

To: Hebron, New Hampshire Planning Board

Date: 03/02/2022

Subject: Site Plan Review, Newfound Serenity RV Park

Re: Inadequacies of site plan

Sir/Madam,

The inadequacies in the proposed site plan compiled below only helps to highlight the overall risk this project has to the community of Hebron and the larger Newfound Lake Water Shed.

High Density Utilization presents significant risk:

The Developer compares this RV Campground to the same impact as a B&B, but there are significant loading differences;

First, Hebron Zoning Ordinance limits the size of a Small Hotel to 10 (ten) rental Units and to sleep no more than 20 (twenty) people. (Note: This is not an existing approved uses in the Rural District).

Second, The proposed RV park is designed for 9 (nine) Rental Units Spaces, with a design capacity of 5 (five) overnight people and parking for one visitor vehicle (i.e. 2 (two) people minimum). $((5+2) \times 9 = 63)$

Thus the density loading is 63 vs 20 people (3 to 1) density. So using the B&B impact analysis, the RV Park should be limited to no more than 3 (three) Rental Sites.

The actual controlled occupancy has not been proposed by the developer, but as a minimum the influx of identified people represents a 10% population increase to Hebron residents.

The increase needs to be accounted for in the budgets for the town Police and Safety groups.

Additionally, as proposed the site anticipates a minimum of 30 vehicles onsite at one time. This high density of vehicles represents a potential increase in point instances of environmental or emergency catastrophes. Add to that most of the area is in a floodplain, with known flash flooding, the environment risks are high.

With no 24/7 management onsite the potential risks for instances is expanded.

The high density, also, has a direct impact to the Cockermouth River Banks where additional erosion should be anticipated with the high concentrated usage expected.

To handle the Town of Hebron anticipated, but currently unquantifiable impacts from the proposed high density commercial operation a Bond in the amount of one million dollars should be established for the benefit of the town and residents to compensate for future town expenditures.

No stand-alone Toilet facilities proposed as required by NH law:

The proposed site does not adhere to State of New Hampshire Campground Regulations. (RSA Title XIX Chapter 216-I)

Per 216-I:4 Disposal Systems III. Flush toilets or other approved toilet facilities, such as self-composting toilets or incinerating toilets, **shall be provided in all recreational campgrounds** or camping parks.

Best practice is separate facilities for male and female, with hot and cold running water.

Current site plan design does not show any such stand-alone facilities either in the existing building or elsewhere.

Note all campground facilities should be ADA compliant.

RV Site Pan not in compliance with NFIP Requirements;

The proposed RV Park is situated in a known flash flood area of the Cockermouth River, and a number of the proposed RV site pads are located in the Flash Flood Hazard area.

The National Flood Insurance Program (NFIP) has stipulated that for "Recreational vehicle parks or campgrounds *That* these facilities should not be permitted in Flash Flood areas". (NFIP Floodplain Management Requirements, A study Guide and Desk Reference for Local Officials, FEMA 480, NFIP Requirements page 5-49).

Hebron is a Participating Community in the NFIP Program, and has agreed to implement NFIP floodplain management regulations. For continued community participation in the Flood Insurance Program, Hebron needs to enforce the NFIP requirements so that all residents have the opportunity to participate in the benefits of NFIP.

Additionally, the RV Park development has not provided any Evacuation Plans as required for use of a Hazard area. With no onsite management proposed for this development, the risk for Town Public Safety and Emergency Groups is increased and will require additional consideration in any future community planning.

Hebron should not jeopardize its Participating Community rating for one commercial operation.

No View Mitigation of Trash Collectors Proposed;

Per Hebron Site Plan requirement, "Visual screens of solid fencing or hedges shall hide ... garbage collection areas from adjoining parking areas, neighboring properties, and public highways." (Landscaping).

The proposed site design layout currently shows one trash/garbage dumpster, outside the park and 3 trash containers inside the park, adjacent to the utility building.

None of the trash/garbage containers show any fencing/buffer to shield them from neighbors or campers.

Additionally, the three stand-alone trash containers shown on the Electrical Plot Plan represent a potential flood containment risk.

With the known bear population in the area, best practices would be to have the trash/garbage collection in an enclosed facility.

Additional buffering details need to be provided.

No onsite 24/7 management of the area proposed;

For the size of the proposed commercial operation (i.e. \approx 80-90 people (with no upper limit) at one time, and designed space for 30 vehicles) the capacity suggests best practices for safety reasons would require full-time onsite supervision.

Additionally, the Site Plan Submission did not provide any detailed Operating Plan, Hazard Risk Mitigation Plan, or specific contractual agreements with campers that may have provided insight in to how the campgrounds will be controlled.

Additionally, The RV Park ownership has shown no prior campground operating experience to look to for reliance on past performance for assurance risks are diminished and any detrimental instance carries very little personal risk as an LLC entity.

Currently as proposed;

There is no limit on the amount of guest allowed. (i.e. total lot population at one time.)

There is no provision for emergency evacuation.

There is no provision for identifying vehicles authorized on the site.

Complete Operating Plans should be provided with the site plan proposal in order to evaluate the overall risks to Hebron.

Septic System is Not designed per Floodplain requirements;

Septic systems in floodplains must be designed to limit infiltration of flood water.

As proposed, Plot Plan OWTS sheet 1 (bottom left Corner) shows an open hole below ground level installed at each RV site, including those in the floodplain, as the entry point to the septic system.

All entry points to the septic system should have water tight caps and ability to connect RV's to the Septic System with a water tight connection, otherwise there is a large risk flood waters could enter the septic system and over charge the system capacity resulting in a contaminate risk to the watershed.

Risk that the Septic System is under designed;

There is a risk that the septic system is under designed and could result in a pollution issue.

The Septic Systems does have an approval from the State of NH based upon 9 – 60 GPD camp sites hookups and 1 – 10 GPD discharge from the utility building.

60 GPD is the New Hampshire design requirement for the Average camp ground hook up.

However, as proposed the RV Park is Targeting not the Average Camper, but high end RVs, (even those who want to work from home in their RVs.) High End RVs are equipped much like a normal house, with dishwashers,

clothes washers, as well as upscale water closets and showers. Using the camper average design discharge could be risky.

By comparison the New Hampshire design standard for B&B's is 60 GPD per room for 2 people. The RV Park design capacity is for 5 occupants plus guests per hookup.

Thus the Septic System as designed has the potential to be overloaded in the sensitive aquifer of Newfound Lake.

Additionally the Septic system design does not account for the NH mandated separate installed toilet facilities at all camp grounds.

The septic system design should be evaluated based upon 100% High End RV usage.

Electrical System not designed per Flood Hazard mitigation requirements;

The electrical system as proposed located in the flood hazard area is not designed to be water tight, to prevent water from entering or accumulating within its components.

The proposed design shows only "Rain Proof" containers for site electrical hook ups in floodplains.

Also, note residential electrical code stipulates you cannot put an electrical outlet within 6 feet of standing water (i.e. tub); safety practices with the same precautions should be applied to planned electrical outlets in the flood water areas.

Water tight electrical outlet should be stipulated in the flood areas, with appropriate remotely located shut offs.

Site Plan is not ADA (Americans with Disabilities Act) Compliant;

The proposed site plan is not in compliance with Federal ADA Requirements for accessibility. As a commercial business open to the public the site needs to be ADA compliant.

The site design shows three (3) standalone parking spaces, none of which appear to be designed for handicap usage.

Additionally, the access to the Laundry Facilities in the onsite shed does not appear to be designed per ADA regulations.

As noted elsewhere, the NH mandated campground toilet facilities should also comply with ADA standard.

The ADA standards should apply across the entire site plan design.

Insufficient data is provided to support minimal Buffer Zone design;

The developer did not provide any quantitative analysis of the noise level impacts to the surrounding area as a result of the cluster RV Park, with upwards of 80 people and at least 30 vehicles.

The Park's proposed location in the open fields of the Cockermouth River valley intensifies the potential impact to the ambient noise level.

As a reference the adjacent wood processing operation, when operating, can be heard throughout the Valley. The Wood industry holds a protected right in the state of New Hampshire; however the proposed Fun Spot does not earn the same protective status. There is no reason ambient sound levels should be increased outside the park. Neighbors, abutters, and protected natural areas should not be impacted by the increased commercial operation.

The site application has not addressed fencing of the lot lines to inhibit Park visitors from encroaching on abutting property. Fencing should be installed on all lot lines with signage designating boundaries.

The proposed buffer planting appears to be of minimal density and will not adequately mitigate the added noise and glare pollution from the site.

Since one of the targeted user groups for the park, includes the most reflective camper vehicles of its class (i.e. Air Stream) special consideration should have been taken to quantify the reflectivity and orientation of the Park vehicles. This would have probably shown denser planting will be required.

Site line views from neighbors and Hebron main road ways have not been directly evaluated. There are many areas from Groton Road this Park will be seen. Looking out from the park is not an adequate determination of neighboring impacts.

There is a great potential that residents living at a higher grade than the RV Park in the River Valley will be greatly impacted. As has been done in other locations where a commercial operation cannot adequately predict or abate noise and glare pollution to neighboring properties, an Abatement Fund (managed by the town) should be established by the developer for the benefit of the neighbors, to help them implement their own sound, glare, and view mitigations. (i.e. sound proofing, fencing, plantings, etc.)

Overall, the proposed RV Park does not adhere to the vision statement of the Hebron Comprehensive Master Plan and its supporting regulation to provide for balanced, responsible and attractive growth, providing for harmonious and aesthetically pleasing development, protecting public health and safety, and creating conditions of enduring stability harmonious with natural surroundings.

Signed;

A handwritten signature in black ink, appearing to read "David Darlington", written over a horizontal line.

David Darlington
Abutter

Karl

Exhibit B



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Hebron NH 03241
Phone 603-744-2631
hebronnh@metrocast.net

Hebron Conservation Commission

February 28, 2022

Ivan Quinchia, Chair
Hebron Planning Board
Hebron, NH 03241

RE: Serenity RV Park, LLC development proposal

Dear Mr. Quinchia and Planning Board Members,

The Hebron Conservation Commission (HCC) has reviewed the Newfound Serenity Campground LLC proposal at its regular meeting on February 23, 2022, in regard to the FEMA updated flood zone maps recently provided to the town. The HCC has further concerns about this proposal:

1. The HCC strongly recommends that the Hebron Planning Board use these recent FEMA maps for flood hazard data and the Board's consideration of the risks for flood threats to people and property from a development such as this. We recommended in our first letter that the Town meet with representatives of FEMA to review their recent updates, and we ask again.

The FEMA data included with the application is out of date and does not reflect current patterns of runoff in the Cockermouth River sub-watershed accurately, especially considering increased precipitation due to climate change and repeated flooding events that have occurred since the 2006 Mother's Day flood. These have all have exceeded expectations, and have increased in frequency, according to the Hebron 2009 Hazard Mitigation Plan, and weather tracking over the past two decades.

2. The subject property has a relatively short distance of rough, unimproved shoreline along the Cockermouth River for this size of recreational development. The HCC is concerned that the potential for concentration of upwards of 36 plus individuals, pets and guests at full capacity wanting to access the river (with no amenities), at an area where flow can become very low in summer months, poses serious health risks.
3. The Hebron Conservation Commission is concerned that users of the RV park are likely to begin crossing the river to utilize the shoreline along the Hebron Town Forest

Our Planet is Heating Up Fast It's Not Too Late to Change Course

Today, the Earth is much hotter than it was just 200 years ago. And sadly, we are seeing extreme impacts of that warming across broad landscapes, affecting wildlife and people around the globe.

HERE'S WHAT'S HAPPENING RIGHT NOW

SEA LEVEL RISE

Global average sea level has risen by about seven to eight inches since 1900. Rising seas endanger coastal cities and small island nations by exacerbating coastal flooding and storm surge, and contributing to more dangerous weather events.

CORAL DEGRADATION

Changes in water temperature cause algae to leave coral reefs, turning the reefs white and making them vulnerable to disease and death—a phenomenon known as coral bleaching. Mass coral bleaching events have become five times more common worldwide

over the past 40 years. The longest and most widespread global coral bleaching event on record occurred from 2015 to 2017.

A WARMING ARCTIC

The Arctic is warming faster than anywhere else on Earth, and ice-free summers could become a reality as early as 2040. Over the past 30 years, the oldest and thickest ice in the Arctic has declined by a stunning 95%.

HEAT WAVES

Heat waves are occurring more often than they used to in major cities across the United States. The average heat wave season across 50 major cities is now 45 days longer than it was in the 1960s. And the average global fire weather season has already increased by 20% due to climate change.

FLOODING

Floods are the most common natural hazard in the United States. Global floods and extreme

rainfall have surged by more than 50% in the past decade and are now occurring at a rate four times higher than in 1980.

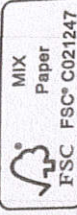
Limiting the increase in global temperature is our best chance of securing a safer future for all, preventing even more damaging consequences. By keeping the rise to 1.5° C (2.7° F), we can make a world of difference for our planet.

All of us must make a commitment to reduce emissions and help communities adapt to the impacts of a rapidly warming world.



World Wildlife Fund

1250 24th Street, NW
Washington, DC 20037 USA
worldwildlife.org



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The National Flood Insurance Program and the Changes it Brings to New Hampshire

Jennifer Gilbert, State Coordinator for the National Flood Insurance Program, Office of Energy and Planning

The most common disaster in New Hampshire is flooding. New Hampshire residents have been experiencing flood events since at least 1740 when the first recorded flood occurred in the Merrimack River basin area. Flooding in the state has often been a result of heavy spring rains, spring snowmelt, runoff, ice jams, and coastal storms.

Recently, New Hampshire has experienced a flood-related disaster every year between 2005 and 2013, with the exception of 2009. Throughout this period, all areas of the state were impacted by a flood event - sometimes for a second or third time. During many of these events, residents and businesses were impacted by damage to buildings, loss of personal belongings, flooded roadways, and sometimes even loss of life. The tables on the next page illustrate the increase in both the number of flood insurance policies and the number of flood insurance losses that have been paid in New Hampshire since 2005.

May/June, 2014

Status Update on
"Delayed and Deferred"
State Aid Grant
Projects

Understanding and
Applying Due Process
in Disciplinary Decision
Making

NHLoGIN Exists to
Bring Local
Governments Together

Lot Mergers and
Unmergers

Filling a Vacancy in
Local Government

Cyberinfrastructure
Projects in New
Hampshire

In 2004, the Federal Emergency Management Agency (FEMA) took action to help remedy the need for new mapping by initiating a nationwide Flood Map Modernization Program, with the goal of upgrading the FIRMs by creating a digital product, adding an aerial photograph background, changing from community-wide maps to county-wide maps, and restudying a limited number of special flood hazard areas. In New Hampshire, between 2005 and 2013, nine of the state's ten counties (other than Belknap) were "modernized" and issued new digital FIRMs.

Currently, FEMA's main focus is on mapping the country's entire coastal shorelines. New Hampshire's coastal mapping project, which includes 17 communities in the coastal and Great Bay watersheds, is currently underway. Preliminary copies of the maps are expected in 2014 and the final maps are expected in 2015. As part of this mapping project, more detailed topographic data and the use of current engineering methods will likely change the special flood hazard areas.

At a time when the country is experiencing frequent, extreme weather events, the need for updated floodplain mapping is important in guiding development and ensuring that property owners are paying for their structure's appropriate flood risk. However, Congress continues to cut FEMA's mapping budget, which has limited the ability of the agency to conduct the needed studies to produce new maps. Flood mapping funds have been reduced from \$220 million in fiscal year 2010 to \$89 million in fiscal year 2013.



Floodplain Regulations

It is unclear when New Hampshire communities began managing development in their floodplain areas. By the end of the 1980s, 62 percent of the state's communities had joined the NFIP and adopted the minimum floodplain regulations. Today, 214 communities (91 percent) in the state participate in the NFIP with three additional communities currently completing the enrollment process.

Many of the state's participating communities today only enforce the minimum requirements, which include requiring the lowest floor of the structure (including a basement) to be elevated at least as high as the base flood elevation. The base flood elevation is the height the flood waters are expected to rise to during a 1-percent-annual-chance flood event.

However, it is important for municipal officials to consider regulations that go beyond the minimum NFIP requirements, as the minimum requirements are not sufficient to reduce flood damage. As noted previously, most floodplain maps don't reflect today's conditions. Therefore, a community floodplain ordinance should include regulations that help compensate for the limited updates to the community's maps.



The 1973 Act mandated that federally regulated lending institutions could not *"make, increase, extend, or renew any loan secured by improved real estate or a mobile home"* located in a special flood hazard area of a NFIP participating community without requiring flood insurance. The Act also added a condition: communities only receive future financial assistance if they *"participate in the flood insurance program and to adopt adequate floodplain ordinances with effective enforcement provisions consistent with federal standards to reduce or avoid future flood losses."*

Needless to say, the 1973 Act attracted attention and the number of communities participating in the NFIP began to rise steadily. A year after the Act passed, the number of NFIP participating communities nationwide totaled 2,850 and the number of policies totaled 312,000. In New Hampshire, only one community participated in 1973 but by the end of the 1970s community participation increased to 14 percent.

It is believed that the subsidized premiums were only supposed to be a temporary measure to entice communities to join the NFIP. In fact, the first NFIP rate increase did not occur until 1981 and further increases continued as a way to offset the subsidy. For many years, the NFIP was either self-sustaining or could borrow and repay its debt. It wasn't until 2005 when Hurricane Katrina and other hurricanes devastated the Gulf Coast area that the NFIP experienced financial difficulties. Flood insurance claims from these storms totaled approximately \$18 billion.

Biggert-Waters Flood Insurance Reform Act of 2012

On July 6, 2012, almost seven years after Hurricane Katrina and three months before destructive Hurricane Sandy, Congress passed the Biggert-Waters Flood Insurance Reform Act of 2012 (BW-12) in an effort to financially stabilize the NFIP. The Act called for a number of changes to the NFIP which would most significantly impact certain Pre-FIRM structures. Nationwide, approximately 20 percent of all current policies are Pre-FIRM, while in New Hampshire approximately 40 percent are Pre-FIRM due to the age of our housing stock.

Starting October 1, 2013, any new policy purchased for a Pre-FIRM structure in a special flood hazard area is rated based on the structure's full-risk rate. Therefore, before a policy can be issued or renewed, the property owner is responsible for submitting a FEMA Elevation Certificate, completed and certified by a surveyor, to their insurance company in order to determine the structure's full-risk rate.

The immediate rate increase has had a significant impact on the real estate market across the country. In some cases, the full-risk rates have been significant enough that buyers have walked away, leaving property owners unable to sell property. However, many advocates for BW-12 feel that the increased rates are needed not only to help the NFIP to be more financially stable, but to make people aware of the structure's full-flood risk. All parties agree there is a need to address the affordability issue as well as the need to decrease the structure's flood risk through mitigation efforts.

Other provisions of BW-12 have not yet been implemented and will likely have an impact on additional policyholders. However, several bills currently in Congress seek to delay, eliminate, or revise many of the provisions of BW-12. The financial direction of the NFIP remains uncertain as Congress considers additional legislation that could either strengthen or weaken it.

For more information about the NH Floodplain Management Program, go to www.oep/planning/programs/fmp where you can find links about BW-12 under "Flood Insurance."







Jennifer Gilbert, CFM, ANFI, is the State Coordinator for the National Flood Insurance Program at the New Hampshire Office of Energy and Planning.

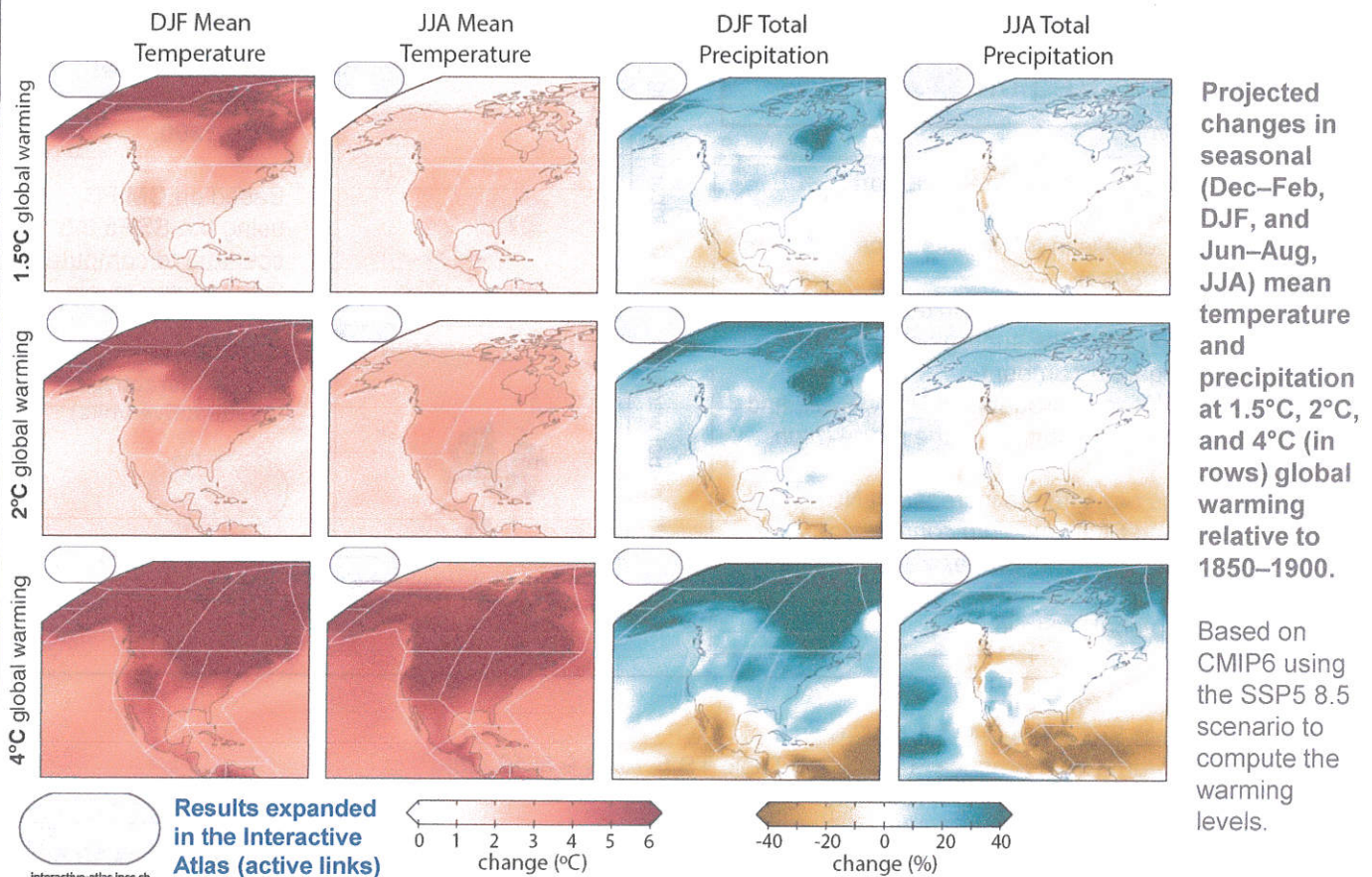
Editor's Note: President Obama signed the Flood Insurance Relief Bill on March 21, 2014 which:

1. Caps FEMA's authority to raise premiums at 18% per property per year instead of the 20% permitted under the current law, and at least 5% for pre-FIRM properties until the risk is priced at full actuarial rates;
2. Repeals the requirement that flood insurance premiums for homes that are sold increase immediately to full actuarial rates; and
3. Restores the prior "grandfathering" of rates for Pre-FIRM and Post-FIRM properties based on their initial flood risk rating (resulting in premiums at the rates set for that original risk zone, rather than updated flood risk zones).

Regional fact sheet – North and Central America

Common regional changes

-  North and Central America (and the Caribbean) **are projected** to experience climate changes across all regions, with some common changes and others showing distinctive regional patterns that lead to unique combinations of adaptation and risk-management challenges. These shifts in North and Central American climate **become** more prominent with increasing greenhouse gas emissions and higher global warming levels.
-  Temperate change (mean and extremes) **in observations** in most regions is larger than the global mean and **is attributed** to human influence. Under all future scenarios and global warming levels, temperatures and extreme high temperatures **are expected** to continue to increase (*virtually certain*) with larger warming in northern subregions.
-  Relative sea level rise **is projected** to increase along most coasts (*high confidence*), and are associated with increased coastal flooding and erosion (**also in observations**). Exceptions include regions with strong coastal land uplift along the south coast of Alaska and Hudson Bay.
-  Ocean acidification (along coasts) and marine heatwaves (intensity and duration) **are projected** to increase (*virtually certain* and *high confidence*, respectively).
-  Strong declines in glaciers, permafrost, snow cover **are observed** and **will continue** in a warming world (*high confidence*), with the exception of snow in northern Arctic (see overleaf).
-  Tropical cyclones (with higher precipitation), severe storms, and dust storms **are expected** to become more extreme (Caribbean, US Gulf Coast, East Coast, Northern and Southern Central America) (*medium confidence*).



New Hampshire

Top Climate Change Risks: Storm, Heat, Coastal Flood

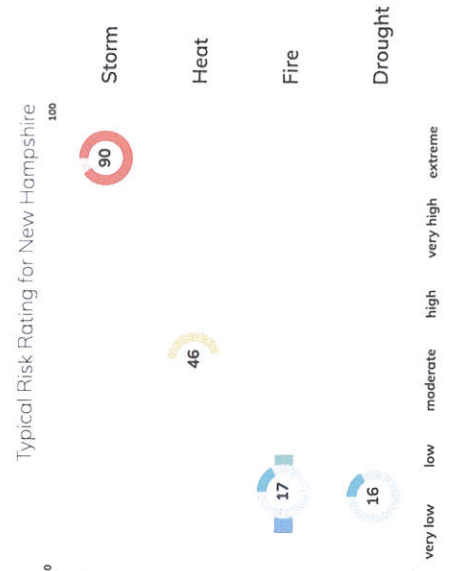
Learn how climate change is affecting people in **New Hampshire**. Then, [check your local risk](#) for heat, storm, fire, drought, and flood through 2050.

Typical Risks for Someone in New Hampshire

Compared to people in the United States, people in New Hampshire will experience especially increased risks from **storm, heat, and coastal flood** due to climate change over the next 30 years.

The ClimateCheck Risk Rating is a 1-100 score that measures historical risk and increased exposure to risk with climate change, compared to everywhere in the U.S. (lower 48 states). A rating of 100 means risk is the highest for the U.S., while 1 means the risk is the lowest of anywhere in the U.S. Even with a risk rating of 1, climate change has both localized and large-scale effects that impact everyone on Earth.

For fire, the bar estimates the middle 50% of buildings and middle 50% of land area. For heat, drought, and storm, the bars represent the middle 50% of the population.



Climate Risks for Cities in New Hampshire

Of the top cities in New Hampshire, the city with the highest overall risk is **Manchester**. The city with the lowest overall risk is **Lebanon**.

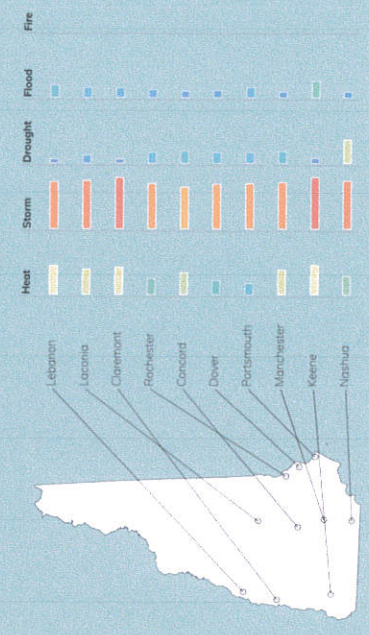
For **heat**, Portsmouth has the lowest risk and Keene has the highest risk.

For **storm**, Concord has the lowest risk and Keene has the highest risk.

For **drought**, Claremont has the lowest risk and Nashua has the highest risk.

For **fire**, Manchester has the lowest risk and Lebanon has the highest risk.

For **flood**, Manchester has the lowest risk and Keene has the highest risk.



Comparing New Hampshire and Other States

Submitted to the Hebron Planning Board March 2, 2022

By Anice (Neci) Petersen

My name is Neci Petersen. I live at 288 Groton Road. I came to the area in 1977 to work Cardigan Lodge in Alexandria. Every Sunday I would head to Spectacle Pond. I would pass by the fields off Groton Road and would wonder who lives in those houses and how beautiful and serene.

I worked at Cardigan for 3 summers before moving to Texas where I lived for approximately 38 years. My heart was always in NH.

Fast forward. Now I live in a cute little house on the corner of Matthew Lane and Groton Road. I've owned my house for about 6 years. I pass by the very fields that I would always wonder about. Access to the field is at the base of Matthews Lane.

I am going to be talking about Mr. Spaulding's "Newfound Serenity RV Park Design Narrative". I have Comments, Concerns & Corrections.

Traffic Page 7 In Mr. Spaulding Design Narrative, he "discussed project with two traffic engineers related to the Trip Generation."

Mr. Spaulding and the opinion of the two engineers have provided an analysis on trip generation and has included 3 references for their findings. One of which was from **The Institute of Transportation Engineers Trip Generation Manual**. I tried to confirm his findings on Trip Generation as related to potential traffic, but it would have required a onetime membership of \$495 for a non-member license to access and then verify their comments.

Mr. Spaulding references provided the following: Page 8

"An RV Park generates .3 trips/day in the PM Peak Hours which equates to an Average Daily Traffic (ADT) of 27 trips per day for the 9 sites". I could not verify this statement. I am not sure how .3 times 9 equal 27. And does the word trip imply a round trip? **But That really doesn't matter.**

In my opinion if you are camping and staying at a National or State Park for example you are more likely to stay put within the park boundary. These parks offer more opportunity for activity. Therefore, the Average Daily Traffic will be considerably less.

Not so at Serenity. There is only so much exploring to be done at the Proposed RV Park. With the possibly of two car or more at a campsite and with campers confined to a relatively small area, campers are going to want to explore. It is reasonable that a campsite can have up to 3 round trips per day.

A possible three (could be less could be more) round trips per day times 9 campsites is a possible 54 vehicles driving by my house PER DAY!! **Note that my driveway is located on Matthews Lane.** So every car, truck, motorcycle, motorhome, camper, boat / ATV with trailer, must go by my house.

My entry door is approximately 70 feet measured to the edge of Matthews Lane. Sitting on my porch I will be even closer. Working in my garden I will be as close as 12 ft away from the edge of the road.

Campers will be walking by my house with dogs and children in tow since they will be surrounded by private property and the only place to walk will be up Matthews Lane and along Groton Road. They will be doing this early in the morning to late at night. So I wonderingAs a taxpayer in Hebron do I have any rights as to my quality of life?

There is an issue of road dust regardless of what Mr. Spaulding thinks he knows. The dust created by trucks and tantum logging trucks due to the sawmill operation at the base of Matthews Lane is an issue. Mr. Spaulding states in his narrative that the "primary factors in dust generation on gravel roads **are** travel speed & moisture". Mr. Spaulding also state in his narrative that travel speed on Matthews Lane are expected to be less than 15 mph **therefore** not expecting dust to be an issue. I would seriously like to know where Mr. Spaulding got that statistic and conclusion.

Is no one concerned about the location of this sawmill relative to the proposed RV Park? Is no once concern about the campers and children that will enter the area to wonder around or climb the numerous piles of tires?

Vehicles will be exiting Matthews Lane and more often turning left towards the lake. That could possibly be 27 vehicles every day. Turning left heading to the lake you have a very short range of visibility before the road disappears. You must be extremely careful. More times than not you pull out safely and within seconds someone is racing up you rear. Sometimes it's a car and sometimes it a big, oversized logging truck.

Just one more item concerning traffic. In short, Mr. Spaulding attached a report on his narrative on traffic volumes in Groton from the NHDOT. On Page 8 Mr. Spaulding states that traffic "has been declining since 2009. The most recent data was collected in 2015". Mr. Spaulding's data is out of date and such misleading to his advantage. I called the DOT. They have been reporting traffic volumes on an interactive website since 2016. I will submit to the Planning Board updated volumes for 2020. I have three reports for the stations closest to Matthews Lane and ALL three of them report an increase in traffic volume.

Visual Impacts & Landscaping Page 11

Mr. Spaulding states that "only one home is completely visible from proposed RV Park. That of Travis Austin All other homes are obscured by foliage. Thus, the only property with any concern is that of Travis Austin's". **This is not true.** Everyone that I talked too personally can see some of Mr. Spaulding property from somewhere inside their house in the summer.

But the real issue is that everyone can clearly see it from their backyard. So that would be in the summer & fall when they are outside gardening, mowing, barbecuing or simply enjoying being outside at night in the quiet.

I noticed that in Mr. Spaulding narrative that he has not but a limit on the number of people or cars permitted at each camp site. And as far as I can tell he has not addressed the complication that trailered boats will bring. I must say that with all my issues at my house at least I would not have to look at **that every night.**

Light Pollution Page 12

If you are a camper, you are probably acquainted with the camper mentality. I know because I am one. Campers like to claim their space. They claim their designated area by stinging up lights Everywhere. Parents may unplug lights at bedtime, but kids are scared of the dark so the lights on the RV's stay on all night. Now with solar landscaping lights campers have access to areas outside the range of electricity. This is light pollution.

Management, Marketing & Operations Page 4

Mr. Spaulding stated that *"one member of the public expressed concern related to the transient population that may utilize the RV park.....We don't see the concern being any greater than from visitors staying at local B&B's, Inns Or AirBnB's"*. I find this statement **insulting and absurd**.

Mr. Spaulding can hope for a certain type of clientele but when you are making reservations online you have no idea if they are what Mr. Spaulding is targeting. That would be retirees, professionals looking to work from a campground, or fellow air streamers. And I am not sure what Mr. Spaulding means by not allowing tenter unless friends or family. Either you do or you don't.

Mr. Spaulding has "discussed this project with a Real Estate Appraiser". In the appraiser's opinion, He/She says it will not affect property values. The opinion of one person does not make it true. The potential of campers driving by my house every day will most definitely **have** an effect on value. Both on the value of my house and the of quality of my retirement.

I don't believe that Newfound Serenity is spending this kind of capital for just 9 campsites. I think they have a bigger vision. I can only wonder if conversations or agreements have already been made.

I appreciate you time and I Thank You for listening.

Neci Petersen

288 Groton Road

More Detail ▸

STATION DATA

GROTON ROAD @ HEbron TL

Directions: 2-WAY

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2020	555 ³		13		505 (91%)	50 (9%)	Grown from 2019
2019	603 ³		13		552 (92%)	51 (8%)	Grown from 2018
2018	594	79	13		546 (92%)	48 (8%)	
2017	544 ³				503 (92%)	41 (8%)	Grown from 2016
2016	537 ³				490 (91%)	47 (9%)	Grown from 2015

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Travel Demand Model

Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV
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VOLUME COUNT

Date	Int	Total
Mon 8/9/2021	60	861
Sun 8/8/2021	60	872
Sat 8/7/2021	60	1,072
Fri 8/6/2021	60	1,098
Sun 5/6/2018	60	532
Sat 5/5/2018	60	738
Fri 5/4/2018	60	689
Thu 5/3/2018	60	626
Wed 5/2/2018	60	681
Tue 5/1/2018	60	636

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mm/dd/yyyy To Date

VOLUME TREND

Year	Annual Growth
2020	-8%
2019	2%
2018	9%
2017	1%
2016	1%
2015	-8%
2012	-1%
2009	-1%
2006	0%
2003	-1%

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SPEED

Date	Int	Pace	85th	Total
No Data				

CLASSIFICATION

Date	Int	Total
No Data		

STATION DATA

WEST SPORR RD ~~at~~ ~~6th Street~~ ~~at~~ ~~1st St~~

Directions: 2-WAY

South of CROSS RD

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2020	955	136	14		867 (91%)	88 (9%)	
2019	698 ³		15		641 (92%)	57 (8%)	Grown from 2018
2018	688 ³		15		635 (92%)	53 (8%)	Grown from 2017
2017	680	101	15		630 (93%)	50 (7%)	
2016	882 ³				803 (91%)	79 (9%)	Grown from 2015

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Travel Demand Model

Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV
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VOLUME COUNT

Date	Int	Total
Wed 6/17/2020	15	1,023
Tue 6/16/2020	15	988
Mon 6/15/2020	15	818
Sun 6/14/2020	15	953
Sat 6/13/2020	15	1,228
Fri 6/12/2020	15	1,252
Sun 6/11/2017	60	935
Sat 6/10/2017	60	834
Fri 6/9/2017	60	736
Thu 6/8/2017	60	673

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 mm/dd/yyyy

VOLUME TREND

Year	Annual Growth
2020	37%
2019	1%
2018	1%
2017	-23%
2016	1%
2015	2%
2014	-3%
2011	25%
2008	-2%
2005	-5%

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SPEED

Date	Int	Pace	85th	Total
No Data				

CLASSIFICATION

Date	Int	Total
No Data		

WEIGH-IN-MOTION

Date	Axles	Avg GVW	Total
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PER VEHICLE

Date	Axles	85th	Total
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Directions: 2-WAY

NORTH SHORE RD OVER COCKERMOUTH RIVER

AADT

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2020	1,339	177	13		1,218 (91%)	121 (9%)	
2019	1,242 ³		13		1,140 (92%)	102 (8%)	Grown from 2018
2018	1,224 ³		13		1,129 (92%)	95 (8%)	Grown from 2017
2017	1,209	156	13		1,123 (93%)	86 (7%)	
2016	1,141 ³				1,040 (91%)	101 (9%)	Grown from 2015

1-5 of 20

Model Year	Model AADT	AM PHV	AM PPV	MD PHV	MD PPV	PM PHV	PM PPV	NT PHV	NT PPV
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VOLUME COUNT			
	Date	Int	Total
	Tue 6/16/2020	15	1,572
	Mon 6/15/2020	15	1,337
	Sun 6/14/2020	15	1,241
	Sat 6/13/2020	15	1,649
	Fri 6/12/2020	15	1,769
	Thu 6/11/2020	15	1,269
	Sun 6/11/2017	60	1,434
	Sat 6/10/2017	60	1,537
	Fri 6/9/2017	60	1,387
	Thu 6/8/2017	60	1,296

VOLUME TREND	
Year	Annual Growth
2020	8%
2019	1%
2018	1%
2017	6%
2016	1%
2015	2%
2014	-5%
2011	-2%
2008	8%
2005	4%

SPEED					
Date	Int	Pace	85th	Total	
No Data					

CLASSIFICATION			
Date	Int	Total	
No Data			

WEIGHT-ADJUSTED				
Date	Axles	Avg GVW	Total	
No Data				

PER VEHICLE				
Date	Axles	85th	Total	
No Data				

re: RV proposal

Hazard	Date	Location	Impacts/Assessment
Drought	1947-1950	Statewide	Moderate
Drought	1960-1969	Statewide	Longest record continuous period of below normal precipitation.
Drought	June 1, 1999	Statewide	Governor's Office declaration moderate drought for most of the state.
Drought	Aug. - Dec. 2001	Statewide	Governor's Office declaration moderate drought for most of the state. Palmer Drought Severity Index was Moderate.
Earthquake	December 24, 1940	Carroll County	5.5 - felt over 400,000 square miles. Severe damage.
Flood	July 4, 1973	Grafton County	Fourteen bridges and many roadways were damaged which totaled \$171,000.
Flood 13 yr.	July 1, 1986 - August 10, 1986	Statewide	Severe summer storms with heavy rains, flash flooding and severe high winds
Flood 4	August 7-11, 1990	Statewide	Wide spread flooding, a series of storm events with moderate to heavy rains
Flood 6	October 1, 1996	Grafton County	Heavy Rains
Flood 1	October - November 1995	Grafton County	Heavy Rains
Hazard	Date	Location	Impacts/Assessment
Flood 3	June 1998	Bridgewater	Numerous road and culvert washouts. This led to the release of FEMA funding over the next two years for upgrades. 1 death.
Flood 1	Sept. 16-18, 1999	Grafton County	Remnants of Hurricane Floyd resulted in \$570,500 of property damage. Power out to 10,000 customers.
Flood 4	September 12, 2003	Statewide	Severe storms and flooding
Flood 2	June 9, 2005	Southern Grafton County	Flash flooding resulted in \$1.0 M in property damages.
Flood 4 mo.	October 26, 2005	Statewide	Severe storms and flooding
Flood 6 mo.	May 14 - 16, 2006	Grafton County	Up to 12 inches of rain in three days.
Flood 1 mo.	May, 12 - June 30, 2006	Statewide	Severe storms and flooding <i>Mother's Day Flood</i>
Forest Fire	August 9, 2001	Grafton County	Fire caused by lightning burned 0.75 acres.
Forest Fire	Summer 2006	Bristol	Adjacent town - Bristol Peak had seven acre forest fire.
Lightning	April 12, 2001	Plymouth, Ashland	Separate fires in apartment building and house.
Lightning	Sept. 4, 2003	Bristol	Damage to home electrical system and equipment totaled \$10,000.
Lightning	June 27, 2005	Plymouth	Three separate strikes caused a barn fire, damage to Town Hall and communications and electronics equipment were damaged, and one injury. Total damages were \$110,000.
Hurricane	September 9, 1991	Statewide	Hurricane Bob, severe storms
Hurricane	September 18- 19, 1999	Grafton County	Heavy Rains associated with tropical storms, Hurricane Floyd affected the area.