

**Zoning Board of Adjustment  
27 School Street  
HILLSBOROUGH, NH  
October 19, 2020**

**DATE APPROVED:** 01/11/2021

**TIME:** 7:00 p.m. – 7:35 p.m.

**CHAIRPERSON:** Roger Racette

**VICE CHAIRPERSON:** Robert Hansen

**MEMBERS:** Russell Galpin Meg Curtis-Sauer Nancy Torres

**PLANNING DIRECTOR:** Russ Galpin

**ALTERNATES:** Lucy Pivonka, Katherine Charrette

**EXCUSED:** Robert Hansen

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**Consultant** Glenn Shepherd - GWTS LLC

**Public Present:** Bill Lordan, Erik McCauley, Kevin McCauley, James & Jennifer Pittman, Janett Gilman, John Segedy, Judy Watkins, Marilyn Jost, Richard Head

**CALL TO ORDER:**

Chairman Roger Racette called the meeting to order at 7:00 p.m. and read the Covid-19 checklist. (attached)

**Roll Call**

Roger Racette-present, no one in the room

Russ Galpin-present, in the Town Office

Meg Curtis-Sauer present, no one in the room

Bob Hansen-present no one in the room

Nancy Torres-present no one in the room

Katherine Charrette present no one in the room

Lucy Pivonka-present, no one in the room

Roger Racette appointed Alternate Katherine Charrette to sit in place of Robert Hansen.

**Public Hearing**

**Special Exception**

Kevin T. McCauley

25& 31 Carr Road (Map 1 Lots 21-1 &27)

RV Campground in Rural Zone

Case 2020-02

Russ Galpin said he wanted the Board to know that he used to own property 20 years ago across from Mr. McCauley. He said he never had a problem with him and did not feel he would be prejudiced either way.

Roger Racette asked Russ if he wanted to recuse himself. He said it was up to him whether he wanted to recuse himself or not but if he didn't feel he had a conflict he didn't see why he should recuse himself.

Roger laid out the procedure for the Public Hearing. The applicant would present his application, the Board will ask questions, comment in favor of the application will be taken and subsequently comments against the project will be taken.

Erik McCauley presented the application:

Mr. Erik McCauley presented a PowerPoint presentation about the proposed campground.  
(Attached)

The McCauley's want to establish a 55 plus RV community that focuses on 55+ and their families. There would be a Ranger on site 24/7 to enforce rules we are looking for a three night stay minimum to minimize traffic. They are looking to develop this with as little environmental impact as possible. They did a survey of local campgrounds like "Sandy Beach" over by Henniker where we stayed and took a look at their density meaning number of sites per acre. This is a low density campground. All RV's will be registered and insured absolutely no permanent structures or "park models" which are RV's with the wheels taken off. No repairs or oil changes allowed on site. No storage of RV's or trailers during any off or closed months. No permanent residents of any kind and a maximum occupancy of 6 people per site. The average is 2 but 6 is the industry standard. Quiet hours and camp rules will be strictly enforced.

They said they felt this project would bring tourism dollars to Hillsborough. and the town and local businesses additional tax revenue and with no use of school or town resources. They said they were committed to insuring against noisy or nuisance guests, no excessive traffic, no permanent residents. They are looking for a 24 hour supervised campground where the rules can be strictly enforced and anyone who violates them can be quickly removed from the property. They also want to ensure that all neighbors and abutters can have access to the caretaker for swift resolution to prevent any unnecessary burden on the neighbors or any local law enforcement.

A partial list of proposed rules:

- Enforcing the speed limit on the road
- Quiet hours from 10pm to 8am
- No construction generators or an engine that would create noise

- One RV per campsite with a maximum of two vehicles per site.
- Children 14 years old or younger must be accompanied by an adult at all times. They are also open to additional rules for children from 14 to 18 to make sure those folks aren't causing any problems
- No clotheslines or outdoor trash
- Guests of any reservation holder must leave the property by 10:00pm
- Pets are allowed one dog on a no more than six-foot leash will be allowed and feces will be picked up. A lot of parks have fenced in dog walking area, and no barking dogs.
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Violation of any rules without remedy will result in immediate expulsion from the park.

What they are looking for is the 55 and older community. The sites will be priced in a manner that will discourage "people who might cause issues". He doesn't want to price it out of the reach of local people but they want to attract the right types of folks.

Katherine Charrette said she was one of those people who put a bed in the back of a vehicle and traveled around the country for two years. Almost 40% of RV's are owned by millennials so what would your game plan be to deter millennials for wanting to continue touring especially in NH and Hillsborough. She liked the RV camp idea but not if there was a "Stop" sign for certain people. She also asked how trash would be handled.

Erik McCauley said they were looking at a daily trash pickup, which would be a small ATV managed by the property manager to tour around, usually, around 10 0 AM. That would be disposed of in a dumpster that would be located in a corner of the property. Trash is picked up once a week by Monadnock Disposal.

Roger Racette said the Board needed to address the special conditions in the application and questions could be asked while going through that process. He asked the applicant to present the special conditions that would allow this Special Exception. But before that Roger explained the difference between a Variance and a Special Exception.

A Variance is an appeal to use a piece of property that would otherwise be prohibited.

A Special exception is different in the fact that the, the requested use is permitted provided that, certain conditions are met, and those conditions are intended to prevent any high impact on town services, at the town infrastructure.

Roger said he thought they should start addressing those special conditions, and then, as questions come up, we can ask those questions. The applicant has to address each one of these conditions, and how they are being met.

**A. The ZBA shall hear and decide requests for Special Exceptions that are specifically authorized in Table 4 Chart of Uses:**

Yes, the proposed use is allowed in the Table 4 Chart of Uses by Special Exception

Roger asked if the Board had any questions. They had none.

**B. The requested use will not create undue traffic congestion or unduly impair pedestrian safety:**

Erik McCauley said: The majority of the traffic will consist of campers arriving and departing and their recreational vehicles. Campers will be directed to access the campground from the Route 9 and 202. Via Second New Hampshire Turnpike to Coolidge Road, to East Washington road. Stays at the camp are expected to vary from one week, two, potentially, a couple of months. Many campers, tow a compact vehicle behind their RV to utilize when they're at the Campground eliminating the need for them to move their RV once they've arrived at the campground other than when they are exiting.

Nancy Torres asked; Can you address people arriving and departing by saying there'll be directed to 202 and to 31, but you didn't address the campers that bring with them the vehicles? Are they going to bring motorcycles and ATVs, UTV's? Is that something in your plan?

Kevin McCauley said sometimes someone could bring in an ATV, we're not making trails on the property for them to use their, their ATVs on our property. They may use them to take them to trails and Hillsborough. Some people trail a trailer behind them.

Growing up with quite a few ATV's and seeing both the positive and potentially negative impact that they can have on the property.

That being said, if they are registered with Fish and Game and they're roadworthy and they want to drive to a registered trail, I would say we would, we would entertain allowing that. I don't think we're looking to have it be something that is allowed on our property because there's a lot of noise in it, it could potentially just disrupt the ecosystem, people, it is not something they are looking for.

Nancy Torres; you say people will be directed to come from Route 9 to 202 via Second New Hampshire Turnpike to Coolidge, to East Washington.

My concern here is Route 31 from Williams Store to Coolidge Road an existing speeding problem. It's 30 miles an hour there, and you say that there won't be any impact. There is already a problem with speeders now, we're going to have campers and possibly other vehicles also there are pedestrians that walk their dogs on. Second New Hampshire Turnpike, I have concerns about that.

Erik McCauley said I would say that, large, 12 foot tall RV's are not typically, the folks that are speeding. It requires them some skill to drive those vehicles and they tend to go within the speed limit. However, obviously they have to obey the local laws, be difficult for us to control that. But I have not seen that demographic in my experience. We're not hosting racecar events at Loudon or anything like that.

Nancy Torres; I came from Route 9, put it in my GPS, and my GPS took me through the center of town, School Street to Center Road and then to East Washington. I found East Washington

Road to be narrow and not in very good shape. So, although you're directing people to go 9 to 202, most people, when they travel, they use a GPS and I feel that they would be going down these roads.

Erik McCauley; that is true with a car based GPS. The majority of RV's will utilize a RV base GPS that takes into account the vehicle, weight, height, and width. I've tested it with "Tom, Tom" "Garmin", "Co-pilot" and one other. All the RV specific sort of big players, and they've all taken me on the correct route. I believe that's because there are narrow bridges that that will prevent you from being directed through the School Street side. That being said, not every RVO will utilize that. I completely agree, so we'll want to make sure we addressed that as part of our reservation process, right?

Meg Curtis Sauer asked to speak: I think my largest one of my largest concerns about the size of the RVS is the use of Coolidge route of East Washington Road. Because, as you all know, this is a very rural area, it's used a lot for people that are walking and riding their bikes and those roads are not particularly wide. And that being said, that is just a real big concern, and also the wear and tear on those roads, which are not in the greatest of shape, but they break down easily.

Eric McCauley: I've taken my RV and I've passed the, the milk truck from Eccardt Farms and it and it can be narrow. And he, he can go very fast, sometimes I've had a scare once that prevents me from wanting to put undue traffic on that road. Part of our answer to that is the small size of the development. You know, when we're talking about 30 sites with a minimum stay of three nights, which we may extend. Is a nice blend for folks who don't want to do a long weekend, that there's, there's a limited amount of traffic because of their check in and checkout times, and the small number of sites that will help us manage that.

39:49 - 40:01

Katherine Charrette asked to speak: I'm not as concerned about the conditions of the roads, I would hope owning property that you guys might help push for the state to take care of their routes, and that you're voting on. Things that help the town take care of the roads that they are responsible for. You can't live in such a centrally located town and not expect it to develop in these ways, and to bring in tourism in this way, I think as much safer than bringing in some giant corporation. How many spots did you say you were going to have?

Kevin McCauley There will be 32 full service sites and seven, what we'd call overflow sites, which don't, they, actually were missed drawn on the plan, as full service sites, was an error, which I have addressed to Robyn.

Katherine Charrette: You have 32 sites and no limit on what size they could be, so it could you're not going to allow Westies, (converted truck or van) but you will allow larger vehicles.

Eric McCauley: I think that we're open to having a discussion about what vehicles would be limited. So, for instance, Van Lifers. For those who don't know, that's sort of the millennial craze that's going on right now with the smaller campers. It's not that we have a particular issue with that type of tenant or guest, but we want to make sure that we're approaching that with the abutters and with the town in mind, to make sure that we turn on the use of this property in a way where we can control it and where we can identify any issues early on.

Katherine Charrette Since you're not going to be allowing to set up the smallest one, then you'll have larger ones. So, at any given, some are, potentially, for an entire three months, you could have 32 vehicles (Kevin McCauley interjected that the vehicles are approximately the size of a school bus.), towing a vehicle and potentially ATV's with them, then, they would be parking their ATV's, then the trailers would still be going up and down, potentially out of regular daily use, in the morning and at night.

Erik McCauley: It (ATV's) would definitely be considered a secondary use, that that we hadn't honestly put a tremendous amount of thought into on the ATVs and trail use. The primary, person is going to look like a person who is driving a F150, or F250 type pickup truck that is towing a 5th wheel or other trailer. (the size of a school bus) then, they'd be using their trucks as their daily driver in and out of town. Or class A motorhome and they would tow a, you know, for down, flat tow, pretty standard, quality RV, Honda's CRV or Jeep Grand Cherokee is.

Katherine Charrette: So they wouldn't be allowed to bring a trailer with ATV's on it as well, To be able to keep that trailer on the site.

Erik McCauley: If they wanted to bring a trailer, we would, if we wanted to go down that route, it would involve a trailer parking area which would be set a separate graveled space with no hookups with nothing other than basically a parking area, and that's where those would be kept and then they would be picked up and taken in and out to the trails as necessary. But again, that's, that's a secondary use

Kevin McCauley: A lot of retired people that, are my age in general are not riding ATV's. They have their tow car and they have their motorhome They, go inside at night and they come out in the morning, and go into town and shop, go to the artists up the valley, and, you know, buy things, go to Eckert Farm, travel and see the area, they might, work from a home base and do a day trip.

Erik McCauley said we are looking for things to move slow and, and very deliberately, and in a way where the neighbors' feel comfortable with what, what is going on.

They said they know a lot about these communities and their behaviors and they feel very comfortable that they will fit in nicely in the community.

Roger Racette said: You stated you wanted to keep this small at 32 sites, so what would a large campground be? You are insinuating that 32 sites is small?

Erik McCauley said the industry standard is between 150 and 250 sites. Sandy Beach has I believe there are 200 sites in Contoocook which is on the way to Henniker.

They're basically building 50 x 20 foot with maybe a 10-foot space in between know, and stack it up. And the reason why you stack campgrounds that dense, is because of engineering requirements. So, they build them like that, both for-profit and because it, it meets a lot of requirements for, for making the electrical systems work.

Building an RV park like (the applicant) is, is significantly more expensive, but it creates a level of quality. That is really what we're looking at, where folks have quite a bit more space. It's hard to tell on these plans, but easily 2 to 3 times the space of what you would typically see in a normal RV park between each Rig.

Russ Galpin: Mister Chairman, I am a camper and have been for, 60 or 70 years. In reference to the size of this campground, this is a mini campground with 32 sites. Many campgrounds that I go to have over 400 sites and if properly managed, it doesn't make a bit of difference.

Roger asked if there was anything other questions on special condition "B". There was not

**C. The requested use will not overload any public or private water, drainage, or sewer system or any other municipal system, nor will there be any significant increase in storm water runoff onto adjacent property or streets. :**

Roger asked if there be any significant increase in storm water runoff onto adjacent properties or streets.

Erik McCauley: The campground will be served by a private water and septic system. The design for the second septic system will be submitted to the State of New Hampshire for approval and will be inspected by the state prior to operation. Grading on the site will be designed by an engineer to minimize storm water runoff and the plans will be submitted to the planning board under their site review process.

Roger Racette asked. Are you going to have septic systems?

Kevin McCauley said If you look on the map, that big square in the middle is the sewage system It's basically a stone and pipe in-ground leach-field, everything will be hard piped to that with the use of pump stations in a couple of cases. There will also be a "dump station" that can be utilized if for the proposed seven sites upfront. If you go to the top of the page, you'll see seven sites that are linked together, they show them with water and power but they also show them with a sewage system, (in error). But those could utilize, if they wanted to, a dump station located at the far north end of the property. If you look closely on the plan, you'll see a dump station that will take the 40 to 80 gallons of sewage that you can hold in your bus and then drive your bus over to that other end of the property.

Eric McCauley said a typical, typical RV can remain self-contained for 1 to two weeks, depending on how many people are in it. Then they would drive out to dump on their way out of their stay.

Kevin McCauley said those seven sites would only be used the three major holidays (Fourth of July, Memorial Day and Labor Day) of the summer, we're the only times we would probably even have people on those sites, because the average occupancy is around 50%. During those

three holidays are the only times I would expect those to use those sites. We would only fill those as a last resort.

Roger Racette: So everything will go into one common tank.

Kevin McCauley said there are several tanks that get put into the same central leach-field.

Roger Racette: I guess my question is, the tanks have to be pumped and are you planning on going to the local sewage treatment plant.

Kevin McCauley: No. I know that they don't need to be, there's actually that the sewage will be put into the septic system, just like a house as a septic system, and basically an RV is the equivalent of a half a bedroom in a septic system in general. In the same way you design a septic system for a house, you design a Septic System for an RV park the same way, it's just bigger. And so the solids will stay in the tank, but the waters will go to the leach-field.

Roger Racette said: At some point, the solids have to be pumped out.

Kevin McCauley: Usually for four years down the line or two years. They don't need to be pumped even annually unless you have a problem with your system.

Erik McCauley: Especially, because we're giving these systems a six-month rest. So, they tend to not need as much pumping because they're not full-time use.

Roger Racette: Then you will pump all at the same time, or would be at various times whenever needed.

Eric McCauley: Yes

Roger Racette- My point is that there will be some impact to the local sewage treatment plant, because you have to dispose of this stuff.

Erik McCauley: Our vendor does not take that to the (town) sewage treatment plant. That would be a Henniker Septic that would take it away. It definitely will not go in to the Hillsborough treatment plant.

Roger Racette asked if there were any more questions on this special condition.

Nancy Torres: The grading on site, and storm water runoff was not addressed. The planning board is a separate board. If that was designed by engineer, then that should be brought forward to the ZBA. I see this map in front of me, but I haven't had time to look at it. You just submitted that tonight, right?

Kevin McCauley: This morning, the person who drew this plan is an engineer and he did take into account storm water and if you come for a site walk on the property, I think you'll see that there are no stream's really running through this property in this particular area.



Nancy Torres: I'm having a hard time figuring out this particular area, because on map 1 lot 21-1, it's a 500-year flood zone is kind of significant in that piece of property. So I can't I really can't make out this map until I see a full map and see.

Kevin McCauley said that was the 100 year flood plain on the map, actually.

Robyn Payson said If I may, interject here, things like the environmental factors of wetlands, and flood plain, are dealt with by the Planning Board. Basically the overall question is, is this going to burden the town?

If the Special Exception is granted, it doesn't allow them to do anything except move forward to the Planning Board, with their design, which could be completely changed by the time the Planning Board is done.

Nancy Torres: said she understands that, but on "C" it specifically says significant increase in storm water runoff onto adjacent properties and streams, so, how do we address that if they didn't submit a plan.

Robyn Payson said You don't have to, that's not something that you look at.

Roger Racette: We do have this part of, you know, our conditions. So, we do have to, we do have two look at it.

Nancy Torres said she felt they did have to look at that, and that's why my question is, I don't have enough information based on "C", to make that kind of decision, I need more information. If they have to submit an engineered plan to the planning board, why wasn't it submitted here.

Kevin McCauley said what is before them is the engineered plan.

Nancy said This was just presented to me this evening, and I haven't had a chance to look at this.

Erik McCauley asked if any approval would be conditional on the planning board approving this as well, giving folks additional time, as I understand it. So, while that is absolutely true, there would be a chance to, to highlight or have any issues prior to that approval.

Kevin McCauley: I specifically asked the engineer as he was designing this two mitigate any drainage runoff and that should be shown even though you may not have had a chance to digest it I believe he took into account drainage runoff

Robyn Payson said this was the first time she had seen this plan and there are usually several pages with grading, plans' and drainage plans. There's a lot more to it than what's there, she said. That's why it gets a little confusing to me, because you know that the ZBA has to decide, if this is going to be a burden to the town.

Nancy Torres: Also on this plan, I see that the owner is going to dig a pond?

Kevin McCauley said No, that is a pond that was already dug.

Nancy I don't show that on my map.

Kevin McCauley: That's an existing man made feature.

Nancy Torres: And so how far are these RV's going to be parked from this pond?

Erik McCauley said the closest one is about 15 feet. I wouldn't say, calling that a pond is right.

Kevin McCauley It hasn't had water in it for about five years.

Robyn Payson said to be clear, just to clarify, this is not considered jurisdictional. It is a manmade hole in the ground that DES doesn't have any jurisdiction over.

Erik McCauley said if you go 200 feet past that, the wetlands start from there.  
Ok.

Roger Racette asked Robyn, here's a quick question for you getting back to the storm water runoff Just so we don't get hung up on this. Do you think it was the planning board's intention that we would look at that as a zoning board? Has there been a situation where this was not going to go for Site Plan Review?

Robyn Payson said she felt any use that would affect drainage and storm water runoff would need Site Plan review.

Meg Curtis-Sauer asked if the pads for the RV's would be concrete

Erik McCauley said the pads would be gravel.

Roger Racette said you are not adding any impervious surface to this campground?

Kevin McCauley said correct, it would be all Henniker crushed stone products.

Roger Racette said you will not be impacting the natural drainage of the site?

Kevin McCauley said that was their intention

Erik McCauley said that adding gravel would likely improve the drainage and reduce erosion on the site.

**D. The requested use will not create excessive demand for municipal police, fire protection, schools, or solid waste disposal services.**

Erik McCauley said yes, the campground will be operated seasonally, not year round so it will have no impact on schools. Solid waste will be collected by a local solid waste contractor.

Currently, that's Monadnock Disposal. As the age group expect to be utilizing, the facility is over 51 would anticipate little demand for police and or fire services.

Roger Racette asked Robyn if she received any feedback from the town departments.

Robyn said the Fire Department stipulated that the roads can be no narrower than 18'. The Highway Department said they were very concerned about the narrowness of Coolidge road and the impact the RV's would have on it. The Conservation Commission had a list of concerns about the environmental impact. She had no comments from the Police Department.

Roger asked if anyone from the board had questions on criteria D?

Meg Curtis Sauer said she had just one remark about the age group being 50 and over. That being said there could be a lot of emergency calls to the EMT's and Fire Department because of that age group has a different set of problems.

Robyn said she specifically asked the Fire Chief about that and he said as long as the roads were at least 18 feet wide he didn't have any concerns about servicing the area.

Erik McCauley asked to address the roads on the property. To address the roads on, on the property. He said the direct road access from the main road to the campground is a minimum of 50 feet and the bridges are 26 feet wide. They are wide enough and rated for tractor trailers going in opposite directions. They were built in 2013, and are like new steel and concrete. We are comfortable with a 24' width on any road or turnaround.

Roger Racette asked if all roads leading to the campground are a minimum of 24 feet.

Kevin McCauley qualified that the roads he was referring to were on his property.

Erik McCauley said that the other thing they took in to account was that there were no dead ends and this plan has a circle so they can exit without any kind of turning around or three point turns that could impact emergency vehicles.

**E. Any requirements and standards for the specific use as set forth in the Zoning Ordinance are fulfilled;**

Erik McCauley said we must secure Site Plan Approval from the Planning Board, so that is how we will address that.

Roger Racette asked if the property met all of the conditions of the Rural District, and that they would not be looking for a variance?

Erik McCauley said they did not need a variance.

Meg Curtis Sauer asked if the applicant had received Site Plan approval from the Planning Board yet.

Kevin McCauley said they were meeting with the Planning Board on Wednesday. We are looking for an approval contingent upon Planning Board approval.

**F. The requested use will not create hazards to the health, safety, or general welfare of the public, nor be detrimental to or out of character with the adjacent neighborhood.**

Erik McCauley said any potential hazards to health safety or general well welfare will be addressed under the Site Plan Review process.

As a campground is permitted in the rural district by special exception, its existence should not be detrimental to or out of character with the adjacent neighborhood additionally, the proposed campgrounds will be located 600 plus feet from the nearest public highway. Kevin McCauley said it was actually like 1200 feet.

Nancy Torres said she didn't feel that the question was answered by saying things would be addressed by the Planning Board. She wanted to know if there were any issues that impacted the health and safety or general welfare to the public.

Erik McCauley said the answer was no. He said they are following all local town and state ordinances.

Kevin McCauley said their biggest concern is noise and they want to minimize noise by having a high quality camping experience which is why they are looking to attract full time RV-ers who are retired or 50 plus.

**G. The requested use is consistent with the spirit and intent of this Ordinance and the Master Plan**

Erik McCauley said a campground is a use permitted by a special exception in the rural district provided the above conditions are met.

So, it is consistent with the spirit and intent of the zoning ordinance. The general recommendations of the 2018 Hillsborough Masterplan call for revisions of the permitted use allowed in the rural District to eliminate high density, commercial, institutional, and industrial uses. A seasonal operating RV campground would not qualify as a high density development, and would therefore be consistent, Just the spirit and intent of the master plan.

Roger Racette said the board would now take questions from anyone who wanted to speak in favor of the application.

John Segedy said he was a "quasi abutter" across the street from the unused second entrance to the property. He said he had no problem and the plans look amazingly detailed. The detail and

care they seemed to put in to this made him believe this would be a positive thing for the town. By bringing business in to town and it would be positive for the neighborhood.

Roger asked if anyone wanted to speak against the application.

Marilyn and Donald Jost were called on to comment. They are abutters up on the hill on the back side of the property. And when we first moved here and bought our 92 acres, we bought it so that we would have a place to live that was quiet and beautiful and alone. We've been here now about 12 or 13 years. I remember when Mr. McCauley tried to put in a housing development, a while ago, and the house and property that we live on. Actually, the person we bought it from was trying to put in 30 some odd houses housing development on our property. We purchased it purposefully to keep it the way it was, and to have quietude. I cannot believe that 32 RVS, even if it's a part of the year, because of lighting and noise, and, and unforetold traffic.

There is no way East Washington Road is 50 feet wide. Sometimes 2 cars have trouble passing each other and how you're going to maneuver, RV's in and out every day is mind boggling to me.

I sometimes can hear the noise from tractors coming from Eckhart Farm, but it's tractors and its occasional, and during planting season. And now with this RV park, I'm going to be hearing all kinds of noise, and what kind of lights am I going to be seeing?

And while you say you have nice people coming and they don't do anything, maybe not bonfires, but firecrackers on the fourth of July, and setting up little things with candles in them with flames that could set my woods on fire? I am not happy about it.

I also have a 500 foot well and I cannot believe that all the people that you're going to be serving down there are not going to dig into that. So, we are absolutely not happy about 32 RV's being parked at the bottom of our property.

Roger Racette said before you respond to that, mister McCauley, I wanted to just clarify that the 50-foot-wide road requirement is not the asphalt. The asphalt doesn't need to be 50 feet wide.

Marilyn Jost said it does if you are moving an RV out of a park. There is no way you are not going to but in to people who are trying to drive past at that moment.

Roger Racette said I believe that 50 foot is just the right away for the road.

Marilyn Jost said Right, but it's not going to allow an RV to move on to that road. Sometimes it's hard to get two jeeps next to each other, crossing in certain areas. It is very tight on that road and you can't just expect RV's coming in and out to not stop traffic and impede what's going on. Not to mention the noise and the craziness and then and the traffic, it's just unbelievable to me: 32, RV's.

Mister Chairman Russ Galpin here. The right of way for roads, minimum right away, or public roads is 50 feet. The travel surface for the roads is somewhere between 26 and 28 feet. That is mostly on Class 4 and 5 roads of a 50 foot roadway.

Roger Racette said That's, that's what I thought. It was Just the right way for the road. It's 50 feet wide, but the, the entire 50 feet does not have to be paved and I don't think any roads are unless you get out to the major highways. Certainly the roads that lead up to this campground meet the minimum width.

Marilyn Jost said Minimum is the critical word because think about them turning in and out of the property. They're going to have to cross over the middle line with other cars possibly coming in the opposite direction and somebody's going to have to stop and or backup or move. And with 1 or 2 but 32 of them every week is going to be ridiculous on that road

Erik McCauley said I think everyone is entitled to their opinion and in Marilyn and Donald I really appreciate you coming in and providing your input and insight. To, to keep the response simple, I feel that this is within the guidelines of the 2018 Hillsborough Masterplan and we've looked at what the Special Exception guidelines are and the use that we are presenting is one that is allowed and that's why we're, we're proposing it. I could get in to my personal experience driving on public roads, but I'm not sure that's what this is for.

Roger Racette asked Marilyn if she was ok.

Marilyn Jost said I just wanted to say that just because you can do it doesn't mean you should.

Roger Racette asked if anyone else wanted to speak against the application. The chairman recognized Janet Gilman.

Janet Gilman said I personally, I don't think it would be a positive impact on the property values around here. Some people are going to have the RV's in their face, others are going to have it in their back yard. It's very close to homes. It's, it's just takes away the rural atmosphere.

Erik McCauley said it was an absolute concern of ours while it isn't necessarily something that we have to cover in this Special Exception, it's something we care about as long term owners of the area. I welcome folks to take a look out on the property and tell me if you can see an RV because there's two very large RV's parked in two sites right now that are proposed and they are not visible from the street. And, I believe all, except for the sites proposed as overflow cannot be seen from the street. And I don't believe can be seen from other residences, possibly in the winter, when there are no leaves on the trees. But, we won't be open at that time. So, I don't think that's a concern. In terms of, to the what is to the west, it's a mountain. There's nothing back there, except for our land, which we've continued to leave undeveloped. Its 2000 feet to our back border with 2000 undeveloped wooded feet to ensure that folks from that side cannot see it. In terms of to the South, it is the, that's the rest of our properties that we own. I believe that's easily, approximately 1500 feet to the south of this area that we're talking about, and 1500 feet to the north. and we have about a thousand feet to the road. And, between the proposed area where these pads would develop and the tree line is, you know, 200 feet. So, you have 800 plus feet of

a rural undeveloped wooded area to protect the adjacent properties. And that's by design. That's something we're very concerned about protecting.

Janet Gillman said I'm concerned about is it going to be like street lights out there, or so that people can go from, you know, find their way around. I really enjoy the darkness of the night. I like seeing all the stars. Are you going, has street lights out there? How is that going to work?

Erik McCauley said It's a good question. There's no intention to have large street lights or high up structures. We have looked at small, three foot downward facing marker lights to mark each site with a number, so that people can safely navigate to where they're staying. That's pretty common in the higher end RV parks. And we've, we've borrowed that idea from some of the places we've stayed to ensure you can navigate safely, but that there's not a streetlight type overhead area, just honestly just like the main state road, which doesn't have lights. This would mimic that. Other than small entryway lights (if we even do them), that would simply mark where you enter and exit literally three feet off the ground shining downward

Roger asked Robyn if lighting was part of the Site Plan Review

Robyn said yes, the Planning Board would require a lighting plan.

Judy Watkins I was talking with a few of the neighbors here. Myself and my husband, Arthur and Buzz. We have a few concerns and one of them did go with the road.

The road out front of our house is only 20 feet wide if that, and that's the asphalt. We already have issues when large trucks come by, Eckert farms, or even delivery trucks They end up using our property as a turn around. So I can't see how this is not going to affect our property now.

Erik McCauley we have a minimum roadway width of, of 18 feet to 24 feet. From a town perspective, according to our surveyor who looked up the rules there, and I think we're talking about vehicles that we would be able to navigate within that safely to two wide. Did you have a specific concern?

Judy Watkins said, You're saying the minimum footage is 18 feet, that's for cars. When we go outside, you know, my husband has already been just about hit when somebody came out. I can't see these and trucks and RV's going by. I ride a Jeep and I have to pull over just about my land. Just to get past somebody coming the other way. I can't pull out safely already in the morning. So you are talking about RV's. I'm going to work at five o'clock in the morning, and getting hit or nearly hit because we can't navigate and have to pull over entirely and across the way thinking that a U turn. My thing is, I don't think the goal is safe enough to have RV's driving back and forth during the summer or whenever you are going to have it. What does seasonal mean?

And I'm just concerned about our safety when we go across, when leaving our house to go across the street.

Eric McCauley said the season in question would be May through October, with the bulk of use June through September, that is what we're proposing. I've traveled that that road I've passed, the

milk truck as we keep talking about. It's kind of a running joke, I think, based on the fact that they are navigating that road daily and they are a commercial vehicle operator, they're driving at speeds that I would say are pushing the speed limit. That's not the speed that an RV would navigate at especially form out of the area.

Kevin McCauley said School buses go up and down that road every day and they are the exact same size.

Erik McCauley said In terms of of density, I haven't done the math but no, 30 sites with a minimum of three days stay does not mean 30 RVS are going in and out every day. The vast majority of people that would consider traveling this far off the beaten path would most likely be staying for a minimum a week, most likely, two weeks to three weeks would probably be our average.

I don't believe that the RV community, at least that I understand it, travel at night, almost ever. They're very uncomfortable traveling at night for, for the reasons, mainly just folks who are over 50 and the rigs are large. So, they tend to want to travel during the day. So, that wouldn't be usually during commuting times. And also just to avoid any branches or anything else that would cause them to need to use more of the road than then than their lane. There are certain areas where it could be narrow,

I acknowledge that. And it's not a particularly difficult thing to slow down, stop, let a car pass, and then continue on your way. It's not a high traffic road currently, in terms of state standards. It might be high traffic for us. On my daily, travel on that road from 31, all the way to the property, I'd say I typically pass two, maybe three cars, max on the entire trip. So it can happen, and I think we know we have to rely on folks to obey the local laws and drive safely.

Roger asked Judy if that answered her concern. Judy, does that answer your concern?

Judy Watkins said Not really but I'll take it I guess. I'm still concerned It's just a hard area to be upfront is not a lot of frontage in front of the houses and you're talking about RVS driving past our house. I just don't think it's a good idea.

Robyn said she had other concerns Ms. Watkins shared through e-mail:

- We're concerned about the noise and sounds of construction.
- I would like to also make it clear that any kind of hours of operation or, you know, seasonal use, those things are nailed down at the planning board meeting too.
- is there a guarantee in place that will not turn into a year round trailer park?
- What months are being considered, and I think I just answered that question, what does what is in place to ensure our water supply will not be effected with an additional 39 families tapping into it.
- What impact will this have on the environment?
- Has the area that inspected to ensure neighbors and about its quality of life, will not be affected by the park?



- Many of these residents are retirees and how well are already deteriorating roads be maintained?

Robyn asked if that covered all of her questions?

Judy Watkins said yes

Erik McCauley There were quite a few so I didn't catch them all, but the first one, I think, is a very important one, which is that we would be absolutely fine with a discussion around a guarantee that this would not be a year round. RV Park or any type of development, that would be around, I don't know how to enforce that. I would leave that up to planning. But that's not something we have an issue with, if that was something that wanted to be put into as a conditional condition of approval.

Robyn Payson sent the remainder of the questions to Mr. McCauley. The majority of them were answered previously and the remained would be addressed by the Planning Board during the Site Plan Review process.

Roger Racette asked if anyone else wanted to speak against the application.

Being no one Roger asked if anyone wanted to speak in favor or rebut anything that has been said.

John Segedy said, he had a couple of points.

The lighting. Not only does the site plan, take care of it but they have some specific regulations as part of the site plan regulations that do not allow any up facing lights. They have to be down facing lights.

The road handles the milk truck every day, with no problem twice a day, two directions four trips.

RV's may slow down some of the traffic that we currently have on there. Sometimes some of the residents and the area may drive a little faster than would be recommended, and having an RV on the road occasionally, which is probably all it would be, may slow down some of these people and actually make the roads safer in a way.

The runoff that was spoken about earlier, the condition on the application speaks about runoff to roads.

To the abutters: This project is nowhere near the road or any of the abutters so the runoff wouldn't be an issue in time.

And one last comment on this property that they own, if they wanted to, they could probably put 30 or 40 homes on the property. This type of a much better for the town, and so the neighborhood and what they could do with it. And I would applaud them for picking a project that fits in with the neighborhood.

Jim Pittman said I've been sitting on the meeting call but for some reason, you're not here and my microphone when it's off I yeah, I appreciate the value of the gentleman trying to develop their private property and bring money into the town. But I want to just address the board itself, probably on the negative side of that. We've been making a lot of generalizations about traffic, how impactful is it? We don't know. But the problem is it's on top of very busy situation up here on the upper village, we've already got heavy truck traffic during the day from the pits. I would assume some of this stuff is coming in, mostly on the weekends when we don't have the heavy trucking. But I think you'll also see a large amount of back and forth the site and William's Store. You know, although we can generalize it is not being impactful It's on top of a pretty untenable situation.

And speaking to you folks on the board as representatives of the town, as a taxpayer, the police department has already abdicated their responsibility out here to public safety and maintaining the speed limits or doing any kind of law enforcement. So, even though this project may have merit, without the connecting the dots that are down to 202, it's going to be highly impactful, and I just wanted to put that out there are obviously, some of the Planning Board things are not for tonight, but, you know, I would also invite anybody on this call, come out and stand in my driveway for half an hour, and, see how you felt about traffic there. I just wanted to express that concern.

And, like I said, I appreciate the applicant's time of putting this forward and trying to bring value to the town. But, I think that, part of consideration has got to be not glossing over the traffic impact, because it will be impactful. These folks who are going to get there would be great, but they are going to be back and forth, back and forth, back and forth and like I said, we're not getting the help from others. So I just want to make that statement. I appreciate your time.

Erik McCauley said thank you, Jim, where, where do you live?

Jim Pittman I'm on RTE 31 on, Second New Hampshire Turnpike. Just, probably, half a mile from your site.

Erik McCauley said Got it. So you're, you're on the larger, wider a part of the road., That's more

Kevin McCauley said so you are up by Williams Store?

Jim Pittman said a little further north of that, but I am in a 30 mile an hour zone now operated as a 50 mile, an hour zone, and we have a lot of traffic through, you know, a lot of fast traffic.

Erik McCauley said that's actually on 31 now

Jim Pittman That's correct!

Kevin McCauley Ok so as that North of Coolidge, I'm just trying to you know be sure

Jim Pittman I actually own home on the left-hand side is, you know, it's also on the floor hallway or that some folks are familiar with, so I know it as, and as it is. There are a lot of kids on this road, and some of these kids are not allowed in their front yards.

There are already a lot of campers on this road, so, you know, I'm pretty I'm pretty much an expert and I don't really think that it's for the applicant, would be able to address that concern.

I just was making a statement to the board, having to consider all things, you know, because you can't, you can't speak to that, because you can't control it, you know?

And, like I said, I do appreciate anybody that wants to do something that they want to get the business with on their own property.

Roger asked if anyone had any comment, there being none he announced that the board would proceed in to Deliberations. The Board reserves the right to ask questions throughout this, this period He pointed out that our rules and procedures, that the board shall decide all cases within 30 days of closes a public hearing. That is an option for us. That doesn't mean we need 30 days, but it also means that we don't have to make a decision here within the next 10 minutes. And, I know we have some fairly new members of the board that might feel comfortable taking a little bit of time to digest.

So, I'd like to get some feedback from the board as to what they would like to do at this point.

Nancy Torres made a motion to table this for at least two weeks so that we can take a look at and consider all the input from the public and from the information that the McCauley's gave us.

I really need to absorb everything that's been talked about this evening and I'm not ready to make a decision.

Meg Curtis Sauer seconded the motion.

Roger said the motion to table this for two weeks it's been made and seconded. He asked if anyone on the board wish to speak to that motion.

Russ Galpin said we've had the basic information on this project now for a considerable length of time. I have no issues with making a determination on the thing. I can't see delaying it another two weeks.

If that's the way the board wishes to vote, OK but I really think we should be making reasonable determination on this. Tonight, all the questions have been answered. I have done background checks on many things, on this particular case I did it for tonight to be sure I was fully aware of what the whole situation is.

Nancy Torres said we have had this information for quite a while but we've also been given a lot more information. Because of the answers that they have given us as well as the new board members, I also think we should take our time to making this decision.

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Katherine Charrette also said she would like more time to digest the information.

Meg Curtis also wanted more time.

Roll call vote:

**Roll call vote:**

Russ Galpin-N, Meg Curtis Sauer-Y, Katherine Charrette Y, Roger Racette-Y, Nancy Torres-Y,  
The motion carried.

The date for deliberations was set for November 2<sup>nd</sup> at 7:00 pm on the GoToMeeting Platform

Nancy Torres made a motion to adjourn

Meg Curtis Sauer seconded the motion.

**Roll call vote:**

Russ Galpin-Y, Meg Curtis Sauer-Y, Katherine Charrette Y, Roger Racette-Y, Nancy Torres-Y,

Meeting Adjourned 9:30pm

Meeting Adjourned 9:30 pm

Respectfully Submitted,

Robyn Payson  
Planning Director

Town of Hillsborough  
ZBA  
Right-to-Know Law Meeting Checklist  
**Meeting 10/19/2020**

As Chair of the Hillsborough Zoning Board of Adjustment, due to the COVID-19/Coronavirus crisis and in accordance with Governor Sununu's Emergency Order #12 pursuant to Executive Order 2020-04, this Board is authorized to meet electronically.

Please note that there is no physical location to observe and listen contemporaneously to the meeting, which was authorized pursuant to the Governor's Emergency Order. However, in accordance with the Emergency Order, this is to confirm that we are:

We are utilizing the GoMeeting platform for this electronic meeting. All members of the Board have the ability to communicate contemporaneously during this meeting through the GoMeeting platform, and the public has access to contemporaneously listen and, if necessary, participate in this meeting through dialing the following:

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/732720013>

You can also dial in using your phone.

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We previously gave notice to the public of how to access the meeting using GoMeeting and instructions are provided on the Town of Hillsborough's website at: [www.town.Hillsborough.nh.us](http://www.town.Hillsborough.nh.us).

If anybody has a problem, please call Planning Director, Russ Galpin at **603-464-7971** or email at: [robyn@Hillsboroughnh.net](mailto:robyn@Hillsboroughnh.net)

In the event the public is unable to access the meeting, we will adjourn the meeting and have it rescheduled at that time.

Please note that all votes that are taken during this meeting shall be done by Roll Call vote.

Let's start the meeting by taking a Roll Call attendance. When each member states their presence, also please state whether there is anyone in the room with you during this meeting, which is required under the Right-to-Know law.