TOWN OF STRATHAM

10 Bunker Hill Avenue, Stratham NH 03885
Planning Department (603) 772-7391
www.strathamnh.gov

SITE PLAN REVIEW / SUBDIVISION WAIVER REQUEST FORM

Name of Site Plan/Subdivision: Red Barn Property

Street Address: 210 Portsmouth Avenue

I, Brendan Sheehan, hereby request that the Planning Board waive the requirements of item(s) Figure A - Road Cross Section (Subdiv Regs) of the Site Plan/Subdivision Checklist in reference to a plan presented by Beals Associates, PLLC (name of surveyor and engineer) dated Sept 1, 2026 for Parcel ID(s) Tax Map 21 Lot 81 in the Town of Stratham, NH.

Strict conformity would cause an **unnecessary hardship** to the applicant and waiver would not be contrary to the spirit and intent of the regulations:

OR:

Specific circumstances relative to the subdivision or conditions of the land in the subdivision indicate that the waiver will properly **carry out the spirit and intent of the regulations**:

See attached explanation letter.

As the aforementioned applicant or authorized agent, I, herein, acknowledge that this waiver is requested in accordance with the provisions set forth in RSA 674:44, III (e) (For Site Plans) OR RSA 674:36, II (n) (For Subdivisions). Without the Planning Board granting said waiver, strict conformity would cause an unnecessary hardship to the applicant and waiver would not be contrary to the spirit and intent of the regulations, **OR**, the specific circumstances relative to the site plan/subdivision or conditions of the land in the site plan/subdivision indicate that the waiver will properly carry out the spirit and intent of the regulations.

Brendan Sheehan — **Name of Applicant or Authorized Agent**

Sept 16, 2026 — **Date**

BEALS · ASSOCIATES *PLLC*

70 Portsmouth Avenue
Stratham, New Hampshire
03885
603.583.4860

September 16, 2026

Chairman
Town of Stratham Planning Board
10 Bunker Hill Avenue
Stratham, NH 03885

RE: Red Barn Property LLC - Proposed Subdivision Application
Road Design Waiver Request – Tax Map 21 Lot # 81

Dear Members of the Planning Board:

This letter is submitted to formally request a combined waiver from certain roadway design requirements contained in **Table 1 – Roadway Design Criteria** and **Figure A – Road Cross Section** of the Town of Stratham Subdivision Regulations in connection with the proposed Subdivision Application.

The Applicant has worked with the project review engineer, CMA Engineers, to evaluate the applicable roadway design requirements and confirm that the proposed private roadway will provide adequate access, safety, drainage, and overall functionality. The Applicant is requesting relief from the specific requirements identified below because certain provisions are either unnecessary for the proposed private roadway or cannot be reasonably achieved without creating additional site and environmental impacts.

The proposed roadway is a private residential road and is substantially different in scale and anticipated use from a typical public roadway. The proposed design meets the overall intent of the Town's roadway standards while minimizing unnecessary disturbance to wetlands, wetland buffers, and adjacent areas.

The Applicant respectfully requests a waiver from the following requirements:

1. **Pavement Markings:** Relief from the requirement to provide painted fog lines and double solid centerlines.

2. **Roadway Width:** To allow a **20-foot-wide paved roadway** where Table 1 requires a 22-foot width for paved residential dead-end roads.

3. **Culvert Material and Cover:** To allow a **12-inch RCP culvert with less than 3 feet of cover** where the regulations require a 12-inch HDPE pipe with a minimum of 3 feet of cover.

4. **Roadside Swale:** Relief from the requirement to provide a swale along the cut side of the roadway between approximately **STA 4+25 and STA 6+00**.

5. **Curb Radii:** To allow **25-foot curb radii** where a 30-foot radius is required.

6. **Superelevated Road**: To allow a superelevated road where the cross section shows a crowned road.

Basis for Requested Waivers

1. Pavement Markings

The proposed roadway is a private road with limited access and a limited number of anticipated users. Painted fog lines and double solid centerlines are not necessary to safely operate the straight roadway under these conditions. The absence of pavement markings will not adversely affect emergency access, traffic safety, or the functionality of the roadway.

2. 20-Foot Roadway Width

The Applicant requests approval of a 20-foot-wide roadway rather than the 22-foot width specified for residential dead-end roads.

The proposed roadway will serve a limited number of residential units and is expected to experience substantially less traffic than a typical public residential roadway. The additional two feet of pavement width would provide minimal functional benefit given the anticipated traffic volume and private nature of the roadway.

Conversely, increasing the roadway width would require additional unnecessary grading and disturbance within the wetland and wetland buffer areas. Maintaining the 20-foot width therefore provides an appropriate balance between roadway functionality and minimizing unnecessary site disturbance. Additionally, the 20-foot width accommodates emergency apparatus and has already been approved by the Town of Stratham Fire Department.

3. 12-Inch RCP with Less Than 3 Feet of Cover

The Applicant requests approval to utilize a 12-inch reinforced concrete pipe (RCP) with less than the otherwise required 3 feet of cover.

The proposed pipe elevation has been established in consideration of the existing site grades and the need to minimize wetland and wetland buffer disturbance. Requiring the additional cover associated with the prescribed HDPE pipe installation would require raising the roadway and/or modifying adjacent grades, resulting in additional earthwork and site disturbance.

The proposed configuration allows the roadway and drainage system to better conform to existing grades while avoiding unnecessary impacts. The Applicant believes the proposed RCP provides an appropriate and durable drainage solution for this location.

4. Cut-Side Swale Between STA 4+25 and STA 6+00

The Applicant requests relief from providing a conventional roadside swale along the cut side of the roadway between approximately STA 4+25 and STA 6+00.

At this location, constructing the required swale would result in a steeper slope toward the abutting property to the north and would provide limited additional drainage benefit. The area does not receive a significant amount of concentrated runoff from the adjacent property, and the proposed roadway drainage system is otherwise designed to adequately manage runoff generated by the roadway and surrounding site.

If necessary, alternative measures can be incorporated to address localized drainage, including a stone-lined swale with perforated pipe to collect and convey runoff toward the proposed cross culvert. Alternatively, limited overland flow can be maintained toward the proposed infiltration ponds where appropriate.

The Applicant is therefore requesting flexibility to utilize the most appropriate drainage treatment for this specific site condition rather than constructing a conventional swale that would provide limited benefit while potentially increasing grading impacts.

5. 25-Foot Curb Radii

The Applicant requests approval of 25-foot curb radii in lieu of the 30-foot radii specified by the regulations.

The proposed 25-foot radii provide adequate maneuvering area for vehicles, including emergency apparatus, to enter and exit the roadway safely. The reduced radii are appropriate given the private nature and limited traffic volume of the proposed roadway.

The proposed configuration has also been reviewed in connection with the project's NHDOT driveway permit, and NHDOT approved the proposed driveway configuration under its applicable jurisdiction. This provides additional support that the proposed geometry is adequate for the anticipated traffic and access requirements.

6. Superelevated Road

The Applicant requests allowance for the proposed roadway to be **superelevated rather than crowned**, as depicted in the typical road cross section.

At this location, constructing the roadway with the crowned cross section shown in Figure A would direct a portion of roadway runoff toward the abutting property to the north and, ultimately, toward the abutter's irrigation pond. The Applicant believes this would be inconsistent with the overall objective of the project's stormwater management design and could unnecessarily increase the potential for runoff to enter the abutting property.

The proposed superelevated roadway provides a more appropriate site-specific solution by directing roadway runoff **away from the abutting property and irrigation pond and toward the project site**, where the runoff can be collected and conveyed through the proposed stormwater management system and directed to the proposed stormwater treatment ponds.

Consistency with the Intent of the Regulations

The Applicant has worked with CMA Engineers during the review process to evaluate the roadway design and ensure that the overall intent of the Town's roadway standards is satisfied.

The requested waivers are limited to specific design elements and do not represent a request to disregard the Town's roadway standards generally. The proposed roadway will continue to provide safe and functional access while incorporating appropriate drainage and roadway design measures.

The standards identified in Table 1 and Figure A are intended to establish appropriate design criteria for public roadways, including considerations related to traffic, emergency access, drainage, and long-term roadway function. In this particular case, the proposed roadway is a **private residential road serving a limited number of units**, and strict application of certain dimensional requirements would provide little additional functional benefit while potentially increasing grading, impervious area, and impacts to wetlands and wetland buffers.

Granting the requested waivers will allow the Applicant to maintain a functional and safe roadway design while better responding to the specific physical and environmental constraints of the property.

Based on the project-specific conditions, the review conducted with CMA Engineers, the limited nature of the proposed private roadway, and the Applicant's efforts to meet the substantive intent of the Town's roadway standards, the Applicant respectfully believes that the requested waivers are reasonable and appropriate.

Thank you for your consideration.

Very truly yours,
BEALS ASSOCIATES, PLLC

John P Lorden

John P Lorden, PE
Senior Project Manager