

MINUTES
PLANNING BOARD
March 4, 2020

Present: John Schaumloffel, Chair, Bert Hamill, Lou Alvarez, Lou Guarino, Nate Sikkila, Deirdre Daley, Craig Smeeth and Debbie Deaton

John asked Craig to sit in for Paul Termin's vacated position and Lou G to sit in for Liz.

The minutes of February 19, 2020 were reviewed. Deirdre asked to change a sentence under the Road Committee section to say Deirdre said she would be "willing to be" on the Committee. Bert made a motion to accept the minutes as amended. Lou A seconded the motion and it passed unanimously.

Selectmen's Report:

Bert informed the Board there will be a meeting at the Town office at 3:30 to discuss the Smithville Cemetery issue. Town counsel will be present. Voting will be held Tuesday from 7am-7pm at Mascenic. The Selectmen will not be meeting again until March 24th.

He also mentioned there is an Old House and Barn Expo on March 20-21 in Manchester.

Bert told the Board the Selectmen are looking into the proposal from SWRPC to evaluate all paved Town maintained roads.

Chairman/Land Use Report:

John informed the Board he had sent an email to the Planning Board counsel, Gary Kinyon to get some background information on the past legal issues regarding USA Properties but hadn't heard back yet.

He also mentioned he and Nate were chosen for the Road Committee.

John told the Board the inner door must remain locked at all times for security reasons. Because we have public meetings, someone will have to let people in when they ring the bell.

Debbie reminded the Board the NHMA Planning & Zoning Conference will be held on May 30, 2020.

Green Farm/Jacqueline Drive Update:

John recused himself and Deirdre took over in his place. John Schaumloffel, 45 Jacqueline Drive, asked if the warrant article to accept Phase 2 of the Green Farm Road/Jacqueline Drive subdivision would stand because the conditions have not been met. Deirdre suggested the Town Clerk should post something saying the article is withdrawn, not valid or results shouldn't be counted because it is out of order. Debbie will check with the Town Administrator, Moderator and Town Clerk to find out how it would work. John asked Debbie to send an email to the HOA with the results of the question.

John resumed his position as Chair.

Old Peterborough Road:

John informed the Board it has been discovered Old Peterborough Road was discontinued in 1844. He said the Town Administrator will be in contact with Vertex to inform them of this new information due to the fact the cell tower was approved with frontage on Old Peterborough Road. The Glavey lot also has frontage on Old Rindge Road which is a Class VI road.

Bert suggested they would have to come back before the Planning Board to change the access point from Old Peterborough Road to Old Rindge Road or they could potentially be denied a building permit. He added the Selectmen are in favor of the cell tower and will do everything in their power to make it happen. The Town may have to re-lay out Old Peterborough Road as a Class VI road.

Driveway Regulations:

The following changes were suggested:

SECTION IX: DESIGN REQUIREMENTS

- A. Driveway design and construction shall conform to the applicable ~~Residential or Non-Residential detail and the Department of Public Works Infrastructure Design, Construction and Administration Standards~~ **State or Local regulations and ordinances. The applicant is responsible for reviewing said regulations and ordinances.** It is understood that the applicant shall confer with the Selectmen or their designee who shall determine specifications as to sloping, culverts, headwalls and other aspects of construction of said driveway only when it deviates from the typical profile and standards. The deviations shall be noted in writing on the Driveway Permit. Upon written application, the Selectmen or their designee may waive any of the design requirements when it is shown that strict compliance would cause undue or unnecessary hardship, so long as such waiver does not result in any injury to the public health or welfare.
- B. All driveways shall be a minimum of 10' in width which shall be wide enough to accommodate emergency vehicles. A residential entrance shall flare as it approaches the pavement to a maximum width of 25' measured at the existing edge of the highway or private street. ~~A non-residential entrance shall flare as it approaches the pavement to a maximum width of 50'.~~
- C. All driveways shall be designed so as to minimize disturbance to stone walls **(RSA 472:6).**
- D. Flat driveway side-slopes ~~(4:1 to 6:1)~~ **10:1 to 20:1 lateral** are required to minimize hazards to vehicles that leave the pavement for any reason.
- E. All new driveways established to serve structures intended for human occupancy shall have a maximum grade of **15%**. The purpose of the maximum grade requirement is to ensure public safety and accessibility for emergency vehicles. This standard shall not apply to driveways intended to serve non-occupancy structures such as utility service buildings and other private ways intended for purposes such as logging, silviculture, agriculture and recreational access.
- F. ~~The asphalt apron of paved driveways shall be paved 15' from the edge of pavement of a public road and shall be constructed with a minimum of 3" of asphalt with emulsion applied at the joint with the Town highway or private street surface.~~
- G. All ~~unpaved~~ driveways shall require a **paved** asphalt apron. The ~~asphalt~~ apron shall be paved ~~twelve~~ **fifteen** feet from the edge of pavement of a public **or private** road and shall be constructed with a minimum of 3" of asphalt with emulsion applied at the joint with the Town highway or private street surface.

At 9:00, Craig made a motion to adjourn. Lou G. seconded the motion and it passed unanimously.

Respectfully submitted,

Debbie Deaton
Land Use Administrator