wendover Lane and Chester Road at Mark Lane (the intersections that will convey Project-related traffic to the existing roadway network) were found to exceed the recommended minimum distance for the intersections to operate in a safe manner based on the appropriate approach speed. The intersection of Batchelder Road at Old Freemont Road will be reconstructed (realigned) in conjunction with the Project to accommodate the Project site roadway and will be designed to afford the necessary sight lines for safe operation of the intersection.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations defined herein.

The following details our assessment of the Project.

PROJECT DESCRIPTION

As proposed, the Project will entail the construction of a 296-unit multifamily residential development with an amenity building (community center) to be located at 65 and 101 Batchelder Road in Raymond, New Hampshire. The 296 residential units are comprised of 148 duplex-type buildings that will be dispersed throughout the Project site and situated along the internal roadway network that will connect Batchelder Road, Wendover Lane and Mark Lane. The Project site encompasses approximately 183.09± acres of land that is generally situated south of Batchelder Road between Wendover Lane and Chester Road, and is bounded by residential properties and areas of open and wooded space. The Project site currently contains areas of open and wooded space. Figure 1 depicts the Project site in relation to the existing roadway network.

Access to the Project site will be provided by way of a new roadway network that will intersect Batchelder Road opposite Old Freemont Road and the current termini of Wendover Lane and Mark Lane, respectively. In conjunction with the Project, the Batchelder Road/Old Freemont Road intersection will be reconstructed to shift the west leg of Batchelder Road to the south to improve the east-west alignment of Batchelder Road through the intersection. In conjunction with the realignment, Old Freemont Road will be extended to the south and will align with the Project site roadway.

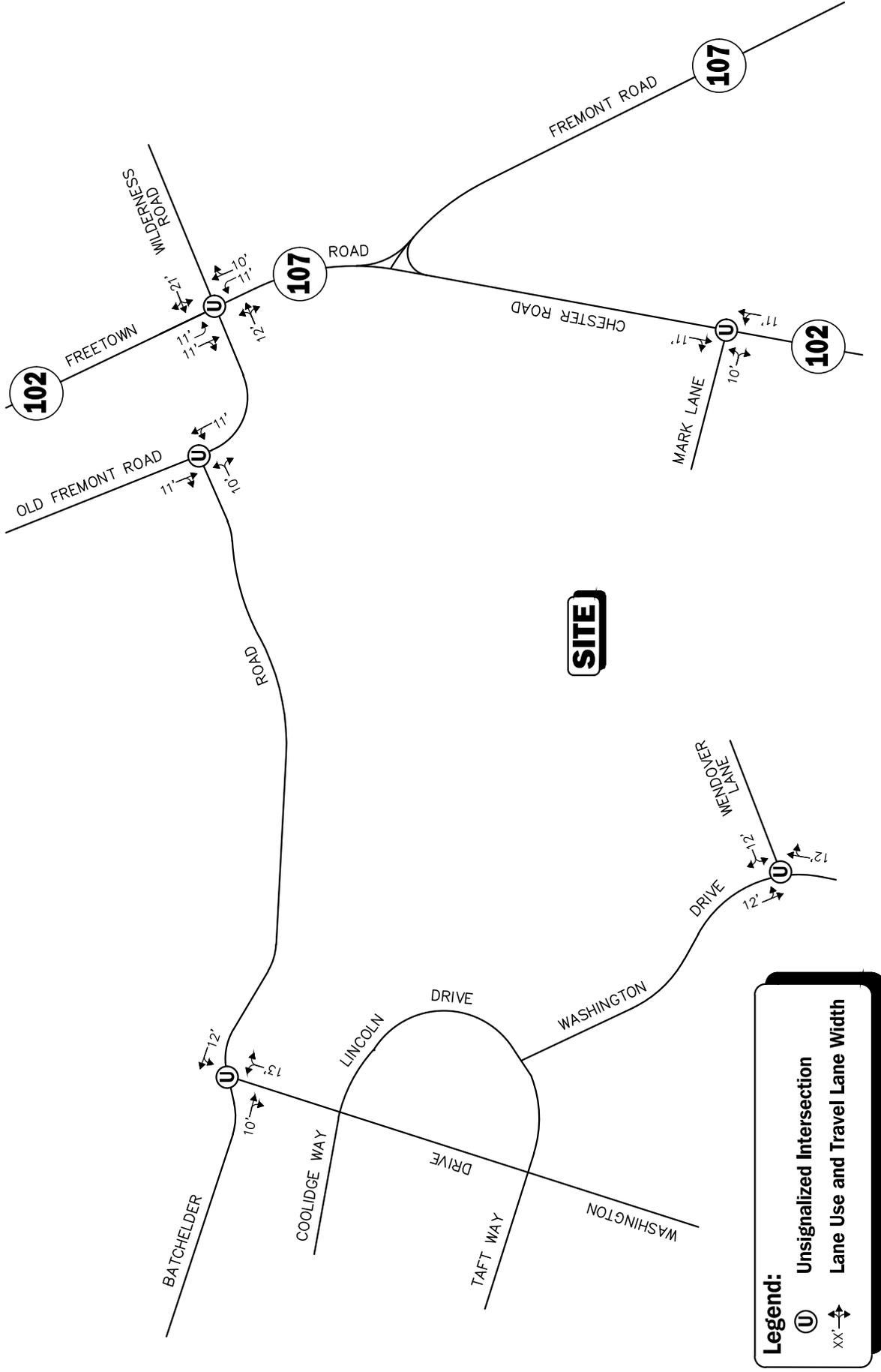
Off-street parking for the residential units will be provided in individual garages and driveways that will accommodate a minimum of two (2) vehicles per unit. Off-street parking for 26 vehicles will be provided for the proposed community center.

STUDY METHODOLOGY

This study was prepared in consultation with the Town of Raymond and NHDOT; was performed in accordance with the NHDOT guidelines for the preparation of TISs as defined in the Driveway Permit Policy and the standards of the Traffic Engineering and Transportation Planning Professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage of the study involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics, pedestrian and bicycle facilities, and public transportation services; observations of traffic flow; and the collection of daily and peak-period traffic counts.





Legend:

- ⊕ Unsignalized Intersection
- xx'-> Lane Use and Travel Lane Width

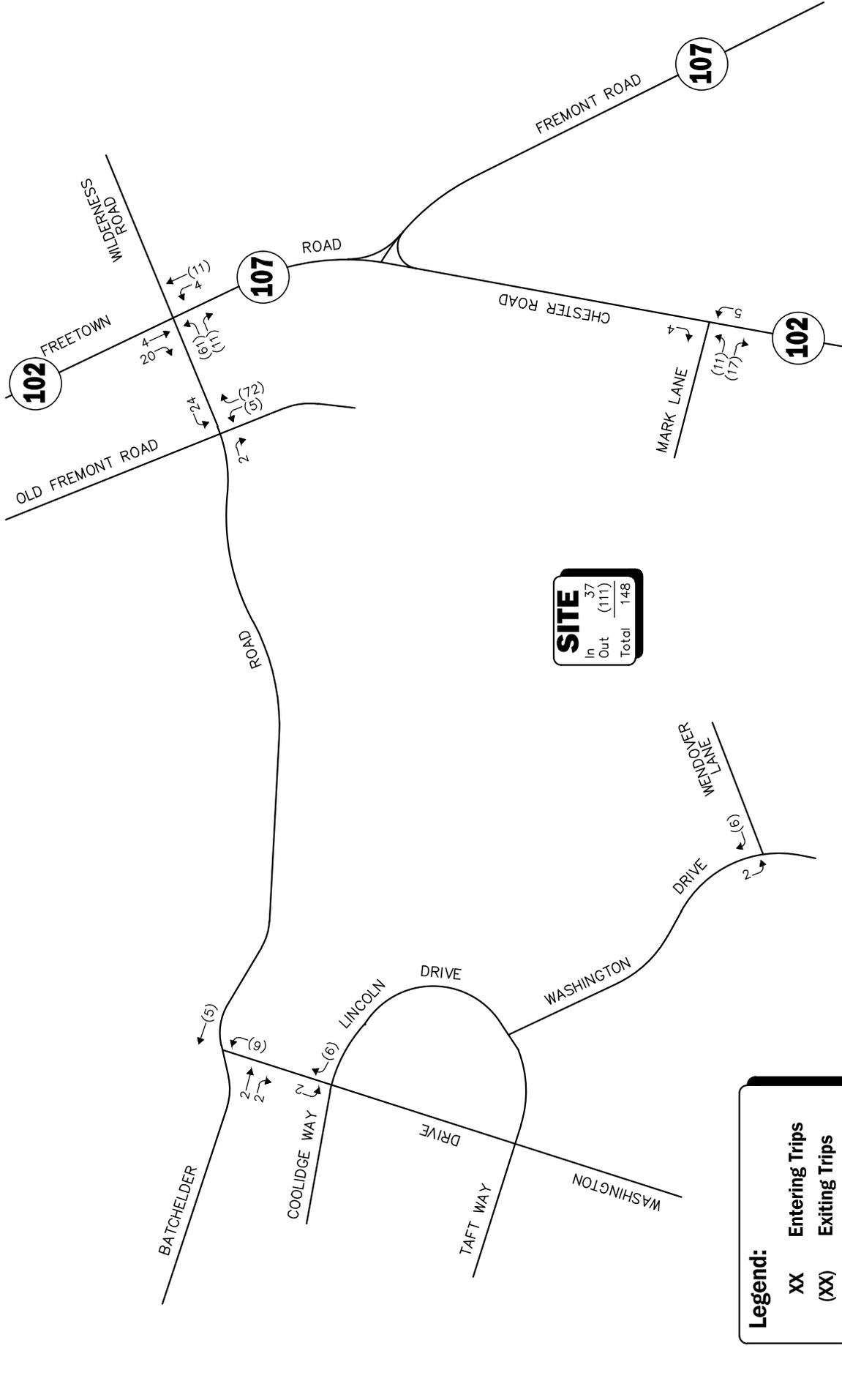


Not To Scale



Figure 2

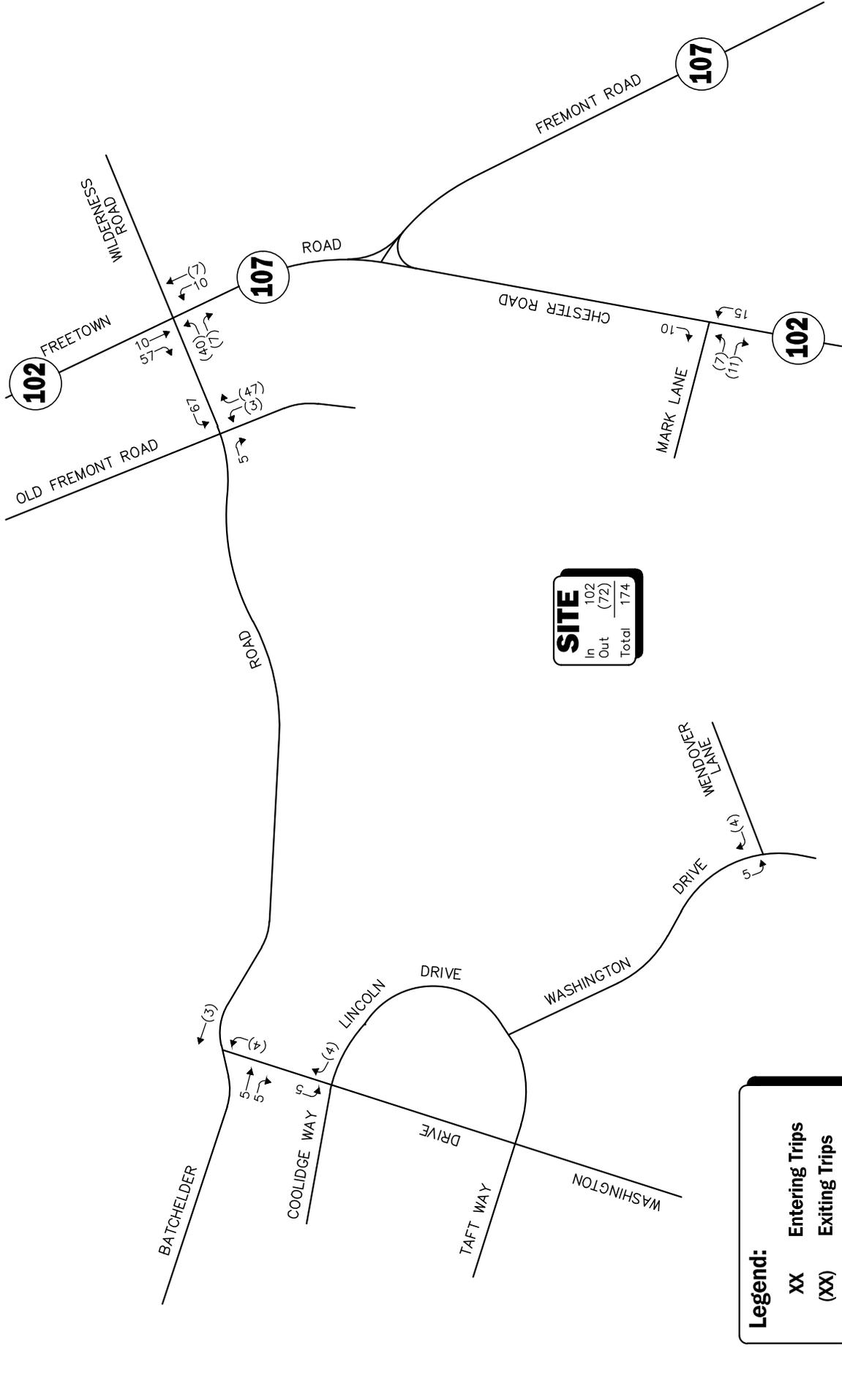
Existing Intersection Lane Use, Travel Lane Width, and Pedestrian Facilities



Not To Scale

Figure 10

Project-Generated
Weekday Morning
Peak-Hour Traffic Volumes

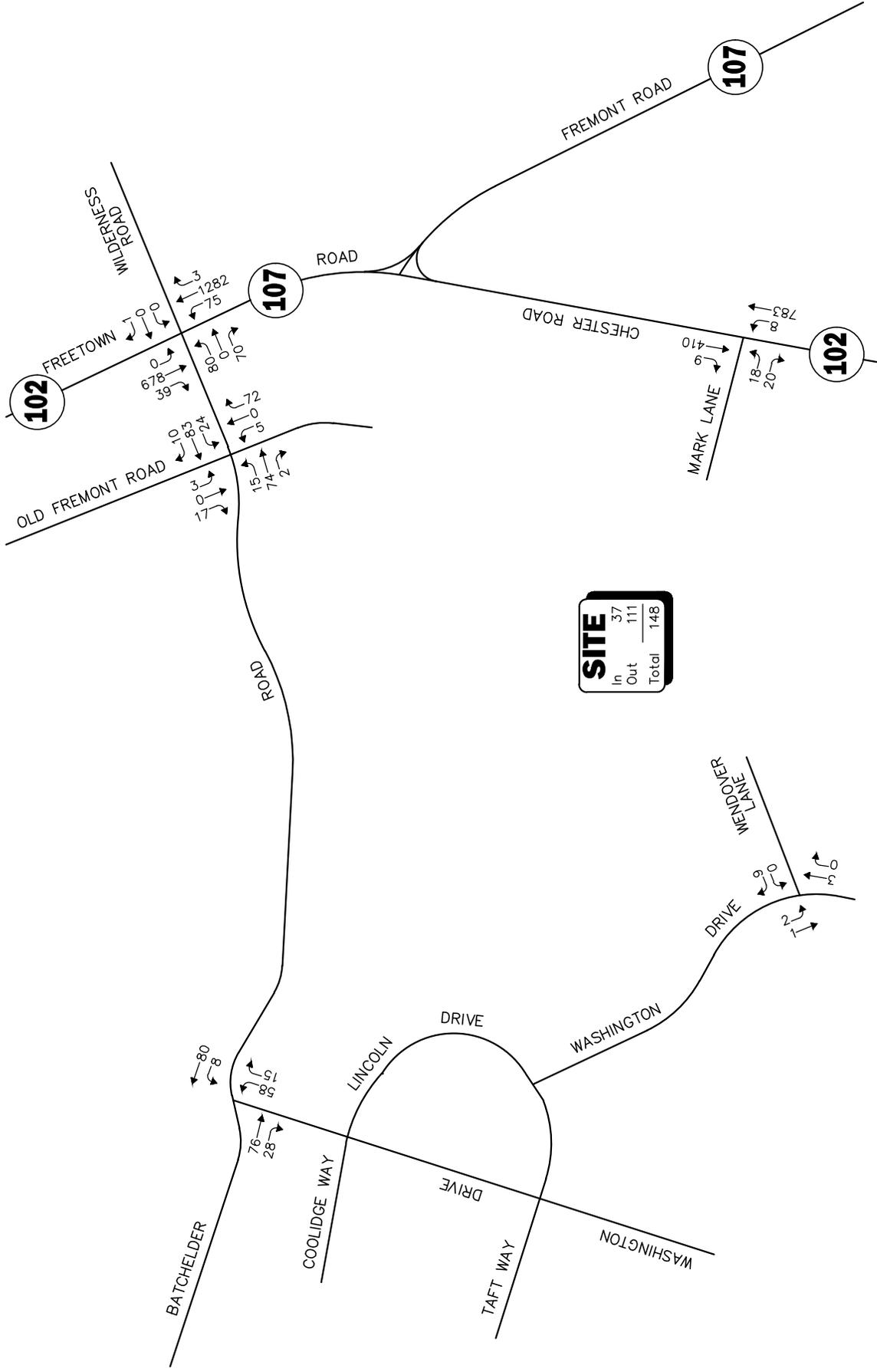


Not To Scale



Figure 11

Project-Generated
 Weekday Evening
 Peak-Hour Traffic Volumes



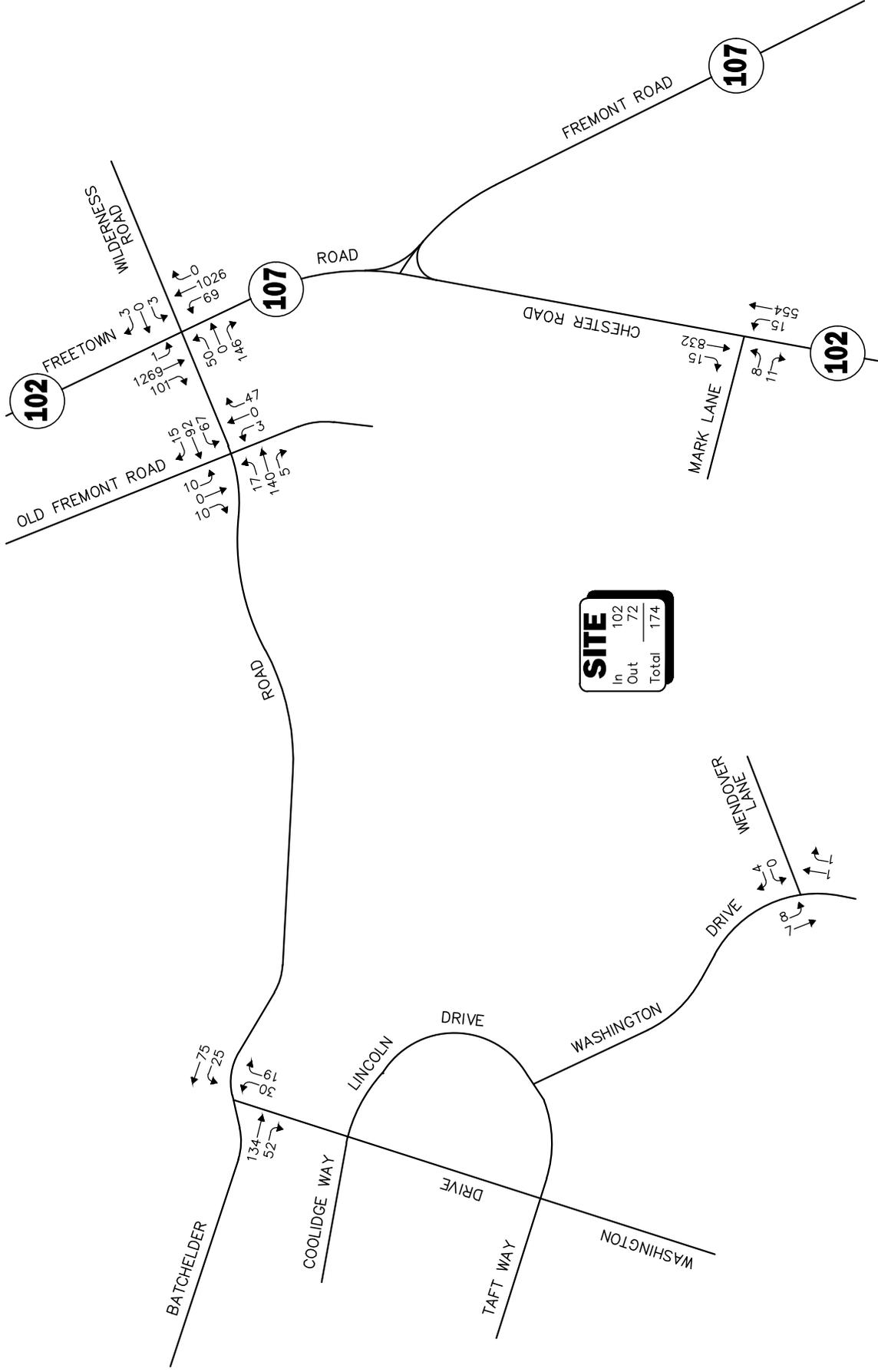
Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale

Figure 14



2034 Build
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

Not To Scale



Figure 15

2034 Build
Peak-Month
Weekday Evening
Peak-Hour Traffic Volumes

The intersection of Batchelder Road at Old Freemont Road will be reconstructed (realigned) in conjunction with the Project to accommodate the Project site roadway and will be designed to afford the necessary sight lines for safe operation of the intersection.

SUMMARY

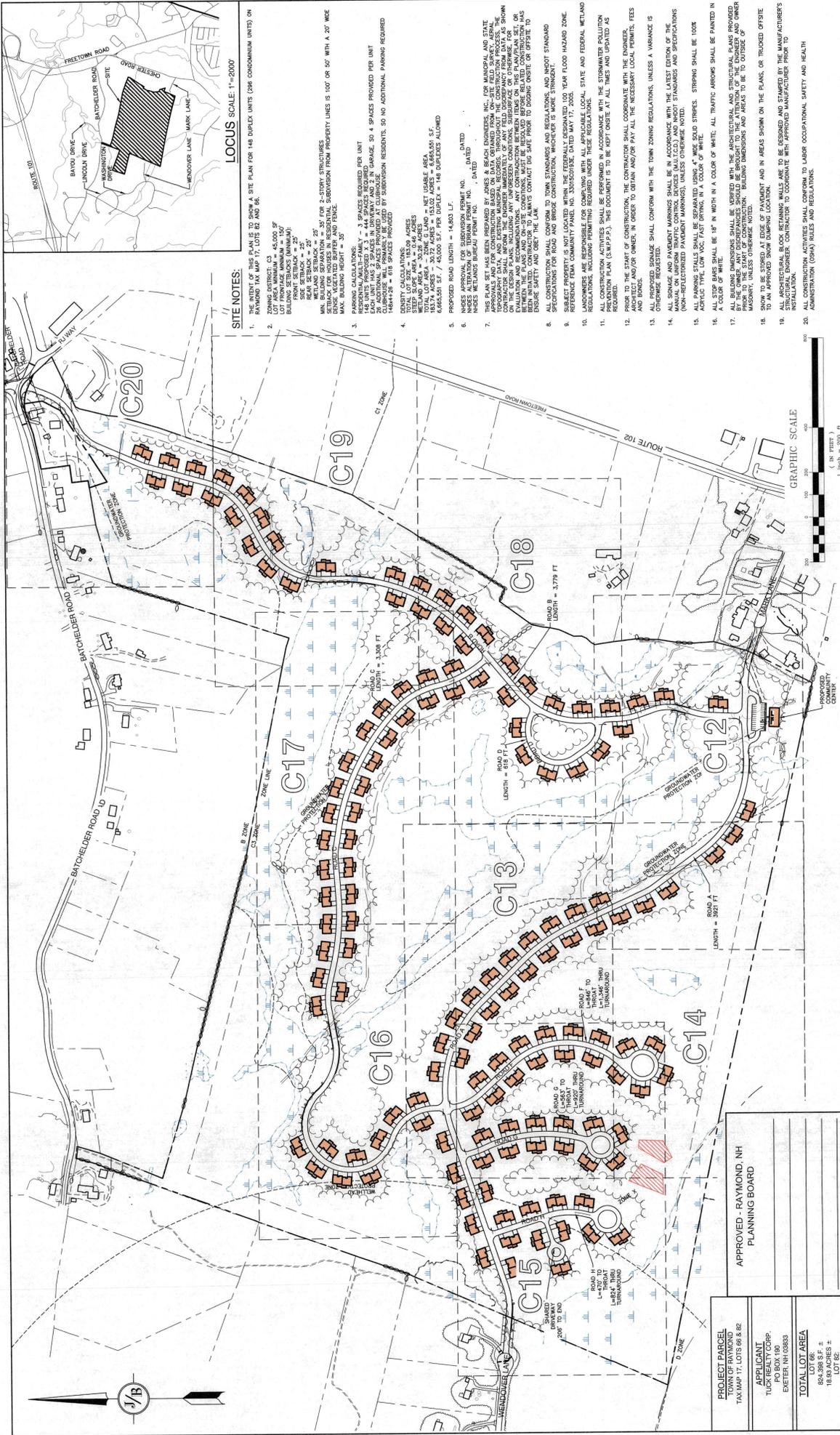
VAI has completed a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be known as Mardon Woods and located at 65 and 101 Batchelder Road in Raymond, New Hampshire. This study has been completed in accordance with NHDOT standards for the preparation of a TIS and includes an evaluation of the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE,¹³ the Project is expected to generate approximately 2,206 vehicle trips on an average weekday (two-way, 24-hour volume), with approximately 148 vehicle trips expected during the weekday morning peak-hour and 174 vehicle trips expected during the weekday evening peak-hour;
2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study area intersections shown to continue operate at LOS B or better, where and LOS of “D” or better is generally defined as “acceptable” traffic operations;
3. All movements exiting the Project site roadways to the existing roadway network (Wendover Lane, Mark Lane and the south leg of the Batchelder Road/Old Freemont Road intersection) are predicted to operate at LOS D or better with vehicle queues of up to two (2) vehicles; and
4. Lines of sight at the intersections of Washington Drive at Wendover Lane and Chester Road at Mark Lane (the intersections that will convey Project-related traffic to the existing roadway network) were found to exceed the recommended minimum distance for the intersections to operate in a safe manner based on the appropriate approach speed. The intersection of Batchelder Road at Old Freemont Road will be reconstructed (realigned) in conjunction with the Project to accommodate the Project site roadway and will be designed to afford the necessary sight lines for safe operation of the intersection.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the recommendations that follow.

¹³Institute of Transportation Engineers, op. cit. 1.





LOCUS SCALE: 1"=2000'

SITE NOTES:

1. BAYVIEW TAX MAP 17, LOTS 82 AND 84.
2. ZONING DISTRICT: C3.
3. LOT AREA: 14,800 S.F. (APPROXIMATE).
4. TOTAL LOT AREA: 14,800 S.F. (APPROXIMATE).
5. PROPOSED ROAD LENGTH = 14,800 L.F.
6. NEEDED APPROVAL FOR SUBDIVISION PERMIT NO. [] DATED [] BY [] NRES METLAND BUREAU PERMIT NO. []
7. THIS PLAN SET HAS BEEN PREPARED BY JONES & BEACH ENGINEERS, INC. FOR MUNICIPAL AND STATE AGENCIES. THE PLAN SET INCLUDES ALL NECESSARY RECORDS, INCLUDING THE CONSTRUCTION PROCESS, THE TOPOGRAPHY DATA, AND EXISTING MUNICIPAL RECORDS. THE CONSTRUCTION PROCESS, THE RECORDS, AND THE PLAN SET SHALL BE MAINTAINED BY THE APPLICANT FOR THE LIFE OF THE PROJECT. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY RECORDS, INCLUDING THE CONSTRUCTION PROCESS, THE RECORDS, AND THE PLAN SET, FROM THE MUNICIPAL AND STATE AGENCIES. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY RECORDS, INCLUDING THE CONSTRUCTION PROCESS, THE RECORDS, AND THE PLAN SET, FROM THE MUNICIPAL AND STATE AGENCIES.
8. ALL CONSTRUCTION SHALL CONFORM TO TOWN STANDARDS AND REGULATIONS, AND NOT TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, WHICHEVER IS MORE STRINGENT.
9. SUBJECT PROPERTY IS NOT LOCATED WITHIN THE FEDERALALLY DESIGNATED 100 YEAR FLOOD HAZARD ZONE.
10. LANDSCAPING IS RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL METLAND REGULATIONS, INCLUDING PERMITTING UNDER THESE REGULATIONS.
11. ALL CONSTRUCTION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THIS DOCUMENT IS TO BE KEPT ON SITE AT ALL TIMES AND UPDATED AS NECESSARY.
12. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER, ARCHITECT, AND/OR OWNER, IN ORDER TO OBTAIN AND/OR PAY ALL THE NECESSARY LOCAL PERMITS, FEES AND CHARGES.
13. ALL PROPOSED SIGNAGE SHALL CONFORM WITH THE TOWN ZONING REGULATIONS, UNLESS A VARIANCE IS OTHERWISE REQUESTED.
14. ALL SIGNAGE AND PAVERS MARKINGS SHALL BE IN ACCORDANCE WITH THE TOWN ZONING REGULATIONS, UNLESS OTHERWISE NOTED. (NON-REFLECTORIZED PAVERS MARKINGS, UNLESS OTHERWISE NOTED.)
15. ALL PAVERS SHALL BE SEPARATED USING 4" WIDE SOLID STRIPES. STRIPES SHALL BE 100K ASPHALT TYP. LOW VOC PAINT APPLIED IN A COLOR OF WHITE.
16. A COLOR OF WHITE SHALL BE 18" IN WIDTH IN A COLOR OF WHITE. ALL TRAFFIC ARROWS SHALL BE PAINTED BY THE OWNER AT THE START OF CONSTRUCTION. TRAFFIC ARROWS SHALL BE TO BE OUTSIDE OF THE DRIVEWAY, UNLESS OTHERWISE NOTED.
17. ALL BUILDING DIMENSIONS SHALL BE VERIFIED WITH THE ARCHITECTURAL AND STRUCTURAL PLANS PROVIDED BY THE OWNER AT THE START OF CONSTRUCTION. BUILDING DIMENSIONS AND HEIGHTS TO BE TO OUTSIDE OF THE DRIVEWAY, UNLESS OTHERWISE NOTED.
18. SNOW TO BE STORED AT EDGE OF PAVEMENT AND IN AREAS SHOWN ON THE PLANS, OR TRUCKED OFFSITE.
19. ALL ARCHITECTURAL, BLOCK RETAINING WALLS ARE TO BE DESIGNED AND STAMPED BY THE MANUFACTURER'S STRUCTURAL ENGINEER. CONTRACTOR TO COORDINATE WITH APPROVED MANUFACTURER PRIOR TO INSTALLATION. CONSTRUCTION ACTIVITIES SHALL CONFORM TO LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) RULES AND REGULATIONS.

DRAWING NO.
C12
SHEET 18 OF 88
JOB PROJECT NO. 21294

Plan Name:
OVERVIEW SITE PLAN
MARDON WOODS
65 & 101 BATCHELDER ROAD, RAYMOND, NH
Owner of Record:
DONALD J. & CHRISTOPHER W. MCCARTHY, JOHN F., JR. & ANGELA RICHARD
PO BOX 249, SEABROOK, NH 03871 22 EMBESSE/EMBE GRADATION, NH 03888

Designed and Produced in NH
J/B Jones & Beach Engineers, Inc.
603-772-4746
60 Franklin Ave. FAX: 603-772-0227
PO Box 219 E-MAIL: JB@JONESANDBEACH.COM
Stratham, NH 03888

NO.	DATE	REVISION
1	12/20/22	REVISED LAYOUT
2	11/23/22	REVISED LAYOUT
3	9/22/22	REVISED LAYOUT
4	12/20/22	REVISED LAYOUT
5	2/20/23	REVISED LAYOUT
6	2/20/23	SUBMITTED TO PLANNING BOARD



APPROVED - RAYMOND, NH
PLANNING BOARD

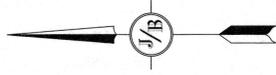
PROJECT PARCEL: TOWN OF RAYMOND, TAX MAP 17, LOTS 86 & 82

APPLICANT: TACTILESCAPE CORP., PO BOX 190, EXETER, NH 03833

TOTAL LOT AREA: 894,388 S.F. ±, 19,218.74 S.F. ±, 7,218.74 S.F. ±, 165.72 ACRES ±

DATE: _____

DESIGN: JAC	DATE: 3/2/22
CHECKED: JAC	DATE: AS NOTED
DRAWING NAME: 21294.PLAN.dwg	PROJECT NO.: 21294
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM THE APPLICANT.	
ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO J.B.E.	



DRAWING NO. **C22**
SHEET 28 OF 88
JOB PROJECT NO. 27294

Plan Name: **HIGHWAY ACCESS PLAN**
Project: **MARDON WOODS**
Owner of Record: **65 & 101 BATCHELDER ROAD, RAYMOND, NH**
LOT 66: DONALD J. CHASE, JR. & SONS, INC. 65 FRENCHMOUNT AVENUE, RAYMOND, NH 03077
LOT 67: DONALD J. CHASE, JR. & SONS, INC. 65 FRENCHMOUNT AVENUE, RAYMOND, NH 03077
LOT 68: DONALD J. CHASE, JR. & SONS, INC. 65 FRENCHMOUNT AVENUE, RAYMOND, NH 03077

Designed and Produced in NH
J/B Jones & Beach Engineers, Inc.
Civil Engineering Services
65 Frenchmount Ave.
PO Box 219
Stratham, NH 03088
603-772-4746
FAX: 603-772-0227
E-MAIL: JBE@JONESANDBEACH.COM

REV.	DATE	REVISION	BY
6	7/20/23	SUBMITTED TO PLANNING BOARD	LAZ
5	2/9/23	REVISED LAYOUT	LAZ
4	12/20/22	REVISED LAYOUT & SET UP PLAN SHEETS	DJM
3	11/3/22	REVISED LAYOUT	DJM
2	9/22/22	REVISED LAYOUT	LAZ
		REVISION	



Design: JAC
Checked: JAC
Drawn: JAC
Date: 3/22/22
Project No.: 27294
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM JONES & BEACH ENGINEERS, INC. (JBE). ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO JBE.