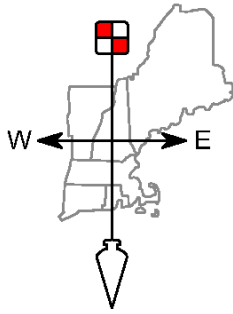


LETTER OF TRANSMITTAL



FIELDSTONE

LAND CONSULTANTS, PLLC

Surveying ♦ Engineering
Land Planning ♦ Septic Designs

206 Elm Street, Milford, NH 03055 - Phone: 603-672-5456 - Fax: 603-413-5456
www.FieldstoneLandConsultants.com

To: Town of Amherst - Community Development Office
2 Main Street, PO Box 960
Amherst, NH 03031
Attn: Nic Strong, Community Development Director

Date: January 1, 2024

Re: Vonderosa Properties, LLC – Application #2
Tax Map 4 Lot 116 - County Road and Cricket Corner Road – Amherst, NH

WE ARE SENDING YOU Attached Under separate cover via _____ the following items:

Shop drawings Prints Plans Samples Specifications

COPIES	DATE	NO.	DESCRIPTION
1			Amherst Stormwater Management Checklist
1			Declaration of Common Driveway and Utility Easements and Maintenance Agreement
1			Updated Traffic Report (Trip Generation) – By VHB

THESE ARE TRANSMITTED as checked below:

- For approval Approved as submitted Resubmit ____ copies for approval
 For review and comment _____

REMARKS

Hi Nic, Please see the attached information which is intended to address the outstanding items mentioned in your staff memo for our Planning Board meeting on January 3, 2023. This includes a copy of the Town Stormwater Checklist and updated Traffic Report and some legal documents. As you can see from reviewing the checklist this subdivision will require a stormwater management plan for each lot but we are requesting that this be handled as part of the building permit application when specific lot layout and design details are available. This project is not seeking any relief from stormwater or drainage design requirements we are simply asking that these details be provided during the building permit phase and as such we are seeking waivers for these requirements at this stage. We anticipate addressing any Conditional Use Permits as needed for each lot on an individual basis as well when details are known. We look forward to reviewing this application in more detail before the Board. Thank you as always for your assistance.

Thank you.

Chad E. Branon, PE



Town of Amherst, New Hampshire
Office of Community Development
 Building · Code Enforcement · Planning · Zoning · Economic Development

Amherst Stormwater Management

Procedure Sheet to determine the need for a Stormwater Management Plan

Review the following criteria to determine whether or not a Stormwater Management Plan is required:

1.	Will your development or redevelopment project disturb more than 20,000 square feet?	<input type="checkbox"/> Yes <input type="checkbox"/> No
2.	Will your development or redevelopment project disturb more than 10,000 square feet within 100 feet of a surface water body or wetland?	<input type="checkbox"/> Yes <input type="checkbox"/> No
3.	Will your development or redevelopment project disturb less than 1. & 2. above but is part of a larger common plan of development that would cumulatively disturb 20,000 square feet or more?	<input type="checkbox"/> Yes <input type="checkbox"/> No
4.	Will your development or redevelopment project disturb any amount of square footage directly adjacent to a wetlands buffer established under the Wetland and Watershed Conservation District Ordinance?	<input type="checkbox"/> Yes <input type="checkbox"/> No
5.	Will your development or redevelopment project disturb any amount of square footage if the disturbed area is a Critical Area*?	<input type="checkbox"/> Yes <input type="checkbox"/> No
6.	Does your project involve construction or reconstruction of a street or road?	<input type="checkbox"/> Yes <input type="checkbox"/> No
7.	Is your project a subdivision of more than three building lots?	<input type="checkbox"/> Yes <input type="checkbox"/> No
8.	Is your project a subdivision that will create a private road or a road intended for adoption as a public road?	<input type="checkbox"/> Yes <input type="checkbox"/> No
9.	Is your project a subdivision that fronts on an existing private or public road and the stormwater discharges to the Town's drainage system subject to the EPA MS4 permit?	<input type="checkbox"/> Yes <input type="checkbox"/> No

* Critical Area: Disturbed areas of any size within fifty (50) feet of any wetland; one hundred (100) feet of any Public Water Protection Wetland as defined in Zoning Ordinance Section 4.11 Part C); disturbed areas exceeding two thousand (2,000) square feet in highly erodible soils; or, disturbed areas containing slope lengths exceeding twenty-five (25) feet on slopes greater than ten (10) percent.

If the answer is “Yes” to any of questions 1 - 9, a Stormwater Management Plan shall be prepared and submitted as part of the building permit application OR as part of the application for subdivision or site plan review with the Planning Board.

See the Town of Amherst Stormwater Regulations, adopted December 16, 2020, by the Planning Board and January 4, 2021, by the Board of Health and Board of Selectmen.

Continued over:

10.	Will your project create disturbance adjacent to Town property or a right-of-way that does not meet the criteria in questions 1 - 9 on the previous page?	<input type="checkbox"/> Yes <input type="checkbox"/> No
-----	---	--

If the answer is "Yes" to question 10, please submit the details of your project on the form provided prior to the commencement of the disturbance. Use of Stormwater Best Management Practices is strongly encouraged to minimize stormwater impacts on Town property.

No excavation or disturbance to shoulders, ditches, swales, or embankments may take place without written permit permission.

Road opening, temporary access and driveway permit applications may be required by the DPW in accordance with the Town's Roadway and Utility Standards.

NS/

3/25/21

Return to:

**Declaration of Common Driveway and Utility
Easements and Maintenance Agreement
At Land of Vonderosa Properties, LLC
Amherst, Hillsborough County, New Hampshire**

THIS DECLARATION is made this _____ day of _____, 2022 by Vonderosa Properties, LLC with an address of 3 Huxley Lane, Amherst, New Hampshire, Hillsborough County, New Hampshire 03031 (the “Declarant”).

WHEREAS, the Declarant is the owner of certain real property identified as Tax Map Parcel X-XX in Amherst, County of Hillsborough, State of New Hampshire, further described in the deed recorded at Book XXXX, Page XXXX, in the Hillsborough County Registry of Deeds, which parcel in the said Town of Amherst and Declarant has obtained subdivision approval from the Town of Amherst to subdivide such real estate into XXXX (X) lots as more particularly described and depicted on a plan entitled “Subdivision Plan, XXXXXXXXXXXXXXXX, Prepared for XXXXX XXXXX, Tax Map Parcel X-XXX, Amherst, New Hampshire, Scale 1’ =XXX’, dated XXXXX XX, 2022” prepared by Fieldstone Land Consultants, PLLC, and recorded with the Hillsborough County Registry of Deeds as Plan No. _____ (the “Plan”) such lots being shown as Lots XX-XXX-X thru XX-XXX-X on said Plan; and

WHEREAS, the Plan depicts a Proposed Common Driveway Easement (the “Common Driveway”) which services Lot X-XXX-X and Lot X-XXX-X as shown on the Plan; and

WHEREAS, Lot X-XXX-X and Lot X-XXX-X are collectively referred to herein as the “Lots” and individually as a “Lot”; and

WHEREAS, the Declarant desires to establish the various rights and easements concerning such common driveway arrangements regarding the Lots; and

WHEREAS, the Declarant desires to establish and impose upon the current owners of the Lots and the respective successors-in-title (collectively the “Owners” and individually an “Owner”) particular obligations for the maintenance and repair of the Common Driveway and related improvements; and

WHEREAS, the Common Driveway and any related improvements are private improvements relative to which the Town of Amherst has no obligations to improve, repair, replace or maintain.

NOW, THEREFORE, for consideration paid, the Declarant hereby declares and establishes the following rights, easements, obligations and covenants regarding (i) the Common Driveway,(ii) related improvements (including drainage installations) and (iii) the maintenance obligations related to the Common Driveway and such related improvements.

1. Establishment of Common Driveway. The Declarant hereby establishes a common driveway and access easement for access by foot and by vehicles in favor of each Lot over that land shown as the Proposed Common Driveway Easement on the Plan, subject to and in accordance with the remaining terms and conditions of this Declaration.

2. Particular Easement Rights and Obligations regarding the Common Driveway. The Owners of each of the Lots (meaning Lot X-XXX-X and Lot X-XXX-X) shall have the right to use, in common with each other, the Common Driveway and shall the obligation, in conjunction with each other, to maintain, repair and improve the Common Driveway.

3. Purpose of the Common Driveway. The Common Driveway may be used by the Owners, their guests, invitees and licensees, for the purpose of ingress and egress, by vehicles and by foot, in a manner which is customary for residential driveway use.

4. Utility Easements. The Common Driveway may also be used by the Owners for the installation, maintenance, repair and replacement and use of underground utility lines, equipment and appurtenances which customarily service residential dwellings, including installations for electric, power, television and transmission of other intelligence, water, sewer and natural gas. All such utility, lines, equipment and appurtenances installed in the Common Driveway shall be installed in such a manner so as to accommodate tie-ins to each of the Lots. Any party who installs or ties into such utility lines, equipment and appurtenances shall be responsible for the cost of such installation(s) or tie-ins, as the case may be, including, without limitation, the cost to restore the Common Driveway upon completion of such installation or tie-in.

5. Slope, Embankment and Drainage Easements. The Declarant hereby establishes slope, embankment and drainage easements in favor of each of the Lots over the Common Driveway and over those respective portions of each of the Lots as may be necessary for the construction, maintenance and use of the Common Driveway. The Common Driveway and those portions of the Lots subject to the aforementioned slope, embankment and drainage easements may be used for the benefit of each Lot for necessary slopes and embankments to support the Common Driveway and for the drainage of storm water, the installation of drainage swales, culverts, piping and other drainage appurtenances; provided, that such slopes, embankments and drainage installations shall not materially and adversely affect the use of the Common Driveway for ingress and egress purposes and shall not materially and adversely affect the driveway surface and utility lines, equipment and appurtenances which provide or may provide services to the Lots.

6. Maintenance Criteria regarding the Common Driveway. The Common Driveway shall be paved. The Owners shall repair, replace and maintain the Common Driveway so as to keep it in good condition and repair. Without limitation to the foregoing, the Owners shall plow and

sand the Common Driveway, and keep the same passable in all seasons in a condition so as to allow for the passage of fire trucks, ambulances and other emergency vehicles.

7. Criteria for Maintenance of Drainage Installations. The Owners shall keep and maintain any slopes, embankments and drainage installations established pursuant to this Declaration in good condition, with any such drainage installations being kept in a functional and operable state.

8. Allocation of Costs and Expenses. The Owners shall bear equally the costs and expenses to install, maintain, replace and repair the Common Driveway, the slopes, embankments and drainage installations established pursuant to this Declaration and the common elements of all utility systems established in the Common Driveway, including the costs and expenses to repair and restore the Common Driveway and such slopes, embankments and drainage installations in the event of disturbance of the same in connection with work undertaken with respect hereto.

9. Failure to Pay. In the event that a particular Owner or particular Owner(s) fail(s) to pay his or their share of a financial obligation hereunder, then the other Owner(s) shall have the right to demand forthwith reimbursement of such share from the delinquent Owner(s) and bring any action at law or equity to compel the same.

10. No Obstruction. The Owners shall not block or obstruct the use of the Common Driveway, such slopes, embankments and drainage installations or the common utility systems, including, without limitation, park any vehicles or suffer or permit any other tangible personal property to remain on the Common Driveway.

11. Mailboxes and Signs. The Owners may keep and maintain separate mailboxes and permanent house address signs on that portion of the Common Driveway near or adjacent to Worcester Road, in a manner customary for the placement of such installations. In addition, the Owners may maintain temporary "For Sale" or "For Lease" signs in those same areas. Such mailboxes and signs (permanent and temporary) shall be maintained in an attractive, neat condition and reasonable and limited in size.

12. Not a Public Road. The Common Driveway shall not become a public road nor be dedicated as such, and the slopes, embankments and drainage installations shall not become public improvements.

13. Enforcement. Each Owner may enforce his rights under this Declaration by all remedies available at law and equity, including the remedies of specific performance and mandatory injunction.

14. Law. This Declaration shall be governed by and enforced in accordance with the laws of the State of New Hampshire.

15. Binding Effect. This Declaration shall be binding upon and inure to the benefit of, as the case may be, the Owners (of each of the Lots) whether or not this Declaration is referenced in any deed of Lot X-XX-X and Lot X-XXX-X. The rights, easements and obligations established under

This Declaration shall be perpetual and run with the land, and be appurtenant to, and binding upon, each of the Lots in accordance with the terms of this Declaration.

IN WITNESS WHEREOF, the Declarant has caused this Declaration to be duly executed the date first set forth above.

Vonderosa Properties, LLC

By:

Witness

XXXXXXXXXXXX, Title

STATE OF NEW HAMPSHIRE
COUNTY OF HILLSBOROUGH

This instrument was acknowledged before me this _____ day of _____, 2022 by
XXXXXXXXXXXX, Title of Vonderosa Properties, LLC.

Notary Public
My Commission Expires:



December 18, 2023

Ref: 52913.00

Chad Branon
Fieldstone Land Consultants, PLLC
778 Elm Street, Suite C
Milford, NH 03055

Re: Traffic Assessment
Tax Map 4, Lot 116 Residential Development
Amherst, New Hampshire

Dear Mr. Branon:

Vanasse Hangen Brustlin, Inc. (VHB) has prepared this Traffic Assessment to summarize the trip-generation estimates associated with the proposed residential development to be located on the property identified as Tax Map 4, Lot 116 in Amherst, New Hampshire. The site is approximately 46.1 acres and is bordered by Cricket Corner Road to the south and County Road to the east. Cricket Corner Road and County Road are legislatively categorized as Class V Local Roads under Town of Amherst jurisdiction. As proposed, the site would be developed with nine single-family homes. This letter summarizes the trip-generation estimates and methodologies associated with the proposed residential development.

Trip Generation Methodology

To determine the vehicular trips that would be generated by the proposed development, trip-generation rates published by the Institute of Transportation Engineers (ITE)¹ were researched. Table 1 summarizes the trip-generation estimates of the proposed residential development. The trip-generation calculations are attached to this letter.

¹ Trip Generation Manual. 11th ed. Washington, DC: Institute of Transportation Engineers, 2021.



Table 1 Trip-Generation Summary

Time Period/Direction	Estimated Site Trips ^a
Weekday Daily	
Enter	43
Exit	43
Total	86
Weekday AM Peak Hour	
Enter	2
Exit	5
Total	7
Weekday PM Peak Hour	
Enter	5
Exit	3
Total	8
Saturday Daily	
Enter	43
Exit	43
Total	86
Saturday Peak Hour	
Enter	4
Exit	4
Total	8

^a ITE Land Use Code 210 (Single-Family Detached Housing) for 9 dwelling units.

As shown in Table 1, the proposed residential development is estimated to generate 7 total trips (2 entering and 5 exiting) during the weekday AM peak hour, 8 total trips (5 entering and 3 exiting) during the weekday PM peak hour, and 8 total trips (4 entering and 4 exiting) during the Saturday peak hour. Based on ITE methodologies² and NHDOT guidance,³ a development may result in a change in vehicular operations (i.e., noticeably drop level of service or increase volume-to-capacity ratios) if the addition of site trips would increase peak hour traffic volumes at an intersection by 100 vehicles or more. In general, traffic increases less than this threshold could be attributed to

² ITE Recommended Practice: Multimodal Transportation Impact Analysis for Site Development. Washington, DC: Institute of Transportation Engineers. 2023.

³ Bollinger, Robert E. Inter-Department Communication. New Hampshire Department of Transportation, Bureau of Traffic. 17 Feb. 2010.



the fluctuation of vehicles due to driver patterns that occur during the day, on different days of the week, or different months of the year. As shown in Table 1, the site trips associated with the proposed residential development are not anticipated to exceed this threshold. Therefore, standard traffic engineering practice suggests that the proposed development would be expected to result in negligible impacts to the adjacent roadway system.

Conclusion

In summary, ITE and NHDOT methodologies suggest that a development may have a noticeable impact if the addition of site trips increases traffic volumes at an intersection by 100 vehicles per hour or more. Based on the findings of this Traffic Assessment, the site trips for the proposed residential development are far below this threshold (7 to 8 vehicles per hour). These minimal site trips added to the roadway network are considered to be representative of the typical fluctuation of traffic volumes within the area. Therefore, the proposed development on Tax Map 4, Lot 116 is anticipated to result in negligible impacts to the adjacent roadway network.

Sincerely,

VHB

A handwritten signature in blue ink that reads "Jason R. Plourde". The signature is written in a cursive style with a large initial "J".

Jason R. Plourde, PE, PTP
Transportation Systems Team Leader
JPlourde@vhb.com

Attachments

Attachments

Trip-Generation Calculations

ITE TRIP GENERATION WORKSHEET
(11th Edition, Updated 2021)

LANDUSE: Single-Family Detached Housing
LANDUSE CODE: 210
SETTING/LOCATION: General Urban / Suburban
JOB NAME:
JOB NUMBER:

Independent Variable --- Number of Dwelling Units

9 dwelling units

WEEKDAY

RATES:	# Studies	R ²	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	174	0.95	9.43	4.45	22.61	246	10	2,945	50%	50%
AM PEAK OF GENERATOR	169	0.91	0.75	0.34	2.27	217	10	2,945	26%	74%
PM PEAK OF GENERATOR	178	0.92	0.99	0.49	2.98	203	10	2,945	64%	36%
AM PEAK (ADJACENT ST)	192	0.90	0.70	0.27	2.27	226	10	2,945	26%	74%
PM PEAK (ADJACENT ST)	208	0.92	0.94	0.35	2.98	248	10	2,945	63%	37%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	86	43	43	112	56	56
AM PEAK OF GENERATOR	7	2	5	14	4	10
PM PEAK OF GENERATOR	9	6	3	11	7	4
AM PEAK (ADJACENT ST)	6	2	5	8	2	6
PM PEAK (ADJACENT ST)	8	5	3	10	6	4

SATURDAY

RATES:	# Studies	R ²	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	63	0.91	9.48	3.36	16.52	179	15	1,000	50%	50%
PEAK OF GENERATOR	42	0.89	0.92	0.41	1.78	152	15	644	54%	46%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	86	43	43	94	47	47
PEAK OF GENERATOR	8	4	4	17	9	8

SUNDAY

RATES:	# Studies	R ²	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	60	0.94	8.48	2.61	16.44	186	15	1,000	50%	50%
PEAK OF GENERATOR	40	0.92	0.83	0.36	1.67	163	15	644	53%	47%

TRIPS:	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	78	39	39	10	5	5
PEAK OF GENERATOR	7	4	4	12	6	6