



Town of Amherst, New Hampshire  
**Office of Community Development**

Building · Code Enforcement · Planning · Zoning · Economic Development  
2 Main Street, Amherst, NH 03031

**Site Walk Minutes**

Wednesday, December 2, 2020

2:30 p.m.

New Boston Road, Amherst, NH

**CASE #: PZ13107-090920 – JEP Realty Trust & Robert H. Prew Revocable Trust (Owners) & Clearview Development Group (Applicant) – 38 New Boston Road, PIN #: 007-072-000 & 005-159-001**– Submission of Application/Public Hearing/Conditional Use Permit – To depict a 49-unit Planned Residential Development on the two lots per the Integrated Innovative Housing Ordinance of 2019. *Zoned Residential Rural.*

Planning Board Members: Bill Stoughton, Arnie Rosenblatt, Dwight Brew, Tracie Adams, and Mike Dell Orfano.

Applicant/Agent/Professionals: Ken Clinton, LLS, Erol Duymazlar, and John Callahan.

Other Attendees: Will Ludt, Chair, & Lisa Montesanto, Heritage Commission, Chuck and Cindy Siragusa, Neil Wetherbee, Jean and Ken Miller.

Staff: Nic Strong, Community Development Director, and Natasha Kypfer, Town Planner.

The site walk began at 2:30 p.m. on New Boston Road and Ken Clinton, LLS, explained that the approach for the walk would be to enter the east village, walk the proposed road centerline, traverse the proposed open space and then walk the centerline of the road in the west village out to Boston Post Road, and then reverse the journey.

Ken Clinton, LLS, showed the group the location of the proposed curb cut for the new road. Chuck Siragusa of 39 New Boston Road was concerned at the location directly opposite his house, noting that he did not want headlights shining in his windows. Ken Clinton, LLS, explained the features onsite including Beaver Brook and the floodplain which limited the location that the road could be put in. He noted, however, that the plans were in the early design stages and that he would look at having the entrance as far to the south (towards the Village) as possible within the limitations of the site. Ken Clinton, LLS, noted that the roads would be private and would not, therefore, provide a full 50' right-of-way and that the pavement width would likely be 20 - 22' with 2' shoulders. There would be flares to meet New Boston Road. There would be no street light. The 100' scenic setback was roughly indicated. It was noted that the back of the four closest units would be visible to the Siragusa property.

Chuck Siragusa asked about the trailhead parking that had been mentioned at the hearing. Ken Clinton, LLS, stated that there would be room for three cars.

The group made their way along the centerline of the proposed road and saw the old foundation which was included in the archaeological study that had already been done for the property. It was determined that there was little historical significance to the foundation but that it had been

given an ID number and the records would be sent to the State. The foundation would be dismantled for the subdivision and the stones may be reused onsite, perhaps for landscaping purposes or for entrance walls, and so on.

The group made their way to the first intersection of the proposed road off New Boston Road and the stub that would go to the north. Units 2, 3 & 4 would be to the east of the road and units 5&6, a duplex, to the west. That location was roughly 150' from the edge of right-of-way of New Boston Road. The assembled company continued to follow the road centerline, passing where units 7&8 and 9&10, both duplexes, would be located on the north west side of the road. An existing stone wall was pointed out and it was noted that it is the current lot line, but there was to be a Lot Line Adjustment to change the location of that line. The group continued along the road to the proposed hammerhead turnaround location and were shown where four more duplexes would be located.

Ken Clinton, LLS, pointed out the topography and noted that it sloped to the south down towards Beaver Brook. He noted that the toe of the slope was the edge of wet and stated that the floodplain was in that location. He also noted that the floodplain, wetland and steep slopes over 25% were discounted from acreage calculations.

Ken Clinton, LLS, stated that he would lead the group across the proposed open space between the two proposed villages to the hammerhead turnaround near units 13 & 14 in the west village. Ken Clinton, LLS, noted that most of the stormwater management for the road in the east village would be on the east side of the road and be treated closer to New Boston Road, but that the levels of engineering for that had not been done yet. Once the number of units for the development was known, more detailed engineering could take place. He noted that there would be a community well that may require a holding tank for high demand times.

Ken Clinton, LLS, noted that the duplexes in the east village would likely have individual septic tanks and shared leach fields and would be one- to two-bedroom, most typically two. Since one leach field could be sized for one four-bedroom home, this was not an issue. It might be possible to have three units share a leach field but it would depend on site loading calculations. He noted that the systems would be sized appropriately and designed at the next phase of the application process.

Ken Clinton, LLS, pointed out black and pink wetland flags along the way and noted the seasonal runoff areas with a bit of ponding in some locations, particularly in the middle of the common area.

The group walked through the open space and ended at the hammerhead turnaround where Units 12 - 15 were located in the west village. The proposed road enters from Boston Post Road and ends in a hammerhead at the intersection with the connecting road, making a big loop. Units 13, 14 & 15 were at the hammerhead and units 16, 17 & 18 along the westerly side of the connector road. Ken Clinton, LLS, noted that the west village would have individual wells and septic even though it was proposed to be a condominium style of ownership. He noted that there may

or may not be ADUs attached to these units. Ken Clinton, LLS, mentioned the topography of the open space that had been crossed as being fairly steep with washout areas, wetland areas, seasonal runoff and ponding. He noted that all the runoff flows to Beaver Brook.

The group walked the centerline of the road to unit 10 in the west village, noting that someone had blazed some of the trees along existing trails on the property. The group continued walking and ended up slightly above the proposed road location, from where Ken Clinton, LLS, pointed out the terrain as being undulating towards the wetlands and then to Beaver Brook. It was noted that from where the group was standing near proposed units 7&8 to the end of their Limited Common Area was approximately 150' with an additional 400' beyond that to the north to get to the property line of Map 5 Lot 159-1. Ken Clinton, LLS, noted that the road design would work with the contour of the slopes as much as possible to avoid large cuts or fills.

The assembled company made their way to the next corner in the road near units 3&4 where there would need to be a cut to construct the road. Ken Clinton, LLS, stated that the road would be as close to 8% as possible although for a private road there could be some slight leeway. The group then made their way through an existing break in the stone wall and out to Boston Post Road, where Ken Clinton, LLS, indicated the proposed road entrance curb cut.

Neil Wetherbee stated that, similar to the Siragusa property on the other side of the development, the proposed road was coming out directly across from his house. He asked if the location could be changed. Ken Clinton, LLS, stated that there were wetlands on this side of the property also, and he was concerned with the sight distance due to the rise in the road to the north. He again noted that when the design was finalized it might be possible to locate the road more to the south (towards the Village).

The group then made their way back to New Boston Road on a more direct route, using an existing trail. Ken Clinton, LLS, noted along the way that notable trees would be saved where possible. He also explained that the Lot Line Adjustment was proposed to provide the right amount of land for the number of units in the east village on land that was more suitable for construction of the units and road.

The site walk concluded at 4:25 p.m. +/-

Respectfully submitted,

Nic Strong  
Community Development Director

NS/

Minutes approved: December 16, 2020

G:\Departments\Community Development\Planning Board\PB Minutes\2020 Minutes\12.2.20 Site Walk  
FINAL.docx