

Meeting Minutes  
June 1, 2021  
JK, SB, KS, HK, JS, RH, JA, KS

**PLANNING BOARD  
RINDGE, NEW HAMPSHIRE  
June 1, 2021**

**DATE:** June 1, 2021    **TYPE:** Public Hearing    **APPROVED:** 7/6/2021

**TIME:** 7:00 pm

**CALL TO ORDER:** 7:00pm

**ROLL CALL MEMBERS:** Jonah Ketola, Sam Bouchie, Holly Koski, Katelyn Smith, Julie Sementa, Bob Hamilton

**ROLL CALL ALTERNATES:** Joel Aho

**ABSENT:** Robert Chamberlain

**EX OFFICIO:** Bob Hamilton

**PLANNING DIRECTOR:** Kirk Stenersen

**APPOINTMENT OF ALTERNATES:** Joel Aho to sit for Kim McCummings

**OTHERS PRESENT:** Joel and Jillian Kaplan; W. Philip Hill; Judy Unger-Clark; Roniele Hamilton; David Drouin; Laurel McKenzie; Ashley Saari; Kevin & Deb Sawyer; Deanna & Scott Wilson; Carol Cersosimo; Ben Asaff; J. Craig Clark Jr.; Jamison VanDyke; Richard Mellor; Shawn Seppala; John McCarthy

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**Call to order and Pledge of Allegiance**

**Roll call by Chairperson**

**Appointment of alternates**

Chairman Jonah Ketola welcomed Alternate Joel Aho to the Board and appointed him to sit for Kim McCummings.

**Announcements and Communications**

**Approval of Minutes:**

1. May 5, 2021

**MOTION:** Holly Koski moved to accept the minutes as written. Julie Sementa seconded the motion. **Vote: 6-0-1** Joel Aho abstained.

**New Business/ Public Hearings**

1. **REVIEW OF PLANS** for a parking lot expansion at the Rindge Memorial School, located at 58 School Street, Rindge NH, Tax Map 7 Lot 11. This parking lot expansion is slated to begin after the close of the school year on June 18, 2021 and the target date for completion is August 27, 2021.

*Chairman Jonah Ketola opened the public hearing.*

Laurel McKenzie introduced herself as a member of the facilities committee of the School Board and a former School Board member. The plan is to build a new gravel parking lot adjacent to the existing paved parking lot in the area that has been cleared and to install a new driveway into the

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gravel lot from School Street. There will also be access from the new gravel lot to the existing paved lot. Laurel outlined the construction sequence for the project. All drainage will be directed to currently owned school property. Drainage will be handled by swales on either side of the gravel lot and will be tied into the existing drainage and directed towards the existing wetlands. There will be an increase of 57 parking spaces with the addition of the gravel lot. These parking spaces are really needed. The parking lot construction will take place over the summer.

Planning Director Kirk Stenersen outlined that this is a public hearing that the Planning Board is hosting for the school district and there is no formal site plan application. The school district is holding the public hearing for public input on the project. Planning Board approval is not required.

Bob Hamilton inquired as to the why the parking lot is being proposed as a gravel lot when it was initially introduced as a paved parking lot. The voters did not approve the bond so in an effort to cut costs the lot is being proposed as gravel. There is a proposal to have parking lot lighting in the areas shown on the plans in the landscape islands. There was discussion of the flow of traffic within the parking lot.

John McCarthy, a member of the School Board, indicated that the site work proposal(s) that the board has includes paving of the parking lot as an option and it is his understanding that the proposal is to pave the proposed parking lot. There was discussion on how the parking spaces would be delineated if the parking lot is gravel. It was reiterated that the intent is to pave the parking lot.

There was a brief discussion on the concerns of the drainage being directed to the wetlands to the south. The concern is how flat the drainage and the wetlands are and the issues with drainage in the past. Laurel McKenzie indicated that the disturbed area is well under 100,000 square feet so a NHDES Alteration of Terrain permit is not required.

There was discussion of the area for snow storage. The district does not want to use the existing field for snow storage. There is a couple of areas indicated on the plan for snow storage but it is a definitely a concern of the districts.

There was discussion on the design on the infiltration basin and snow storage with the parking lot sloping back toward the existing parking lot. The concern was how water was going to get to the infiltration basin and snow melt running back across the parking lot and freezing.

*Chairman Jonah Ketola closed the public hearing*

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**2. CONSIDERATION OF** an application for a Major Site Plan submitted by GRAZ Engineering on behalf of Jamison VanDyke (Lock'd Up Storage NH LLC), 1032 NH Route 119, Unit #4, Rindge NH 03461 for property located at 29 Commercial Lane, Tax Map 6 Lot 99-4 in the Business-Light Industry Zoning District. The applicant is seeking approval for the expansion of an existing self-storage site (adding five buildings and storm water management).

Planning Director Kirk Stenersen read the following from the Planning Dept. Memo:

***Background Information:***

- 1) Graz Engineering, LLC on behalf of Lock'd Up Storage NH, LLC has submitted for approval of a major site plan for a self-storage facility located at the end of Commercial Drive on Tax Map 6 Lot 99-4.
- 2) The applicant has provided the Planning Board with the information necessary to make an informed decision on the application. I recommend the Planning Board accept the application as substantially complete and open the public hearing.

***Regarding the Application:***

- 1) The proposed project is located in the Business Light Industry District.
- 2) Tax Map 6 Lot 99-4 is 9.8 acres with 254.00 feet of frontage on U.S. Route 202.
- 3) Currently there is an existing 4,320 square foot office building and three existing storage unit buildings (two are 5,880 square feet and one is 5,922 square feet) with associated parking and drives on the property.
- 4) There is no public infrastructure or utilities proposed.
- 5) The wetlands were delineated by Carl J. Hagstrom of Monadnock Septic Design, LLC.
- 6) The existing conditions and topographic survey were completed by Graz Engineering, LLC.
- 7) The site was designed by Graz Engineering, LLC.
- 8) The application is for the construction of an additional five self-storage buildings totaling 17,100 square feet, with associated parking and drives.
- 9) There will be no changes to access to the site. It will continue to be from Commercial Drive which runs parallel to U.S. Route 202.

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- 10) The site is currently served by an on-site well for the office building.
- 11) The site is currently served by an on-site subsurface sewerage disposal system for the office building.
- 12) There appears to be no changes to the parking areas for the existing office building.
- 13) Per note 14 on sheet 3 of the site plan set the area of disturbance is less than 100,000 square feet so a NHDES Alteration of Terrain permit is not required.
- 14) Site lighting will consist of wall mounted lights per note 5 on sheet 3 of the site plan set. If the applicant desires lighting other than the wall packs it needs to be shown on the site plan and shall be downcast lighting and shall be in compliance with the Town of Rindge Site Plan Regulations.
- 15) The applicant has submitted drainage calculations and they appear to adequately meet the requirements of the Site Plan Regulations.

Paul Grasewicz introduced the project and indicated that five additional storage buildings are being proposed behind the existing storage building. The existing gravel area behind the existing buildings will be used for the new storage buildings. All runoff will be directed to a stormwater basin with a forebay for treatment and maintaining pre-development runoff rates after development. Any areas not paved will be loamed and seeded. All buildings will be spaced to meet the requirements of the regulations. There is a demand for storage units as per the applicant.

There was discussion on proposed lighting which will be lights on the side of the buildings as shown. There was discussion on whether there will be a locked gate for access to the site. There is no proposal to have a locked gate. The concern is people hanging around where they cannot be seen from the highway. There was discussion on limiting what can be stored such as hazardous materials as well as making sure that no one begins to live in the storage units.

There was discussion on the history of prior approvals on the project and if it was ever turned down due to wetland issues. The Planning Board requested that Planning Director Kirk Stenersen research the past history of the site. Carl Hagstrom originally started the plans and delineated the wetlands on the site.

**MOTION:** Holly Koski moved to accept the application for a Major Site Plan for Lock'd Up Storage at Map 6 Lot 99-4 as substantially complete. Sam Bouchie seconded the motion. **Vote: 7-0-0**

*Chairman Jonah Ketola opened the public hearing.*

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Planning Director Kirk Stenersen indicated that there is grading within the 50-foot wetland setback but it is his interpretation based on past approvals and his reading of the ordinance that grading is a restricted use but it is not prohibited use.

There was discussion as to the current conditions of the area to be developed. It was indicated that the area is a graded area and there will be minimal tree clearing required for the additional units. A good portion of the area is graveled currently. There was discussion on the drainage which is sheet drainage across the paved areas to the swales and to the detention basin. It was indicated that the roofs are low pitched roofs that shed water to each side of the buildings.

There was discussion on the ownership of Commercial Drive. It was indicated that each parcel owns their section of the roadway as there is an easement for access to each of the properties. The concern was the maintenance of the roadway. Paul did not find a shared maintenance agreement in his research but there may be one.

David Drouin of the Conservation Commission indicated that the Commission has not reviewed the plans. The Commission does have concerns with grading within 50 feet of wetlands and will render an opinion letter after their review of the plans. Richard Mellor requested for more information on the stormwater detention and treatment within 50 feet of the wetlands. Paul Grasewicz reviewed the treatment swales, stormwater detention and treatment within 50 feet of the wetlands. Currently there is no treatment for the stormwater and the proposed design allows for treatment of all of the stormwater runoff.

There was discussion of screening of the buildings from Route 202. There will be limited clearing towards the powerlines but not towards Route 202.

*Chairman Jonah Ketola closed the public hearing*

Planning Director Kirk Stenersen reminded the Board that the Conservation Commission would like to complete a review and advised the Board that it would make sense to wait for the Commission's opinion letter prior to making a decision.

**MOTION:** Holly Koski moved to continue this application until July 6, 2021 at 7:00 PM  
Katelyn Smith seconded the motion. **Vote: 7-0-0**

**3. CONSIDERATION OF** an application for a Major Subdivision submitted by Higher Design, PLLC, on behalf of Kings Way, LLC, 29 Diane's Way, Rindge, NH 03461 for property located on NH Route 119, Tax Map 6 Lot 73 in the Residential-Agricultural and Gateway East Zoning Districts. The applicant is seeking approval for a 20-lot subdivision.

Planning Director Kirk Stenersen recused himself as the Planning Director as he is the consulting engineer for this application.

Chairman Jonah Ketola read the following from the Planning Dept. Memo:

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***Background Information:***

Higher Design, PLLC on behalf of King's Way LLC has submitted for approval of a Major Subdivision of Tax Map 6 Lot 73 located at NH Route 119. The applicant is requesting to subdivide Tax Map 6 Lot 73, which is approximately 95.2 acres, into twenty lots.

Chairman Jonah Ketola and Vice Chairman Sam Bouchie reviewed this application for completeness and had the following comments:

- Plan Sheet TS 1 of TS 8 does not have lots 73-6 and 73-8 labeled on plan
- Need utilities plan for power and communications. List if this is overhead or underground. It is listed in the notes and legend but not drawn on the plan
- Landscape Plan? Lighting on street?
- Need emergency access pull off on plan
- A condition needs to be that King's Way Road needs approval of Selectmen and Life-Safety for approval of road name.
- Is cul de sac single direction or dual direction?
- Snow Storage at end of road.

***Regarding the Application:***

1. The proposed major subdivision is located in the Residential-Agricultural District/Gateway East Zoning Districts.
2. This major subdivision is located off of NH Route 119.
3. Public Utilities will be required to be extended along the proposed roadway.
4. The applicant will need to propose a road name. The Board of Selectmen must approve all road names.
5. The site address shall conform to the NH Enhanced 911 naming and numbering system as managed by the Director of Public and Life Safety, Rick Donovan.
6. The 95.2 acres (4,029,000 sf) will be subdivided as follows:

Map 6 Lot 73-3	2.35 acres	102,159 sf
Map 6 Lot 73-4	2.01 acres	87,372 sf
Map 6 Lot 73-5:	2.01 acres	87,386 sf
Map 6 Lot 73-6:	3.98 acres	173,431 sf
Map 6 Lot 73-7:	2.33 acres	101,705 sf
Map 6 Lot 73-8:	2.01 acres	87,391 sf

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Map 6 Lot 73-9:	14.6 +/- acres	638,000 +/- sf
Map 6 Lot 73-10:	18.5 +/- acres	806,000 +/- sf
Map 6 Lot 73-11:	3.71 acres	161,494 sf
Map 6 Lot 73-12:	3.34 acres	145,272 sf
Map 6 Lot 73-13:	14.58 acres	639,471 sf
Map 6 Lot 73-14:	2.19 acres	95,250 sf
Map 6 Lot 73-15:	2.36 acres	102,673 sf
Map 6 Lot 73-16:	2.02 acres	88,005 sf
Map 6 Lot 73-17:	2.61 acres	113,875 sf
Map 6 Lot 73-18:	4.63 acres	201,597 sf
Map 6 Lot 73-19:	2.01 acres	87,520 sf
Map 6 Lot 73-20:	2.11 acres	91,889 sf
Map 6 Lot 73-21:	2.00 acres	87,321 sf
Map 6 Lot 73-22:	2.03 acres	88,580 sf

7. The proposed lots will be served by on-site private wells and individual septic systems.
8. Access to these lots will be via NH Route 119 and then from the Subdivision Road (name not yet approved).
9. Wetlands were delineated in June of 2020 by Jonathan A. Sisson of Beaver Tracks, LLC. This application will include a wetland crossing. It is my understanding that the bottomless box culvert for the wetlands crossing will not impact the wetlands.
10. The Planning Board may want to consider a site walk.
11. This application is subject to the Phased Development Ordinance as follows:

Year 2021:	5 Dwelling Units
Year 2022:	5 Dwelling Units
Year 2023:	5 Dwelling Units
Year 2024:	5 Dwelling Units
12. The applicant will be required to submit a Performance (Road Construction) Bond. This estimate is provided by the applicant and reviewed by Mike Cloutier.
13. The applicant will be required to submit an engineering escrow for the cost of inspections. The Planning Board will need to direct who to use for inspections
14. This project will require a NH DES Alteration of Terrain permit as the area of disturbance is greater than 100,000 square feet.
15. NH DES Subdivision approval is required for any proposed lots under 5.0 acres.
16. A NH DOT permit is required for the curb cut onto NH Route 119.

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17. Copies of this plan were distributed to the Rick Donovan, Building Dept. as well as the Conservation Commission for their review and comments on May 17, 2021.

18. Chairman Jonah Ketola has asked Rick Donovan and Mike Cloutier to weigh in on this application.

There was discussion on what Rick Donovan and Mike Cloutier had to say on the project. Chairman Jonah Ketola stated that Rick Donovan indicated that the road name must meet the criteria for E911 requirements. The road is approximately 3,000 feet long so pull offs are required. Rick wants to make sure that the pull offs are adequate for trucks going by. Mike Cloutier and Rick Donovan inquired as to whether the cul-de-sac is one directional or two. Mike Cloutier also suggested that it may be better to have a sheet drain paved cul-de-sac for plowing purposes and for turning around trucks. There are no written reports submitted.

Kirk Stenersen of Higher Design presented a summary of the proposed subdivision and introduced Shawn Seppala of Kings Way, LLC. The application is for a major subdivision of Tax Map 6 Lot 73.

The subject parcel is located on the north of N.H. Route 119 just to the west of the intersection of N.H. Route 119 and Cathedral Road. The parcel is located in both the Residential-Agricultural and Gateway East Zoning Districts. The parcel is currently a vacant parcel that is mostly wooded. A majority of the property was logged in recent years and has grown back in with a substantial stand of heavy saplings and underbrush. A prior owner of the property constructed an entrance off of Route 119 at the southeast corner of the property.

Currently the parcel is 95.2± acres with two separate sections of frontage on N.H. Route 119. The westerly frontage is 104.08 feet and the easterly frontage is 349.04 feet. The middle of the northern most property line fronts on Rugg Pond. There is a wetland system through the property that is feed by runoff from N.H. Route 119 and the land to the south of N.H. Route 119. This system includes a brook that flows down through the property and eventually to Rugg Pond.

The proposal is to subdivide the 95.2 acres into twenty single family lots with an approximately 3,060 foot cul-de-sac road. Of the 20 lots, 17 of them range from 2.0 acres to 4.6 acres and the other three lots range from 14.6 acres to 18.5 acres. All of the lots have the minimum required 250 feet of frontage. Rodney and Shawn are not developers as such with Rodney owning Triumph Interiors and his brother Shawn working with him. They were both looking for larger properties with privacy to build their own homes. They would be building on the two larger lots with frontage on Rugg Pond.

The proposed roadway is a 3,060 foot cul-de-sac road. As required in the subdivision regulations, for cul-de-sacs over 1,500 feet, two emergency access pull offs are provided along the roadway and are detailed on sheet P1 and shown on sheets P1 and P2. The roadway is proposed to be a 20 foot wide paved surface with 2 foot gravel shoulders. There are sections of



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the roadway which require curbing to divert the roadway stormwater runoff to areas which are greater than 50 feet from the wetlands. There is a wetland crossing which is proposed to be an open bottom concrete box culvert with no impacts on the wetlands themselves. There is an existing logging bridge in the location of the proposed open bottom concrete box culvert. If needed, access for constructing the bridge on the far side could happen from Shady Lane.

The drainage system has been designed to meet the town of Rindge requirements with the post-development rate of runoff being less than the pre-development rate of runoff from the site. The drainage system has been designed as primarily an open drainage system with roadside ditches and cross culverts. The roadway stormwater runoff will be treated utilizing six gravel wetlands along the roadway. Gravel wetlands are a popular way of treating stormwater runoff with NHDES.

A NHDES Alteration of Terrain Permit will be required as the proposed area of disturbance is greater than 100,000 square feet for the roadway and related stormwater system. The proposed lots will be served by on-site septic systems and wells. Test pits have been completed on each of the lots with more than adequate area for a house, well and septic system on each of the lots. NHDES state subdivision approval will be required for any lots which are less than 5 acres in size.

All of the proposed lots will be accessed from the proposed roadway. A NHDOT access permit will be required for the proposed roadway where it meets N.H. Route 119. There is adequate site distance at the proposed roadway location to meet NHDOT standards.

The applicant has met with the Conservation Commission in regards to the wetland crossing. During this meeting they brought up the grading for the stormwater utilities within 50 feet of the wetlands. The Conservation Commission would like to do a site walk of the property and would like to piggy back on the Planning Boards site walk if one is being conducted.

Kirk Stenersen of Higher Design went over the items which Jonah Ketola and Sam Bouchie compiled from their review of the plans. The non-labeling of a couple of the lots on the topographic subdivision overview plan was an oversight, they are labeled on the subdivision overview plan. A landscape plan or site lighting plan is typically not required for a proposed subdivision road. Shawn Seppala indicated that there is no proposal for street lighting or plantings along the roadway. The cul-de-sac is designed to be dual directional, from a practical standpoint, cul-de-sacs end up being used as one direction as most people stay around to the right. Paving of the entire cul-de-sac does not meet the site plan regulation requirements for a 40 foot diameter inside radius inside circle sloped to the center. The roadway name will have to be approved by the Board of Selectman. In regards to snow storage the snow will be winged off to the sides of the roadway as is typical for a roadway.

There was a discussion in regards to any soil testing in the area of the abandoned gas station, with a concern for new proposed wells. It is unknown what has been completed for soils testing. The applicant has not completed any soil testing. It is the understanding that the fuel tanks have

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been removed. Kirk Stenersen indicated that he can research through NHDES what testing has been completed and what testing is being required.

**MOTION:** Holly Koski moved to accept the application for a Major Subdivision at Tax Map 6 Lot 73 as substantially complete as submitted. Katelyn Smith seconded the motion. **Vote: 7-0-0**

*Chairman Jonah Ketola opened the public hearing.*

Kirk Stenersen addressed a question in regards to how far the closest point of the proposed roadway is from Shady Lane, which he indicated is the cul-de-sac, which is approximately 1,100 feet away from Shady Lane. There was discussion if Shady Lane would be used for construction purposes. Kirk Stenersen indicated that Shady Lane is a private road which makes it not feasible to create a loop road back out to Route 119 across Shady Lane. The only time that Shady Lane may get used would be for access to construct the far side of the box culvert. Shady Lane is an abandoned road so the owners on either side of the road own to the center of the road.

Sam Bouchie indicated that this could obviously be a lot more lots if the owners were not creating large lots for themselves. Kirk Stenersen indicated that there had been discussions on doing a PURD but the owners settled on going 2 acres and 250 feet of frontage for the subdivision. Just using the parcel size divided by 2 acres there could be 47 lots without accounting for wetlands. The biggest controlling factor was the owners were looking for larger lots for themselves.

Kirk Stenersen outlined the wetlands on the property based on a question on the location of the wetlands on the property. The major wetland through the property is the wetland system which flows to the brook running through the property to Rugg Pond. The largest buildable upland area is on the back side of the parcel towards Rugg Pond. There was discussion the buildable area on the large lots and the proposed location for the homes. It was indicated that the plan is for no impacts to wetlands.

There was discussion on the need for a maintenance agreement until the roadway becomes a town road. There is no common land requiring a homeowner's association. The developer would be responsible for maintenance of the roadway until the subdivision is built out. There was discussion that there is no guarantee that the roadway would be accepted by the town.

Joel Kaplan of 4 Letourneau Lane expressed concern of where his property line is being shown. Kirk Stenersen indicated that he would follow up with Joel and the surveyor on the pin location and the property lines. Joel Kaplan wanted to make sure there was not going to be any development on his property. Joel Kaplan also expressed concern of wildlife being displaced and them losing their food source. Kirk Stenersen indicated that a wildlife study is in process. Joel Kaplan also expressed concern of losing his water supply for his well. There was discussion on wells not being fed by the surface water runoff as wells are typically fed from below from an aquifer. Joel expressed concern that Rindge is growing too fast and the need for additional police force and fire department staff. Discussion took place on required phasing for all of the projects.

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Judy Unger-Clark expressed that an abutter (Lot 72-1-1) was unable to attend but they indicated that they had received a notice about testing of their well due to the gas station. Lot 73-2 is owned by Kings Way, LLC as well. Lot 73-2 is not part of the proposed subdivision. There was discussion on who received abutter notices and who did not. Kirk Stenersen stated that Lot 71-4 is not shown as an abutter to Lot 73 on the tax maps but per deed research the property does abut the subject parcel at the corner so they were notified as an abutter.

Judy Unger-Clark read a statement into the record that will be on file at the Planning Office. She expressed concerns for the water resources in the area of the proposed subdivision as well as the area being a significant wildlife tract. The wetland implications of the proposed subdivision need to be fully examined during the process. Judy Unger-Clark requested that a wetland scientist as coordinated by the Conservation Commission be hired independently to review the impacts on wetlands, that a site walk be completed of the property, an evaluation of the contaminates from the abutting Route 119 businesses be done and that the hearing be continued to hear feedback on site review and reports.

Judy Unger-Clark expressed concerns with Kirk Stenersen working in town as an engineer with applications before the Planning Board while also serving as the Planning Director and sees this as a conflict of interest. There was a discussion on the topic in which Katelyn Smith pointed out that Kirk Stenersen recuses himself as Planning Director for any cases he is involved with and she does not see it as a conflict of interest. There was discussion as to the differences between a legal conflict of interest and perceived ethical conflict of interest.

David Drouin of the Conservation Commission stated that they would like to attend a site visit in conjunction with the Planning Board if possible. They have concerns with the grading within 50 feet of wetlands but like the idea of the open bottom box culvert for the wetland crossing. The Conservation Commission is not ready to render an opinion. Richard Mellor requested that the wildlife study be forwarded onto the Conservation Commission once it is completed. Kirk Stenersen indicated that the town gets a copy of any Alteration of Terrain permit applications submitted and the wildlife study will be part of that application so the town gets a copy automatically.

Craig Clark understands that Lot 73-2 was the result of a surveying error and that he does abut Lot 73-2. Lot 73-2 is a very wet and swampy area and he is concerned with runoff from the proposed project going to that area. Craig also expressed concerns for the displacement of the wildlife from the subject parcel due to the proposed development.

Scott Wilson, who lives on Shady Lane, expressed concern with construction traffic on Shady Lane as it is a dirt road which he maintains and pays to maintain. Kirk Stenersen reiterated that there is no intention using Shady Lane for construction traffic but there would be an outside chance of using it to get a piece of equipment to the far side of the brook to install the box culvert but he does not believe that will be necessary as there is the existing logging bridge.

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David Drouin suggested that a third party be brought in to review the plans as the Planning Director has recused himself. There was a discussion on having a third party review completed and the Planning Board agreed that it is something to be considered. There was discussion on sending it out for third party review. Kirk Stenersen pointed out that NHDES Alteration of Terrain folks review the drainage and they have much more stringent requirements than the towns. NHDES will not review specific town requirements for site distance, road frontages, lot sizes, pull outs requirements, etc. The conclusion was to wait for the wildlife study to come back before anything is done.

Roniele Hamilton pointed out that there is a new housing appeals board at the state level that is made up of a real estate agent and two developers and this is something the state set up.

There was a discussion on beaver dams and what will happen with the dam on Rugg Meadow. The dam on Rugg Meadow will not be touched. It was the understanding of Kirk Stenersen that you can remove a beaver dam if it is creating a nuisance on your property. You can also remove the beaver dams but you cannot remove them with a piece of equipment.

There was discussion again on the gas station and concerns for any new wells. There was discussion on completing a site walk and feasibility of getting through the dense saplings and timing of completing the site walk. Chairman Jonah Ketola suggested completing a site walk on June 15, 2021.

**MOTION:** Julie Sementa moved to continue this public hearing to a Site Walk on June 15, 2021 at 6:00 PM. Sam Bouchie seconded the motion. **Vote: 7-0-0**

### **Reports of Officers and Subcommittees**

#### **Planning Office Report**

**MOTION:** Bob Hamilton made a motion for the Planning Board meetings to return to its' pre-COVID location at 30 Payson Hill Road, and discontinue the Zoom streaming. Sam Bouchie seconded the motion. **Vote: 7-0-0**

#### **Other Business**

Meeting Adjourned at 9:12 p.m.

Respectfully Submitted,  
Planning Office Staff