

Rokeh Consulting, LLC

November 5, 2021

Town of Wilton
Zoning Board of Adjustment
42 Main Street
Wilton, NH 03086

RE: Response to Keach Nordstrom Letter regarding Isaac Frye Holdings Lot.

Dear Members of the Board,

Please let this letter serve as our official response to the Keach Nordstrom letter dated October 12, 2021.

We had previously reviewed the shared driveway access that was create with the subdivision plan. The existing driveway into the property was shown on the plan with a potential shared access drive created. The existing driveway was the access that leads right to the house so the 'shared access' area created passes within about 10 feet from the existing house. This is not a reasonable alignment for a shared driveway arraignment. The existing home would negatively impacted to a significant degree. All traffic to the new home on the rear lot would be routed through the front yard of the existing home and within 10 feet of the house. This would include all Fed Ex, UPS, USPS, oil/propane deliveries, etc. During the winter the shared maintenance and plowing of the driveway would be nearly impossible to achieve without issues being created between the two owners. The driveway being located on F3/2 as proposed is the best possible solution for this subdivision that eliminates all issues between the two owners.

With regard to the area located in the northwest corner of the lot, we have calculated an area of approximately 3,700 sq ft of area within the building setback area before the start of the steep slope that is causing the issue. It is unreasonable to think that a house can be built in the area that is shown on the subdivision plan without excavating into the embankment as the developer has proposed in their application to the ZBA.

We have also reviewed the possibility of extending the driveway much further into the property to get to the top of the hill. That would create several issues that have a greater impact to the property than the proposed excavation that is proposed. The first issue is that the driveway would be graded into at 25% side slope creating a very steep slope on the upper side of the driveway and also a very steep drop off on the lower side of the driveway. To avoid a very dangerous situation there would need to be guardrail along the whole lower side of the driveway to prevent accidents with not only the homeowner but also all delivery and emergency service vehicles entering the property.

The second issue is that the additional length would create a situation where more than 100K sq ft of area would be disturbed and would then require an NHDES Alteration of Terrain permit. This would require

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that all drainage be balanced out and would require a detention pond to be excavated out to account for disturbance. This would impact the lot to an even greater degree than the proposed application before the ZBA. It would also require the property owner to obtain a wildlife study, full wetland delineation of the property, and a high intensity soils map prepared for the property. This level of work is almost never required for a single family home construction.

We feel that the application has balanced the constraints of the lot to the greatest degree possible and the proposed excavation results in the best house position and safest driveway for access to it.

If you have any questions regarding this application, please do not hesitate to contact me.

Sincerely,



Jon Rokeh, PE

