



Stantec Consulting Services Inc.  
5 Dartmouth Drive Suite 200, Auburn NH 03032-3984

May 18, 2021  
File: 195113407

**Attention: Mr. Rudy Cartier, Chairman**  
Town of Candia Planning Board  
74 High Street  
Candia, NH 03034

Dear Mr. Cartier,

**Reference: Tanglewood Major Subdivision  
Candia Tax Map 414 Lot 152**

In accordance with the request of the Town of Candia, NH Land Use Office we have reviewed the following information submitted by Eric C. Mitchell and Associates Inc. (ECM Inc.) for the above referenced project received on April 28, 2021 with a notice to proceed, for the review, dated May 5, 2021:

- Subdivision Plan entitled Tanglewood Subdivision (previously submitted as Crowley Woods), prepared by Eric Mitchell & Associates, Inc., 17 plan sheets, dated March 24, 2021.
- Major Subdivision Application with attachments, prepared by ECM Inc., dated April 22, 2021

The submittal was reviewed in response to a request by the Town of Candia and was reviewed for conformance with the Site Plan Regulations (Regulations) and the Zoning Ordinance (Ordinances), as well as other relevant local and state regulations and generally accepted engineering practice. We offer the following comments:

**General Comments**

1. Crowley Road currently functions as a low-volume rural road with an average of 189 vehicle trips per day, in general, conforming with the AASHTO's standards for Very-Low Volume Local Roads. However, the increase in vehicle traffic from the proposed subdivision would result in the change of classification of Crowley Road from a Very-Low Volume Local Road to an Arterial Street as defined in Regulation Section 14.15. Based on this proposed change it is recommended the Board discuss with Town Departments necessary upgrades to Crowley Road to meet the design standards outlined in Regulation Section 14.15 for an Arterial Street as a result of the proposed vehicle traffic increases.
2. Tax Map Lot 414-152 would require a lot line adjustment plan based on the proposed right of way deeding of a portion of the lot to the Town of Chester.
3. The plans propose to deed property within the Town of Candia for the purpose of creating the road right of way for Shannon Road to the Town of Chester, it is unclear if this can be done and it is unclear what it intended for the remainder lots within the subdivision, additional detail and a legal confirmation by the Town's attorney is recommended.

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4. In lieu of the reverse 'double curve' on the eastern side of the roadway and ROW of the proposed easterly intersection of Shannon Drive and Crowley Road we recommend that these be combined into one larger road ROW radius.
5. The easterly intersection of Crowley Road and Shannon Road has previous been described as a three-way stop but only a stop sign and stop bar are proposed on Shannon Road on some of the plan sheets, the intent is unclear. Additionally, given that this stop condition on Crowley Road will be a new traffic pattern we recommend that stop ahead signs also be provided with spacing consistent with MUTCD standards in either direction on Crowley Road.
6. In conjunction with the previous comment, it is recommended that Crowley Road be re-aligned at the proposed easterly Shannon Drive intersection be to provide a tee intersection and three way stop in lieu of the proposed intersection off the existing bend in the road, as previously discussed.
7. The plans specify a 10-foot plant screening easement on the proposed Tax Map Lot 414-152 but the remainder nonbuilding lots where the Shannon Road right of way are proposed must also have a 10-foot planting screening easement placed on those lots as specification in Regulation Section 12.03.
8. Proposed Tax Map Lot 411-152 is proposed to have roughly 153 feet of frontage in Candia, although the lot is proposed with frontage and access off Shannon Drive, this roadway is proposed to be deeded to the Town of Chester. We recommend that the Board discuss this, as specified in Regulation Section 12.02 it is the Board's discretion on whether the frontage on a Road in Chester meets the zoning requirements for a building lot in Candia.
9. It is required that the National Flood Insurance Zones be included for the limits on the plans of the proposed subdivision and improvements to Crowley Road, as specified in Regulation Section 2.12 and 10.06w. If no areas are within the flood zone(s) it must be noted on the plans.
10. The project is a development of Regional Impact as defined in Regulation Section 2.14, it is our understanding the Town of Chester, previously provided a conditional approval for the project, please provide, for the record, all other correspondences relative to the presentation of the proposed plans to other communities. Formal action associated with the subdivision submittal must be provided in accordance with the requirements of Regulation Section 2.14.
11. It should be noted the plans provide a Town of Candia approval stamp on them but not the Town of Chester approval stamp, given this it is unclear if the plans submitted are the same plans approved by the Town of Chester. The Applicant must provide plans with a Planning Board approval blocks for both the Town of Candia and Town of Chester to ensure both plans are the same.
12. Benchmarks must be provided on the plans for the layout and construction of the proposed improvements, as specified Regulation Section 10.06c.
13. The plans indicated that engineering was performed by Bernard Temple, but the P.E. stamp is missing from the engineering drawings.
14. The plans are required to provide all existing and proposed utilities as specified in Regulation Section 10.06k, this should include but not be limited to utility pole installation, relocation or proposed cable TV, electric and communication lines within the limits of the proposed improvements on Crowley Road and Shannon Road.

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15. The submission is required to provide a preliminary drainage design of all proposed (and existing) drainage features, analysis, and comparison of pre and post conditions as specified in Regulation Section 10.06l.
16. The submission is required to include a statement from the Candia Tax Collector indicating whether the property is under current use taxation status or not, as specified in Regulation Section 10.06m, the application checklist indicates N/A under this item, which is not incorrect.
17. The submission is required to include a letter from the Police Chief, Fire Chief, Road Agent and Building Inspector regarding the review of the project, additional letters are required as specified in Regulation Section 10.06n.
18. The plans are required to specify the existing and proposed pavement markings, as specified in Regulation Section 10.06p.
19. The plans are required to specify the location of any fire suppression systems as required by the Fire Dept., as specified in Section 10.06s.
20. The plans must show vehicle turning movements for a WB-67 into and out of the proposed road without impacting other vehicles, private property, or pedestrian traffic, as specified in Regulation Section 10.06t. Additionally, turning movements should also be provided for the two existing intersections of Crowley Road confirm that the intersections are adequate for the proposed traffic.
21. The plans must provide the limits of all wetlands, delineated in the field, and certified by a Wetlands Scientist registered in the State of New Hampshire as specified in Regulation Section 10.06v. This should include the limits of the proposed improvements to Crowley Road.
22. A list of all proposed waivers must be provided on the plans as specified in Regulation Section 10.06y, to date we are not aware of any proposed waivers.
23. The Application has indicated a filing for Review of Layout and Review of Final Plat plan, this is incorrect, in addition, this initial submission should only be reviewed in accordance with the Review of Layout, as specified in Regulation Section 10.07.
24. A wasting site is required to be provided on the plans in conformance with Article 17, as specified in Regulation Section 10.11f.
25. The signature block must be revised to include signatures for seven (7) members of the Board, including a space for the Chairperson, as specified in Regulation Section 10.11g.
26. Construction details must be provided for the proposed improvements as specified in Regulation Section 10.11h, although a cross section is provided, it is unclear how the road will be widened to provide the specified roadway width, additional details are required.
27. A final drainage design of all proposed drainage features, analysis, and comparisons of pre and post conditions must be submitted with the Application as required in Regulation Section 10.11i. This should also include any necessary proposed drainage improvements to Crowley Road.
28. The submission is required to include a SWPPP in conform with the requirements of EPA as specified in Regulation Section 10.11k.
29. The intersection grading and/or modifications of the existing intersections are not clearly defined, it is recommended that intersection grading plans be provided to clearly specify the proposed improvements for construction.

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30. The plans are required to include a schedule, including an anticipated start and completion date for the project as specified in Regulation Section 10.12a-9. Specifically, the schedule must include the timing for the proposed improvements to the existing Crowley Road intersections, the proposed upgrades to Crowley Road and the proposed construction of the Tanglewood subdivision.
31. The plans are required to include a note acknowledging the requirements of a Pre-construction Conference as specified in Article 19.03, as specified in Regulation Section 10.12A-10.
32. The plans are required to provide all deeds dedicating the roadway ROW and drainage easements to the Town, as specified in Regulation Section 10.12-A11. Although deeds are specified to be conveyed to the Town of Chester for Sharon Road it is unclear if additional deeds or easements are required to be provided to the Town of Candia for sight distance or roadway widening.
33. The submission is required to provide a statement from the appropriate utility companies that the proposed utilities will be placed underground and that the work will be done within a reasonable time and without expense to the Town as specified in Regulation Section 10.12B-4.
34. The Applicant previously submitted a traffic study with the previous Major Subdivision submission, the traffic report as amended to address all comments previously received from the Town and Town's Engineer must be submitted for the record. Stantec provided the following comments in response to the previously submitted traffic study, with no responses to date:
  - a. The proposed subdivision results in an average daily trip increase from 189 vehicle trips per day to 666 vehicle trips per day on Crowley Road. The effective life of Crowley Road will be significantly reduced with this increased traffic due to the project (subdivision in Chester). The Applicants Engineer should provide recommendations in the report that address the immediate and long-term viability of the roadway given the increases in traffic proposed as part of this development.
  - b. The study does not address or provide recommendations for required offsite improvements on Crowley Road to account for the increased traffic from the project. It is necessary that recommendations for the increased traffic loading on Crowley Road address the following:
    - i. Roadway width and right of way width.
    - ii. Potential limited stopping sight distance at the intersection on Lane Road turning left onto Crowley Road.
    - iii. Potential limited stopping sight distance approaching Crowley Road from the North and South on Chester Road.
    - iv. Existing pavement thickness on Crowley Road.
  - c. The study identifies three intersection options for comparison but does not identify which will be utilized for the project. Additionally, none of the three intersecting options match the intersection proposed in conjunction with the development.
35. Crowley Road is listed as a scenic road, all proposed tree clearing required for offsite improvements to Crowley Road or as required for the access to Shannon Drive within Candia must be identified, reviewed, and approved as part of the approval process. A proposed tree clearing report with the limits of clearing, the individual trees identified to be cut down and the evaluation by an arborist is required for any proposed tree cutting or clearing. The plans specify the removal of existing 'dead' trees, this classification but be formally confirmed as appropriate.

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36. It must be determined whether Chester or Candia will be responsible for providing first responders for emergencies within the proposed subdivision. If Candia is assumed or anticipated to provide first responders for emergency services, it is recommended that the fire suppression water sources be provided to meet the Town of Candia Regulation Section 19.15. It is recommended that an agreement between the Town's relative to this be established prior to plan approval.
37. Improvements to the Crowley Road / Chester Road intersection must be provided to provide school bus access to Shannon Road or a boarding area must be provided as specified in Regulation Section 14.22.
38. The 50-foot frontage setback on Crowley Road specified on Tam Map Lot 414-152 is incorrect. Streets with less than a 50-foot right of way are required to provide a 75-foot building setback line from the centerline of the ROW, as specified in Ordinance Section 6.01-A.
39. Given the proposed increases in vehicle traffic to the intersection of Crowley Road at Chester Road it is recommended that additional pavement striping, and signage be provided to make the traffic pattern at this intersection clearer for motorists and pedestrians.
40. The plans are required to provide traffic detour signage plans for the proposed construction of Shannon Drive and the proposed improvements to Crowley Road, as specified in Regulation Section 10.06n.
41. The plans are required to provide all limit of clearing, driveway, building, well and septic system locations to demonstrate that a lot can be constructed, as specified in Regulation Section 10.06p.
42. Items 10.06q through 10.06x (page 6 of the Application) are not checked/acknowledged on the Major Subdivision Application.
43. A note is required to be put on the plans that specifies that all new lot corners be marked with granite bounds and adjacent iron detection pins unless a written waiver is granted by the Board, as specified in Regulation Section 12.04.
44. It is recommended that a note be added to the plans indicating that appropriate surety be provided for the full cost of the offsite improvements on Crowley Road and that a separate maintenance surety be provided for the cost to replace/repair Crowley Road for the duration of construction on Shannon Drive. It is recommended that these surety amounts be established, reviewed by Stantec, and provided by the Applicant prior to Planning Board approval.
45. As documented and discussed during the previous subdivision submission, improvements on Crowley Road are required to be performed prior to the construction of the Tanglewood Subdivision include the widening of the roadway and gravel shoulders, the widening of the roadway 'clear space' and the potential improvements to the existing drainage. The submitted plans do not specify in any detail any of these previously discussed improvements with the Town Departments.
46. Per previous discussions, it was recommended that a determination be made by the Town's legal counsel as to whether the proposed storm water systems (culverts, catch basins, detention basins, etc.) be required to meet Town of Candia drainage standards. Per the previous response of the

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Town's legal counsel, it is our understanding that all proposed drainage is required to meet Town of Candia drainage standards.

47. The proposed improvements and sight lines on the plans are unclear, we request that the existing conditions be faded, and the proposed line of sight and the proposed improvements be darkened and called out on the plans for clarity.
48. The line of sight shown at Town road intersections are shown in the wrong location to satisfy AASHTO standards.
49. The Crowley Road/Shannon Road Sight Distance Plan and Profile (plan sheet 7 of 17) provide the line of sight for stopping sight distance profile in the wrong location to meet AASHTO requirements. Additionally, intersection sight distance profile confirming sufficient AASHTO intersection sight distance is also required and must be provided.
50. The Crowley Road/Shannon Road Sight Distance Plan and Profile (plan sheet 8 of 17) provides the line of sight for stopping sight distance profile in the wrong location to meet AASHTO requirements. Additionally, an intersection sight distance profile confirming sufficient AASHTO intersection sight distance is also required to be provided.
51. The Crowley Road/Chester Road NHDOT Sight Distance Plan and Profile (plan sheet 9 of 17), appears to demonstrate that there is adequate sight distance at this revised intersection location, however, we observed that the existing sight distance at this location is limited in both directions due to existing brush/vegetation.
52. The Lane Road/Crowley Road Sight Distance Plan and Profiles (plan sheets 10 thru 12 of 17) are unclear. We are unable to determine what improvements are proposed if the locations of the lines of sight are shown at the correct location and what profiles they correspond with.
53. The intersection of Crowley Road and Lane Road is shown with an added stop sign and stop bar on Lane Road, this was previously reviewed by the Town of Candia Departments in 2018 and they unanimously indicated that they were not in favor of these changes. However, with the unsafe condition at this intersection and the added traffic from the subdivision it is necessary for the designer to re-evaluate a solution to create an intersection that meets AASHTO standards.
54. A lot line adjustment plan and easement plan(s) are required to be included in the plan set for the sight distance easement on Lot 414-81, the planting/screening easement on Lot 414-152, for the proposed deeding of existing Town of Candia land to the Town of Chester and for providing Town of Chester drainage easements on Town of Candia lots.
55. The plans for the proposed improvements to Crowley Road indicate that the topography was supplied by NH Granit and is LIDAR based and has not been verified by this office. The topography for the proposed improvements must be confirmed by an on the ground survey as specified in the Regulations.
56. Based on the existing information it appears that a portion of the existing Crowley Road is super elevated, give this, it is unclear on how a 2% crown will be provided on the roadway for the proposed improvements.

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57. The plans specify a 0 to 2' gravel shoulder "when possible", as previously discussed, this must be revised to provide a minimum 3' gravel shoulder and a 30-foot cleared right of way space that is free of ledge, stone walls, trees, or other obstructions to accommodate the proposed increases in traffic associated with the subdivision. Currently there are multiple locations along Crowley Road where is only twenty feet of 'clear' ROW, which only allows for one way traffic for a snowplow to pass during the winter and currently requires traffic to back up during plowing operations.
58. The proposed improvements plan for Crowley Road indicate that the road is to be upgraded to provide a twenty-foot paved roadway and two-foot gravel shoulders, "where possible". It was agreed by the Town Departments and Stantec during the site walk in 2018 that these proposed improvements are insufficient and at a minimum it was recommended by Stantec and the Town Road Agent that the roadway be upgraded to provided two eleven-foot-wide paved travel lanes with two-foot gravel shoulders. It is noted that this proposed roadway widening would be a reduction/relation in requirements from the Town roadway requirements for an Arterial roadway of a sixty-foot right of way with two twelve-foot-wide paved travel lanes and two six-foot gravel shoulders.
59. The proposed offsite improvements to Crowley Road only specify pavement improvements but should also evaluate and provide recommendations for the necessary upgrades to the existing guardrail, signage, and drainage systems on Crowley Road to be in compliance with current AASHTO standards to accommodate for the proposed increase in traffic volume.
60. The existing stone wall is missing in some location on Crowley Road and are required to be shown on the plans.
61. The right of way location of Crowley Road varies from the existing stone wall. The plans are required to show the actual existing right of way on Crowley Road in addition to the existing stone wall.
62. There is an existing telephone pole in the proposed Shannon Road roadway, it is unclear if this is being removed in conjunction with the proposed improvements. Additionally, there are a number of existing utility poles within the Crowley Road ROW that appear to be in conflict with the existing road and may be required to be relocated to allow the proposed improvements but no detail on the plans is specified, additional information is required.
63. When this proposed subdivision was previously submitted for review in 2018, the Candia Town Departments met in the field with the Applicant's surveyor and Engineer to discuss the necessary offsite improvements to support the proposed traffic increases that the subdivision will create. It should be noted that none of the direction that was provided by the Town Departments has been incorporated into the plans. Additionally, a site walk with the Town of Candia Department heads to review the project and the necessary offsite improvements is warranted given the time that has lapsed since the previous meeting.

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These comprise our comments at this time. We invite the Engineer and Applicant to meet with us to discuss these comments or other issues, which may affect the project. We reserve the right to make future comments based on revisions and additional submissions.

Please call if you have any questions.

Respectfully,

**Stantec Consulting Services Inc.**



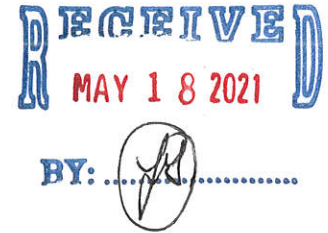
**Bryan Ruoff** PE  
Project Manager / Associate  
Phone: 603 854 9501  
bryan.ruoff@stantec.com

Attachment:

- c. Lisa Galicia, Candia Land Use Office
- Kevin Gagne, Candia Land Use Office
- Candia Board of Selectmen
- Jeff Wuebbolt, Candia Road Agent
- Mike McGillan, Candia Police Chief
- Eric Mitchell, Eric C. Mitchell and Associates, Inc.
- Rene LaBranche, Stantec

rb document2





05/17/2021

To: Candia Planning Board

From: Road Agent

Re: Crowley Woods Subdivision, items to consider

1. Road classification: Candia NH subdivision Regulations for the Town of Candia, Section 14.15 classification of streets, states that 500 or more cars per day is classified as an arterial street. This would require a 60 foot right of way with 24 feet of pavement and 6 foot shoulders. This would require a minimum of 36 Feet. Presently the Crowley Road Right of way is only 33 Feet. In addition, Crowley road only has 20' maximum of pavement at any point in the road, and no shoulder due to trees, rock walls and ledge.
2. Maneuverability of Vehicles: At a minimum, there should be two 11 foot wide lanes with a 2 foot gravel shoulder, and the right of way should be cleared of all ledge, boulders and trees to give a completely cleared space of 30' wide. As it stands right now, two larger trucks would not be able to meet each other and pass safely. In winter, a truck with a plow and wing would not be able to safely pass a passenger vehicle. If this development is to go in it would be increasingly likely that there would be an accident due to the width of the road.
3. Road Maintenance: With the increase of housing on Crowley Road there will be a significant increase of vehicles navigating the road. How that will affect the surrounding traffic patterns already in place is an issue that needs to be addressed. It is worth noting that, with an increased vehicle load on Crowley Road, there will also be an increased cost for maintenance at complete expense to the town. Currently, Crowley Road is not on the capital improvements plan to be rebuilt.
4. Safety: There will be a higher risk to pedestrians as a development of this size will significantly increase the amount of foot traffic on Crowley Road. With no shoulder for pedestrians to walk on they are forced into walking on the road, which creates a greater chance of accident given the increased traffic load. As mentioned above, in note 2, there could also be potential for one way road scenarios with larger vehicles utilizing the road with insufficient roadway.
5. Sight Distance: Sight distance will be an issue at the intersection of Crowley Road and Chester Road as well as when you pull out of both entrances to the proposed development road onto Crowley road. Town of Candia section 14.15 states that there be a minimum of 400' of sight distance needed for an arterial road, which this would become.

Jeffrey Wuebbolt

Road Agent



# Candia Police Department

74 High Street  
Candia, New Hampshire 03034  
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RECEIVED  
MAY 19 2021  
BY: 

Michael D. McGillen  
Chief of Police

May 18, 2021

Rudy Cartier, Chairperson  
Candia Planning Board  
74 High Street  
Candia, NH 03034

**Re: Crowley Road subdivision/Candia Tax Map 414, Lots 152 and 152-10**

I have viewed the plans dated March 1, 2021, and noted the following concerns:

- With the proposed development there would be a substantial increase in vehicular (several hundred trips) and pedestrian traffic on Crowley Road as well as the adjacent roads. Crowley Road should be upgraded to safely accommodate fire apparatus, snowplows, school buses, delivery vehicles, etcetera. The road should be sufficient to allow for a commercial vehicle and a passenger vehicle to safely pass by one another. There should also be a shoulder to accommodate pedestrians.
- The intersections of Crowley Road and Chester Road and Crowley Road and Lane Road have sight distance issues. They both would need to be upgraded to accommodate larger vehicles.
- Sight distance issue; Shannon Road at the bottom of Crowley Road.
- Sight distance issue; Shannon Road on the hill, across from 166 Crowley Road.
- I do have concerns with the intersection of Chester Road at Main Street. The intersection should be upgraded to accommodate the increase in traffic. Also, I suggest signage be put up with DOT approval during the construction period to alert motorists of the increase in truck traffic.
- There may also be an issue with the intersection of Main Street and Old Candia Road by Turn Key Auto. Already during the commute times, it is difficult to make a left turn onto Old Candia Road.



Michael D. McGillen  
Chief of Police

May 19, 2021

Candia Planning Board

Re: Crowley Woods aka Tanglewood Estates Application

Dear Planning Board Members:

My husband and I live in a small development (Winslow Lane) located in Candia directly off Brown Road. As you know, Brown Road is a continuation of Crowley Road and is where approval for access is being requested for the Chester, NH community of Tanglewood Estates aka Crowley Woods.

See attached map for reference.

As you can see, Brown Road will serve as another access route onto Crowley Road (as it does today). Our concern is that Brown Road has not been discussed or evaluated (that we could see) for traffic impact should this project move forward.

We are appealing to the board to require a full evaluation of Brown Road and how it would need to be improved in order to support the additional traffic a large housing development will create.

Today Brown Road is a lovely country road that is narrow and curvy throughout most of the road. It has stone walls, wetlands, and swamps to consider.

We are concerned about overall environmental impacts and resident safety due to an increase in traffic. Please be aware that we know of at least one recent fatality (within last five years) that occurred on a particularly dangerous stretch of Brown Road. Increasing any traffic on this road should require an impact study.

Additionally, Crowley Road is a beautiful scenic road with stone walls and wetlands. As a resident of Candia who frequently enjoys walking and biking riding in this area, I think it would be detrimental to this fragile ecosystem to displace any of it to widen the road to accommodate this development. I don't believe the current residents of this road would be well served by the town to have this negative impact and disruption to their beautiful road.

Thank you for your consideration.

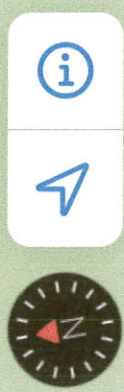
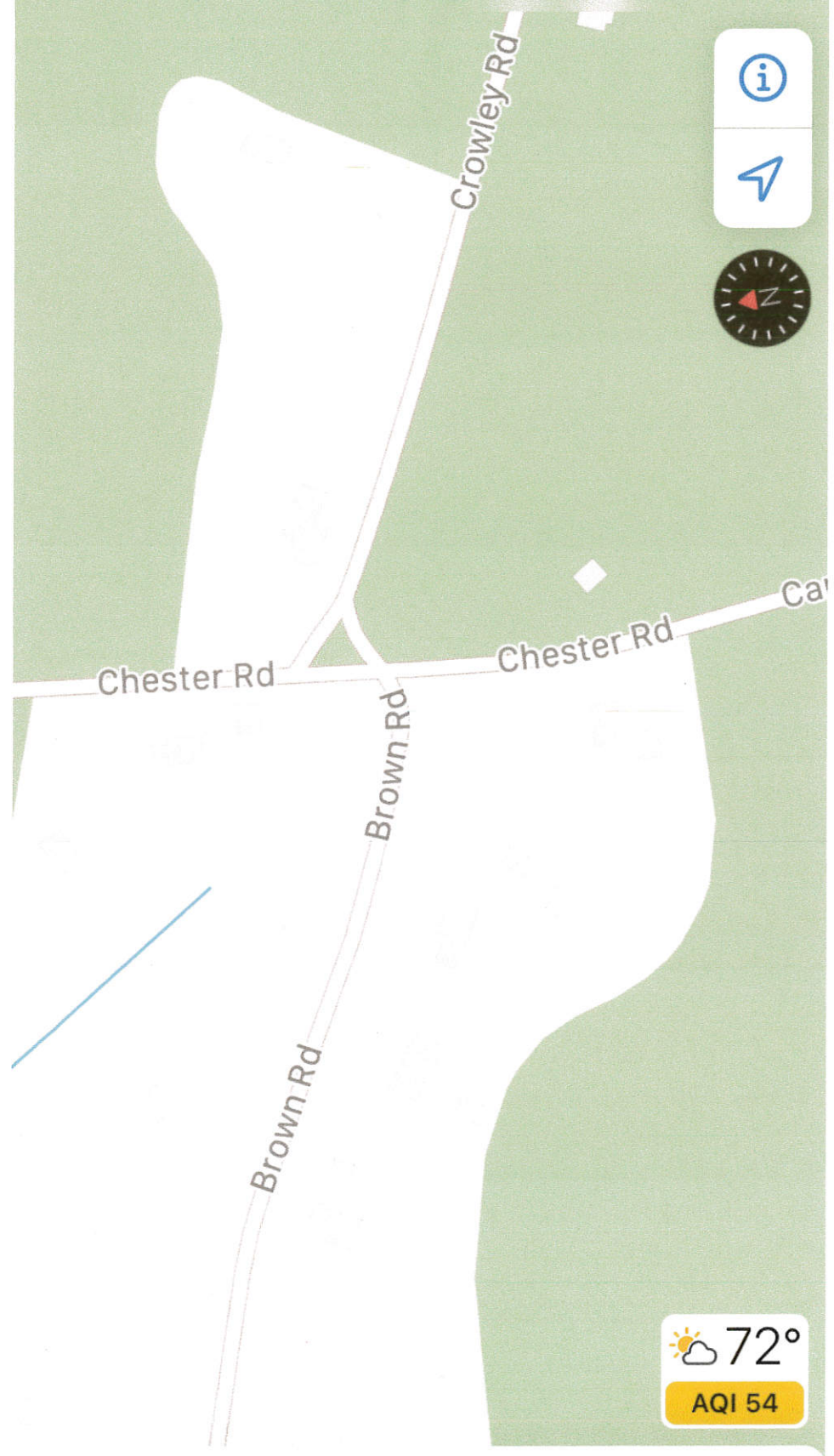
Kind Regards,

Diane Landry

77 Winslow Lane

Candia, NH 03034

7:49



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AQI 54

🔍 Search Maps



May 19, 2021 - Judi Lindsey

Here are some points I'd like to share for your consideration:

- A subdivision of this size, and potential impact, raises many questions. We have nothing of this size in Candia. For a neighboring town to have a development of this magnitude empty into our town presents some very sobering concerns, chief of which relates to road safety.
- Is it even possible to bring Crowley Road up to the required state standards? It is a rural scenic road now, and with the increase of 700 additional vehicle trips a day, that would mean turning this country road into an arterial road. Trees and stone walls would have to be removed. Would people's properties be affected by this? Would you have to take portions of their property to meet the width of this new road? Would the stone walls be replaced?
- The maintenance of such a road would have a significant impact on our town. It appears that Candia residents would have to pay taxes, in perpetuity, for a road that was built to accommodate people living in another town. This does not seem fair. It becomes a tax burden forever for our community.
- If Crowley became a paved, wider road, would more salt have to be added in the winter? What effect would this runoff have, draining into sensitive wetlands and the Fordway Brook watershed? Would this be a No Salt area? Would there be weight limits?
- The issue of first responders must be considered. As we are closest, we most likely would be responding first. The potential for a serious and substantial increase in emergency calls and situations needs to be thoroughly evaluated.
- It was mentioned that a certain area of the Tanglewood development would be put into open space or a conservation easement. Who would hold this easement? Would it be subject to change in the future, allowing even more housing units to be built?

STATEMENT OF OPPOSITION TO APPROVAL OF THE MAJOR SUBDIVISION APPLICATION

SUBMITTED BY DAR BUILDERS LLC

Fully situated within the Town of Chester, Tanglewood Estates is a proposed 60 lot subdivision accessible only through the Town of Candia on a designated scenic road. This Development of Regional Impact, will affect both Candia and Chester and will take into consideration the subdivision standards and zoning ordinance requirements common to both towns while recognizing the jurisdiction of each respective Planning Board. Additional consideration related to this proposal should be given to the information and concerns provided by the road agent for the Town of Candia, Southern New Hampshire Planning Commission (SNHPC), the Town's Engineer, Town Counsel, and the applicant's own traffic study all of which I will now summarize in support of my opposition.

The documented inadequacy of Crowley Road to accommodate the increase in traffic generated by Tanglewood Estates and the remedy available to this board is provided specifically by RSA 674:53, IV. At the June 21, 2017 meeting of this board, you were advised by Town Counsel that "RSA 674:53, IV would further provide that where a plat or plan has sole access in an adjoining town, as is the case here, the project cannot be approved unless the adjoining Planning Board Town (in this instance Candia) approves the project. However, the sole issue which may be addressed by the adjoining municipality (the Candia Planning Board) shall be the adequacy of such street access and the impact of the proposal upon it". I respectfully urge this board to consider the "adequacy of such streets giving access" to the proposal in Chester and unequivocally and unanimously refuse its approval when requested as is required by this statute. (Exhibit 1)

Crowley Road in Candia, designated a scenic road in 2003 (Exhibit 2), is the only access to Tanglewood Estates in Chester. As a scenic road, any further improvements, including the removal of trees in excess of 15" in diameter, (measured 4' from the ground), are constrained by RSA 231:158. (Exhibit 3) The road is only 18.5 to 20.0 feet wide with a right of way but 33 feet wide. (Exhibits 4 + 4A) Currently, it accommodates 189 vehicle trips per day. The proposed volume of traffic on Crowley Road resulting from Tanglewood Estates would increase by an additional 666 trips per day, a 352% increase. Because of this additional traffic, the town's engineer reports that American Association of State Highway and Transportation Officials (AASHTO) standards for traffic of this volume would classify Crowley Road as an arterial street (Exhibit 5) and would require improvements to meet the standards prescribed in Article 14:12 of the Candia Subdivision Regulations: 24' minimum paved travel surface; 6' of shoulders on each side; and 400' of sight distance (Exhibit 6) making the minimum width of the paved surface and shoulders on each side, a total of 36 feet. Given the physical limitations of the road, this standard would be impossible to attain without the taking of abutter's land by eminent domain.

It should also be noted that safety issues are not limited to just Crowley Road. The Road Agent, SNHPC, and the Town Engineer, expressed concerns regarding impact of traffic on the adjoining roads, specifically, Lane Road and Chester Road. (Exhibit 7)

The inadequacy of Crowley Road in its present condition is already evidenced by the refusal of the contractor providing school bus service to traverse this road. School children residing on this road must now wait for the bus at either end. The Town engineer, moreover, has raised the question of whether Candia will be responsible for providing school bus transportation for students living in Chester. (Exhibits 8+ 8A)

A traffic study provided by the Chester town engineer indicates concerns with pedestrian and bicycle safety as a result of the proposed development. NH DOT, moreover, has classified some 15 miles in Candia as part of a regional bicycle network; some of those miles will be impacted by the traffic generated by this proposal. Nothing has yet been done to address any of these concerns. (Exhibits 9 + 9A)

An additional question raised by the Town Engineer is whether Candia will have first responder responsibilities for the development in Chester. What will be our town's first responder duty to the residents of this 60 lot subdivision when our fire station is some 2.2 miles closer to Tanglewood Estates than the Chester fire station (3.6 miles v 5.8 miles)? (Exhibit 10)

If the transportation issues are not sufficient grounds for rejection of this application, SNHPC has provided information indicating their concern with the groundwater recharge potential for this specific area that also encompasses homes in neighboring Candia. An informal survey of Crowley Road residents has corroborated the results of this study with Candia residents reporting insufficient well recovery. The project will require 60 additional private wells in an area with demonstrably limited recharge potential and will likely exacerbate this problem. (Exhibit 11)

Lastly, and perhaps more importantly, while Tanglewood Estates is presently planned to be up to 60 residential units, the potential exists for the number of residential units to double as a result of zoning changes required by state law. RSA 674:72 requires all towns with zoning ordinances to allow accessory use dwellings anywhere in residential districts. Article 9.0 of the Chester Zoning ordinance allows these accessory use dwellings up to 1,000 square feet by right and are defined in Article 9.3 as "A residential dwelling unit that is within or attached to a single-family dwelling, and that provides independent living facilities for one or more persons, including provisions for sleeping, eating, cooking, and sanitation on the same lot the principal single-family dwelling unit is located." (Exhibits 12 + 12A)

While it is impossible to predict how many property owners will avail themselves to this option, this probability in itself will have an impact on the traffic volume generated by this proposal that has yet to be addressed by any board.

SUMMARY

The purpose and intent of the Candia Zoning Ordinance is stated in Section 1.02 of the Ordinance and it is indeed the very purpose of this Planning Board to ensure conformance with these objectives. The development resulting from this subdivision application will, it has just been argued, fail to satisfy the basic requirements of Section 1.02, among the objectives of which are:

- To provide for the orderly and planned growth of our town;
- To lessen congestion in the streets;
- To promote health and general welfare;
- To provide adequate light and air; to prevent the overcrowding of land;
- To avoid undue concentration of population;
- To facilitate the adequate provision of transportation, water, sewerage...;
- To prevent pollution of air and water, to conserve and protect land values and amenities.

(Exhibit 13)

Based on the evidence put forth in this statement of opposition, I urge this board to reject this application under Article 11:03 of your subdivision regulations which states "Scattered or premature subdivisions of land as would involve danger or injury to health, safety or prosperity by reason inadequate water supply, drainage, transportation, school, fire protection or other public services, or would necessitate an unplanned and/or excessive expenditure of public funds for the supply of such services, shall not be approved by the board". (Exhibit 14)

While mine may be but one voice in this matter, I now submit to this board a petition which amplifies my voice with that of over <sup>200</sup>~~300~~ Candia residents each of whom signed this petition to state their opposition to this proposal. (Exhibit 15)

I respectfully present this board with a copy of my remarks and ask that they be recorded verbatim in the minutes. Additionally, I have prepared copies for each board member.

Thank you for the courtesy of listening to this presentation.

Jill Uhlenhake and Karen Reis  
Distribution:  
Candia Planning Board  
Candia Land Use Office  
Candia Road Agent  
Candia Board of Selectmen  
Candia Conservation Commission  
Chester Planning Board  
Smyth Public Library



From: Robert J. Paquette  
483 Brown Road  
Candia, NH 03034

To: Candia Planning Board  
74 High St.  
Candia, NH 03034

Subject: Crowley Woods Development

We have been living at 483 Brown Road in Candia since July 1973. At the time, that section of Brown Road dead ended 50 feet beyond our driveway. From there it proceeded as an old logging road to the intersection of Palmer Road. It wasn't till another 3 or 4 years later that the road was improved and made passable by then Road Agent Elwyn Hobbs. This was a ½ mile section of gravel road, but it made our daily commute to Manchester, shorter, easier and much safer than going via Chester Road to Main St. as Rt. 101 (now Rt. 43) was still a 2 lane road and the principal thoroughfare. As time passed, Brown Road was oiled and later paved by Road Agent Ron Severino improving our commute still more. The improvements making Rt. 101 a 4-lane highway was definitely a blessing.

However, along with the road improvements, more homes were built along Brown Road, Crowley Road as well as a couple developments in Chester. With all this building, we have seen traffic volume increase steadily through the years. Along with the volume, we have seen a noticeable increase in speed of the vehicles going by. We have become a pass-thru.

The distance from the intersection of Brown Road and Chester Road to Exit 2 in Auburn using Brown Road and Old Candia Road is about 1 ¼ miles shorter than it is going via Chester Road, Main Street onto Route 43 to Route 101. Travel time is about the same, proven time and again through the years. A good percentage of folks see the advantage of using the shorter route, thus eliminating the bad intersections at Chester Rd. and Main St., as well as at the point of Main St. and Rt. 43.

Having attended the last few meetings regarding the Crowley Woods Development now renamed Tanglewood Estates, we have heard discussion about site distances, road widths and traffic counts along Crowley Road and Chester Road. But not once was anything said

about the impact this would have on Brown Road. As I mentioned earlier, we have seen traffic volume increase steadily, most of it coming from Crowley Road and from Chester.

If you go to the intersection of Brown Road and Palmer Road, you will find that the current road width and sight distance is well below what the recommended width that has been discussed for Crowley Road and Chester Road. It is quite narrow, and there seems to be no way to widen it. A STOP sign was put up a couple years ago in an effort to slow people down, as this had been an uncontrolled intersection.

Proceed another half mile down the road and you come to the intersection of Brown Road and Murray Hill Rd. This is a fairly blind intersection that forms a triangle. There has been a significant increase in traffic due to several developments in the town of Auburn. A STOP sign was put up about 4 or 5 years ago to ease the hazard at that triangle. However, personal experience has demonstrated that a good number of folks completely ignore the sign. It's the old, 'No Cop, No Stop' rule. I have experienced several close calls at that location. We really don't need additional traffic there.

So, with this being said, I urge the board to study traffic impact and safety in a few other locations that will be impacted by this development. I have shared some of my concerns with our current Road Agent Dennis Lewis.

Toward the end of the December meeting, Mr. Cartier made a statement to the effect that the Town of Candia would be incurring much liability but receiving absolutely no benefit from this project. I couldn't agree more. Please continue exercising the diligence you have exhibited so far regarding this matter.

Also, please read this letter at your next meeting so that it is added to the record. I am sure other folks in this part of town have similar concerns.

Respectfully,

Robert J. Paquette  
483 Brown Road  
Candia, NH 03034

# ABUTTERS

3 Minute Time Limit  
Please refrain from lengthy, repetitive comments  
PRINT your name and address below

NO \*

| NAME                | ADDRESS          |
|---------------------|------------------|
| SCOTT FLYNN         | 211 Crowley Rd.  |
| Michael A. Wadde    | TOWN OF CHESTER  |
| Rue Teel - Bear-Paw |                  |
| DAVID ONDZES        | 215 Crowley Rd   |
| Saul Lewespa        | 29 Crowley rd    |
| Jason Gustin        | 161 Crowley Road |
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# CANDIA RESIDENTS

3 Minute Time Limit  
Please refrain from lengthy, repetitive comments  
PRINT your name and address below

| NAME                 | ADDRESS            |
|----------------------|--------------------|
| Ed Fowler            | 302 Chester Road - |
| Elizabeth A. Sanborn | 312 Chester Rd.    |
| Bob Paquette         | 483 Brown Rd.      |
| Carla Penfield       | 74 Jane Ln.        |
| Dave Fischer         | 32 Pine Ridge      |
| Karen Rees           | 351 Chester Rd     |
| Joe Colotti          | 186 crowley rd     |
| Ryan Bulka           | 131 crowley rd     |
| Ken CHOQUETTE        | 63 LANE Rd.        |
| Diane Landry         | 77 Winslow Ln      |
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